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Agenda

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS MEETING
AND
SPECIAL ELEVATE SD 2020 BOARD WORKSHOP

December 12, 2019

9:00 a.m.

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

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting. Live audio streaming of the MTS Board of Directors meetings can be accessed at the following link: <https://www.sdmts.com/boardroom-stream>.

**ACTION
RECOMMENDED**

1. Roll Call
2. Approval of Minutes – November 2, 2019 and November 14, 2019 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. | <u>Operations Budget Status Report for October 2019</u> | Informational |
| 7. | <u>Lease Agreement with Brick by Brick, LLC at 675 West G Street, San Diego</u>
Action would authorize the Chief Executive Officer (CEO) to execute a Lease Agreement with Brick By Brick, LLC for a lease at 675 West G Street, San Diego. | Approve |
| 8. | <u>Rail Maintenance Program Including Rail Grinding Services – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL288.0-20, to Advanced Rail Management (ARM) for Rail Maintenance Program including Rail Grinding Services as further described in the scope of work, in the amount of \$3,091,938.01, for a 5-year period from January 1, 2020 to December 31, 2024. | Approve |
| 9. | <u>Fiber Optic Communication Network Gap Closures – Fund Transfer</u>
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 88 to the MOU between the San Diego Association of Governments (SANDAG) and MTS for the Fiber Optic Communication Network Gap Closures project in the amount of \$150,000.00. | Approve |
| 10. | <u>On-Call Tree Trimming and Removal Services – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG300.0-20, with Atlas Environmental Services, for On-Call Tree Trimming and Removal Services, in the amount of \$522,000, for a 10-year period from January 1, 2020 to December 31, 2029. | Approve |
| 11. | <u>Light Rail Vehicle (LRV) Upper Level Work Platforms Combined – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL287.0-19, with Metro Builders, Inc., for the construction of LRV Upper Level Work Platforms Combined Project in the amount of \$2,084,002. | Approve |
| 12. | <u>Zero Emission Bus (ZEB) Charger Project Phase II – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG301.0-20, with Baker Electric, for the installation of electric bus chargers and related underground work at the Kearny Mesa Division, East County Division, and South Bay Division in the amount of \$458,334.09. | Approve |
| 13. | <u>San Diego State University (SDSU) Trolley Station Fire and Safety Monitoring and Maintenance Services – Sole Source Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL304.0-20, with Johnson Controls Fire Protection, LP (JCI), for fire and safety monitoring and maintenance services at the SDSU trolley station for a period of five years in an amount not to exceed \$299,551.24. | Approve |
| 14. | <u>Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11</u>
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 and County by the Adoption of a Uniform Paratransit Ordinance”; (2) Direct publication of a summary of the amendments to MTS Ordinance No. 11; and (3) Upon adoption of the proposed amendments, grant | Approve |

the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.

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|-----|--|---------------|
| 15. | <u>Revisions to MTS Board Policy No. 34, "For Hire Vehicle Services"</u>
Action would approve the proposed revisions to MTS Board Policy No. 34 "For Hire Vehicle Services". | Approve |
| 16. | <u>Fashion Valley Elevator Project – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL289.0-20, with Conan Construction, Inc., in the amount of \$2,197,187.76 for constructing a second elevator at the Fashion Valley Station ("Project"). | Approve |
| 17. | <u>Extension of Gas Service Provider (GSP) Contract – Contract Amendment</u>
Action would authorize the Chief Executive Officer (CEO) to execute Amendment 9 to MTS Doc. No. G1268.0-09, with BP Energy Company (BP), in the amount of \$55,000 for the extension of GSP services for an additional two and a half year period. | Approve |
| 18. | <u>Account Based Fare Collection System – Contract Amendment</u>
Action would authorize the Chief Executive Officer (CEO) to execute Amendment 2 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), a total contract increase of \$1,093,731.49. | Approve |
| 19. | <u>Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments</u> | Informational |
| 20. | <u>Conceptual Cost Estimating and Scheduling Services for Proposed Transportation Infrastructure Projects in San Diego County – Work Order Amendment</u>
Action would: (1) Ratify Amendment No. 1 to Work Order WOA2075-AE-37 under MTS Doc. No. G2075.0-18, with Dokken Engineering (Dokken), in the amount of \$255.17 for the removal of a subconsultant and the addition of a classification; and (2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to Work Order WOA2075-AE-37 under MTS Doc. No. G2075.0-18 with Dokken in the amount of \$124,024.58 to perform additional conceptual cost estimating and scheduling services for proposed transportation infrastructure projects in San Diego County. The new total value of the Work order shall not exceed \$472,122.07. | Approve |

CLOSED SESSION ITEMS

- | | | |
|------|--|-----------------|
| 24a. | CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – LIABILITY CLAIM Pursuant to California Government Code Section 54956.95
<u>Claimant</u> : MTM Builders Inc.
<u>Agency claimed against</u> : San Diego Metropolitan Transit System | Possible Action |
|------|--|-----------------|

DISCUSSION ITEMS

- | | | |
|-----|---|---------|
| 30. | <u>Fiscal Year (FY) 2020 – 2021 Pilot Blue Line Service Increase (Brent Boyd)</u>
Action would approve the pilot Blue Line service increase, and direct the Budget Development Committee (BDC) to identify funding for the service in the Mid-Year Operating Budget Amendment. | Approve |
|-----|---|---------|

****ELEVATE SD 2020 BOARD WORKSHOP ITEMS****

- | | | |
|-----|---|--------------------|
| 45. | <u>Elevate SD 2020 Public Engagement Update (Mark Olson, Sharon Cooney, and Dave Metz of FM3)</u> | Informational |
| 46. | <u>Elevate SD 2020 Draft Expenditure Plan Scenarios (Denis Desmond)</u>
Action would receive a report on project plan scenarios being analyzed for inclusion in a potential expenditure plan, and provide feedback prior to public outreach. | Possible
Action |

OTHER ITEMS

- | | | |
|-----|---|---------------|
| 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 Elevate SD 2020 Board Workshop Date:</u> Saturday, January 11, 2020 at 9:00am | |
| 65. | <u>Next Regular Board Meeting Date:</u> Thursday, January 16, 2020 at 9:00am | |
| 66. | <u>Adjournment</u> | |

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

****ELEVATE SD 2020 BOARD WORKSHOP****

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MINUTES

November 2, 2019

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

1. Roll Call

Chair Fletcher called the Board meeting to order at 9:03 a.m. A roll call sheet listing Board member attendance is attached.

2. Public Comments

Gretchen Newsom – Ms. Newsom commented on behalf of IBEW 569. She voiced support for the Purple Line project, and requested for MTS to work closely with SANDAG on this project. Ms. Newsom stated that they look forward to continuing working with MTS on advancing the Elevate SD 2020 ballot initiative.

Renee Chello – Ms. Chello commented on the public health issues on the buses. She stated that there are unsheltered riders that have severe odor or are carrying items that are dirty that could impact the health of other transit riders.

Toshi Ishihara – Mr. Ishihara voiced his support for Elevate SD 2020. He stated that he would like to see immediate improvements to the system and services. Mr. Ishihara commented that longer term investments are also important to improve climate change and improve the San Diego region.

Peter Warner – Mr. Warner recommended holding some of the public outreach events at indoor locations to avoid impactful weather conditions. He also asked if some of the public outreach events could be held in the north county jurisdiction.

Jack Shu – Mr. Shu commented about the different options that are available to fund transit besides issuing bond measures. He stated that now is not the time to put forward a sales tax measure, especially while the region is currently underway in developing a new regional transit plan.

Peter O'Connor – Mr. O'Connor commented on his support of adding more direct bus services on the highways between neighborhoods.

Denisse Lopez – Ms. Lopez stated that she would like to see the Youth Opportunity Pass included in the Elevate SD 2020 measure. She stated that the youth riders will benefit from this free fare pass and will continue to use transit in the future.

Murtaza Baxamusa – Mr. Baxamusa recommended three metrics to be used during the Elevate SD 2020 process. He stated that the goals and metrics should include mode shift, economic development, and money split for the projects and services that will be included in the measure.

Nicole Burgess – Ms. Burgess commented on the need for San Diego residents to get outside and active during their transportation. She asked for the Board to listen to the residents and their input as it relates to transportation. Ms. Burgess stated that safe routes to school is not captured in the data the consultants have provided.

Phil Baller – Mr. Baller encouraged the Board to advocate for increased frequency and later service in the evenings. He stated that having these extra options can help improve the lives of people, especially those that work late night shifts.

CHIEF EXECUTIVE OFFICER COMMENT

Paul Jablonski, Chief Executive Officer, provided an introduction prior to the meeting presentations. He reviewed the topics and items that would be discussed in the meeting. Mr. Jablonski noted that staff will be asking for the Board's input and feedback in developing the details of the proposed ballot measure. He stated that MTS looks forward to continuing the work on this process with the Board, stakeholders, and members of the public.

3. a. Results of Public Outreach to Date (Mark Olson)

Mark Olson, Manager of Public Relations, provided a presentation on the results of public outreach to date. He reviewed the details and results of the public participation plan; public engagement events to date; key themes observed; total value rankings at outreach events; total value rankings at community forums; total value rankings at the community advisory committee; total value rankings at working groups/workshops; and total value rankings combined from the outreach. Mr. Olson reviewed the results and feedback from the vision builder tool to date, and the early takeaways from the tool. Lastly, he discussed next steps and noted that staff will continue with public outreach and report back at the next Board Workshop.

PUBLIC COMMENTS

Oscar Medina – Mr. Medina commented on behalf of the Environmental Health Coalition. He requested for the public outreach events to be staffed with bilingual staff members, so that the non-English speaking public will be able to communicate.

Rosa Vidal – Ms. Vidal commented on behalf of Mid-City CAN. She stated that public outreach events should be staffed with bilingual staff members. She also commented on the inclusion of Youth Opportunity Passes in the Elevate SD 2020 program.

Jack Shu – Mr. Shu commented that there does not need to be a list of projects for the ballot measure. He recommended that there should be overlying criteria within the ballot measure that relates to speed, frequency, and reliability.

Vianney Ruvalcaba – Ms. Ruvalcaba commented on behalf of the City Heights Community Development Corporation. She stated that they sent a letter to MTS last October requesting for

specific projects to be included in this process. She noted that they are pleased to see many of those projects being discussed.

Nicole Burgess – Ms. Burgess commented about separating security and amenities in the measure. She stated that many people do not want more security, but they do want more amenities. Ms. Burgess commented on including Youth Opportunity Passes in the measure and also including more bike amenities.

BOARD COMMENTS

Vice Chair Rios inquired about the most popular and least popular responses in the vision builder tool as it relates to the Blue Line Express. She requested that a clearer definition and description of the Blue Line Express be incorporated into the public outreach process.

Mr. Sandke inquired about the military bases and public outreach. He also asked about the lower cost projects and why projects such as the ferries scored low. Mr. Olson replied that the military population is an important population to reach. He stated that staff will be holding public outreach at the bases throughout San Diego and should be receiving more information from that population in the next month. Sharon Cooney, Chief of Staff, commented about the ferry projects. She stated that many people feel that mode of transit is geared towards tourists and not residents. She noted that people may not understand that particular mode of transit at this point.

Ms. Weber commented on the lack of community outreach in the City of La Mesa. She requested for additional outreach to take place in La Mesa.

Ms. Salas stated that she would like to ensure that all data points are being considered that will drive an increase in transit use by the public.

Mr. Ward commented about including colleges and universities within the public outreach process. Mr. Olson stated that they have been included in this process and staff will continue including the colleges and universities in the public outreach process. Mr. Ward also recommended staff to try surveys on board transit vehicles to receive feedback from daily riders. Mr. Ward also asked for staff to look into ways to differentiate the responses from transit-dependent riders and choice riders.

Ms. Sotelo-Solis inquired about the hard costs from Free Ride Day. Mr. Jablonski commented that the loss of revenue was approximately \$150,000. Ms. Sotelo-Solis recommended considering the impact of holding a Free Ride Month and looking at the data and ridership numbers. She also requested for key transit destinations to be included in the next wave of public outreach.

b. Transit Network Planning and Project Evaluation Metrics (Denis Desmond)

Denis Desmond, Director of Planning, provided a presentation on transit network planning and project evaluation metrics. He reviewed the projects currently in metrics evaluation and system-wide proposals under consideration. Mr. Desmond reviewed the following projects and metrics: mobility-on-demand, mobility hubs, grade separations, youth opportunity passes/other fare

discounting, security, bus fleet electrification, and grant programs. He also discussed project evaluation metrics and conceptual project metrics.

PUBLIC COMMENT

Peter Warner – Mr. Warner commented that research should be done on implementing an I-5 freeway BRT route. He stated that he would like to see improved connections between San Diego and Orange County.

BOARD COMMENTS

Mr. Ward inquired if there was data about future housing planning in relation to the proposed transit projects. Mr. Desmond displayed a map of the San Diego region and discussed the potential future growth surrounding the transit destinations. Mr. Ward inquired if staff was looking at switching current bus routes to BRT routes. Mr. Desmond replied that they are looking at 18 different regular bus routes to potentially switch to rapid routes. Mr. Ward recommended looking into including street cars in the proposed projects. He also asked about security and would like staff to seek clarification on whether the public is interested in having more law enforcement or if they are trying to primarily address the homelessness issue.

Ms. Galvez stated that increasing press coverage on these potential projects could help increase the public understanding of the measure and what these investments would look like.

Vice Chair Rios stated that she supports the Youth Opportunity Passes. She asked about the security and amenities proposals being included under the same category in the survey tool. Ms. Cooney stated that each of the project categories in the vision builder have extensive descriptions. She noted that the security and amenities category is primarily focused more on security. During community outreach events, security and amenities are generally discussed separately in different manners.

Ms. Moreno stated that she believes the projects discussed do not incorporate enough of her council district or the South Bay. She commented that the San Ysidro Intermodal Transit Center should be included in these potential project discussions. Ms. Moreno stated that she supports the increased service frequencies and the Blue Line Express. She stated that grade separations should also be included in the final project list.

Ms. Frank commented that she is supportive of the mobility-on-demand concept for jurisdictions such as Poway for an alternative mode of transportation.

Ms. Salas asked for more details about the mobility-on-demand options and the purpose of this type of service. Ms. Cooney stated that this type of service would be put into place to help address first mile/last mile problems.

Ms. Montgomery commented about the metrics used and asked if they were aligned with the Transit Optimization Plan (TOP). Mr. Desmond stated that the main sources of the metrics were based on the guiding values of Elevate SD 2020. He noted that the TOP was different, because it looked at improving the current existing network. Ms. Montgomery commented that the security and amenities category should be split into two different categories in the online survey.

Ms. Gomez commented about mobility-on-demand and stated that they need to be mindful about the cost-benefit of utilizing those services. She also commented on the first mile/last mile options and asked to see more inclusion of bikes. Ms. Gomez stated that it is important to improve and expand the Blue Line services within the measure. She also discussed considering the inclusion of housing and job centers when we are researching projects. Ms. Cooney noted that the projects that were just discussed were more system-wide projects. She stated that the other capital projects will be discussed in the next presentation. Ms. Gomez echoed the comments regarding the security and amenities category. She also stated that this process is a balancing act and we should not be too prescriptive in the proposed projects.

Ms. Aguirre commented about security and stated that we need to evaluate how we implement and manage security in the future. She stated that she is supportive of looking into no cost transit passes for youth and possibly for the homeless population too. Ms. Aguirre agreed with the other Board Members regarding improving the Blue Line service and amenities.

Mr. Hall commented about how there will always be populations that don't see enough in the plan for them. He stated that the Board will have to make hard decisions that will benefit the entire region. Mr. Hall stated that he is focused on ensuring the SR-52 highway sees improvements in the future.

c. Guidelines for Implementing Elevate SD 2020 Projects (Heather Furey)

Heather Furey, Director of Capital Projects, provided a presentation on the guidelines for implementing Elevate SD 2020 projects. She discussed the projects with capital cost components; cost estimate methodology; schedule methodology; and capital cost and schedule phases. Ms. Furey discussed the following proposed projects: Purple Line Trolley; I-805 BRT; SR-52 BRT; I-5 BRT; SR-56 BRT; UCSD to Sorrento Valley Skyway; and Ferry Projects. She noted that there were additional project estimates that would be provided at a later meeting. Ms. Furey also discussed project sequencing and procurement policies.

PUBLIC COMMENT

Jennifer Williamson & Ray Major – Ray Major and Jennifer Williamson commented on behalf of SANDAG. Mr. Major stated that SANDAG is supportive of the Elevate SD 2020 plan. He commented that the Purple Line alignment that was discussed in the presentation is inconsistent with SANDAG's analysis of the line. Mr. Major stated that SANDAG is committed to working with MTS to ensure that the two plans are aligned. Ms. Williamson also stated that SANDAG's Five Big Moves is looking at grade separations for the Purple Line. Ms. Williamson stated that SANDAG has undertaken the Airport Subcommittee and has identified four potential projects for transit to the airport. She noted that the four projects are still under analysis. Ms. Williamson requested for the Board to evaluate all four of those projects, rather than only the trolley to the airport option.

Ms. Cooney commented that staff is including potential alignments for the Purple Line in order to determine a cost estimate. She stated that at the project level, there can always be adjustments to the final alignment of the Purple Line. Mr. Jablonski stated that the Purple Line is being included in the potential list of projects in order to keep that project open as a possibility. He noted that the language in the measure should also be flexible enough to hand the project over to SANDAG.

BOARD COMMENTS

Ms. Galvez inquired about the trip duration lengths. Ms. Furey replied that she does not have that information today, but would look into those numbers and report back.

Mr. Hall inquired about the differences between the ferry routes. Mr. Desmond replied that some of the ferry options would be open to the public and the other ferry routes would be used only for military personnel.

Ms. Gomez stated that she would like to see coordination with SANDAG regarding these projects. She commented on the potential conflict between the I-5 BRT and the Blue Line Express. Mr. Furey stated that the concept of the I-5 BRT is not to replace the idea of the Blue Line Express, but rather to include additional options for consideration.

Ms. Salas commented on the Blue Line Express and stated that she would like to see a financial analysis and ridership analysis of the project. Ms. Salas also commented on the proposed ferry projects. She stated that we should look into the possibility of the military assisting with paying for the ferry service as they would be a direct beneficiary of the project.

Vice Chair Rios stated that she supports increased investments in the Blue Line such as the Blue Line Express service. She stated that we should compare the benefits of the proposed projects and make determinations on the projects that would have the most impact.

Ms. Sotelo-Solis inquired about ridership estimates regarding the proposed ferry projects. Ms. Furey replied that the consultant should have those estimates by the next workshop. Ms. Sotelo-Solis asked about the public outreach with the Port of San Diego and asked if these projects are included in the Port Master Plan. Mr. Jablonski replied that staff will confirm if the ferry projects are included in the Port Master Plan. Ms. Sotelo-Solis commented about the important benefits of these projects such as lowering GHGs. She also asked about the details and logistics of the proposed Blue Line Express project. Staff noted that they would provide a presentation on the Blue Line at the next regularly scheduled Board meeting.

Ms. Aguirre also requested for staff to look into increased weekend service on the Blue Line.

4. a. Financing Plan for the Draft Expenditure Plan (Larry Marinesi)

Larry Marinesi, Chief Financial Officer, provided a presentation on the financing plan for the draft expenditure plan. He discussed the forecasted revenue inputs; matching assumptions; program costs for capital projects; program costs for operations; model development; selection/timing of projects; and project delivery/financing. Peter Shellenberger, with PFM, discussed leveraging concepts; restrictions on leveraging; leveraging options; liquidity and reserves; and ratings. Mr. Marinesi continued the presentation and discussed key decision points for the Board. He stated that the items shaded in green on slide 15 in the presentation are the assumptions staff and consultants have been using to help build the finance model. Mr. Marinesi stated that staff is looking for feedback from the Board to see if there is interest in changing any of these preferences. Lastly, Mr. Marinesi reviewed the next steps going forward.

Chair Fletcher commented on the idea of planning for a 40-year tax versus a perpetual tax. He stated that he would like staff to look at both the 40-year tax option and the perpetual tax option until the Board can make a final decision on which path to move forward with. Chair Fletcher noted that the Board will be better equipped to make that decision after additional focus group sessions and public polling.

Ms. Salas commented on her experience with passing sales taxes in the City of Chula Vista. She stated that she saw polling results drop off when the public was asked about a perpetual tax.

Ms. Moreno asked why there is a 40% matching assumption for major infrastructure projects and 20% for other capital projects. Mr. Marinesi replied that for the major project extensions, we can assume full funding grant agreements in federal dollars. He stated that for the other projects, we would not be looking at the same levels of matching funds compared to a full funding federal grant agreement. Mr. Jablonski also noted that we will look at each project individually to determine proposed matching assumptions. Ms. Moreno asked about the costing of different types of debt options. Mr. Shellenberger with PFM replied that they will look at different products such as short term, long term, and fixed. He noted that there will be different cost of issuances for each of those different types of products. Ms. Moreno recommended staff to include a counter cyclical component in the program due to potential future economic downturns.

Ms. Galvez asked if we didn't have money to invest in capital projects that those federal grants would not be available otherwise. Mr. Jablonski replied that we always work toward coming up with the match in order to get every grant dollar that we can possibly get. He noted that we have never given up anything that we didn't have the match for.

Ms. Gomez stated that there should be an aggressive approach at the beginning of the plan to start projects early, which would require borrowing. She also commented that she is interested in seeing the public responses regarding the limits and lengths of the sales tax.

b. Expenditure/Financing Plan Oversight and Flexibility (Sharon Cooney)

Sharon Cooney, Chief of Staff, provided a presentation on the expenditure/financing plan oversight and flexibility options. She discussed safeguards in transit measures and provided examples of various oversight and flexibility programs included in other approved ballot measures. Ms. Cooney also reviewed points that the Board will need to consider related to accountability, oversight and flexibility.

PUBLIC COMMENT

Peter Warner – Mr. Warner commented that public private partnership should be looked at for the implementation of the electric buses.

5. Next Steps (Paul Jablonski)

Mr. Jablonski discussed the next steps and the roadmap to April. He reviewed the milestones, meetings, events, and tasks that would take place over the next several months until March and April 2020. Mr. Jablonski noted at that time the Board will need to take official action on moving

forward with a ballot measure; launching the educational campaign, and begin drafting ballot language.

PUBLIC COMMENTS

Jack Shu – Mr. Shu commented that the region is not ready for the ballot measure at this time. He stated that if the Board decides to move forward, then the measure should include the most flexibility.

Andy Hall – Mr. Hall, City Manager of Imperial Beach, commented on the key issues that have been discussed at today's meeting. He stated that the decisions that are made at MTS are important and have regional impacts. Mr. Hall commented that it's important for MTS to find connections between the different cities and jurisdictions and how this sales tax will be able to help other entities.

6. Additional Public Comments Not on the Agenda

There were no additional public comments.

7. Next Meeting Date

The next Elevate SD 2020 Board Workshop will be scheduled in December 2019.

8. Adjournment

Chair Fletcher adjourned the meeting at 12:27 p.m.

/s/ Nathan Fletcher
Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/s/ Julia Tuer
Clerk of the Board
San Diego Metropolitan Transit System

/s/ Karen Landers
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 2, 2019

CALL TO ORDER (TIME): 9:03 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: _____

RECONVENE: _____

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 12:27 p.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
ARAMBULA	<input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
ARAPOSTATHIS	<input type="checkbox"/> (Weber) <input checked="" type="checkbox"/>	9:00 a.m.	12:15 p.m.
FAULCONER	<input type="checkbox"/> (Moreno) <input checked="" type="checkbox"/>	9:00 a.m.	12:04 p.m.
FLETCHER	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
FRANK	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
GALVEZ	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
GOMEZ	<input checked="" type="checkbox"/> (Campbell) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
HALL	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
MCCLELLAN	<input type="checkbox"/> (Goble) <input type="checkbox"/>		
MONTGOMERY	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
RIOS	<input checked="" type="checkbox"/> (Sotelo-Solis) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:00 a.m.	10:10 a.m.
WARD	<input checked="" type="checkbox"/> (Kersey) <input type="checkbox"/>	9:00 a.m.	12:27 p.m.

SIGNED BY THE CLERK OF THE BOARD:

Julia Teer

CONFIRMED BY THE GENERAL COUNSEL:

Kumar

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

MINUTES

November 14, 2019

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

1. Roll Call

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

2. Approval of Minutes

Ms. Moreno moved to approve the minutes of the October 10, 2019, MTS Board of Directors meeting. Mr. Hall seconded the motion, and the vote was 13 to 0 in favor with Ms. Salas and Mr. Ward absent.

3. Public Comments

Nate Fairman – Mr. Fairman commented on behalf of the IBEW 465. He provided comments regarding the recent union negotiations that are underway. Mr. Fairman stated that the negotiations have been going well and they look forward to continuing the negotiations.

Martha Welch – Ms. Welch commented on the lack of bus benches and restrooms throughout the service territory.

John Brady – Mr. Brady commented on behalf of Voices of Dignity. He provided comments about security officers and fare enforcement. Mr. Brady asked if security resources have been used effectively. He recommended that the security officers wear a more welcoming type of uniform rather than a traditional security officer uniform.

Renee Chello – Ms. Chello commented about public health issues on buses and trolleys. She stated that there are homeless riders that are on the buses on trolleys that are not clean and produce foul odors. She noted that these issues can translate to public health problems to the other riders onboard.

Peter Zschiesche – Ms. Zschiesche commented on behalf of the Employees Rights Center for the United Taxi Workers of San Diego and Rideshare Drivers United. He stated that they support the Rideshare Drivers United workers. A representative from Rideshare Drivers United commented that they have been working on establishing professional relationships with government agencies, and working toward achieving an employment status.

Jean Costa – Ms. Costa provided various comments regarding the new electric buses, the El Cajon Bus Rapid Transit, fare prices, SANDAG's new vision, and climate issues. She stated that MTS should consider providing free transit passes for the disabled, seniors and youth population.

4. Appointment of Ad Hoc Nominating Committee for Recommending Appointments to MTS Committees for 2020 (Sharon Cooney)

Chair Fletcher recommended appointing the following Board Members to the Ad Hoc Nominating Committee: himself, Mr. Hall, Ms. Montgomery, Ms. Salas, and Mr. Sandke. Ms. Sotelo-Solis nominated herself to the Committee.

Action Taken

Chair Fletcher moved to appoint the following Board Members to the Ad Hoc Nominating Committee to make recommendations to the Board with respect to the appointment of the Vice-Chair, Chair Pro-Tem as well as MTS and non-MTS committees for 2020: Fletcher, Hall, Montgomery, Salas, Sandke, and Sotelo-Solis. Ms. Gomez seconded the motion, and the vote was 14 to 0 in favor with Ms. Salas absent.

CONSENT ITEMS

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on October 8, 2019

Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information and ratify all actions taken.

7. Investment Report – Quarter Ending, September 30, 2019

8. Regional Transit Management System (RTMS) Radio Hardware Upgrade Contract Award and Post-Warranty Maintenance Services Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. PWG279.0-19 in the amount of \$2,950,000.00 with Motorola Solutions, Inc. (Motorola) for the purchase of radio hardware and radio hardware upgrade services for the RTMS; and (2) Execute Amendment No. 2 to MTS Doc. No. G1887.0-16 with Motorola to extend the RTMS post-warranty radio system maintenance agreement by up to 12 months from January 1, 2020 through December 31, 2020 in the amount of \$399,985.48.

9. Elevator and Escalator Preventative Maintenance and Repair – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. PWG281.0-19 with KONE Inc. (KONE) for the provision of elevator and escalator preventative maintenance and repair services for a period of seven years for a total of \$2,203,643.66.

10. On-Call Construction Management (CM) and Engineering / Inspection Services – Assignment Increase

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. G2023.0-17 with SANDAG in the amount of \$1,000,000. The new total value of the contract shall not exceed \$4,000,000.

11. 45-Foot Compressed Natural Gas (CNG) Over-the-Road Coaches – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0711.0-20 to Motor Coach Industries, Inc. (MCI) for the purchase of 24, 45-foot, CNG over-the-road (OTR) coaches in the amount of \$19,573,831.12.

12. Imperial Avenue Division (IAD) to Operations Control Center (OCC) Redundant Fiber – Award Work Order Under a Job Order Contract (JOC)
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7506-06 under MTS Doc. No. PWL235.0-17 with HMS Construction, Inc. (HMS) for the IAD to OCC Redundant Fiber project in the amount of \$128,951.56.
13. Procurement of Siemens Controller Board and Signal Interface Module for Maintenance of Way (MOW) Spare Parts – Purchase Order
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order with Siemens Mobility Inc. (Siemens), for the purchase of Controller Board and Signal Interface Modules, for a total not to exceed amount of \$133,670.34 inclusive of tax.
14. Number Not Used.
15. Beyer Boulevard Track Replacement – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute the MTS Doc. No. PWL306.0-20, an emergency construction contract, with Transdev Rail, Inc., for Beyer Blvd. Track Replacement in the amount of \$1,480,082.77 (action requires a vote of two-thirds of the membership of the Board of Directors to approve).
16. Closed Circuit Television (CCTV) Server Refresh – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order with Nth Generation, Inc. for the CCTV Server Refresh in the amount of \$239,255.18.

BOARD COMMENTS

Ms. Moreno inquired about consent item number 6. She asked if staff could explain the approval process for SD&AE matters. Karen Landers, General Counsel, stated that MTS is the sole owner of SD&AE. She stated that SD&AE is a separate legal entity, and Mr. Jablonski is the President of that agency. Ms. Landers noted that when the SD&AE has real estate transactional documents, Mr. Jablonski will sign those documents as the President of SD&AE according to the same policy that applies to him as CEO of MTS.

Action on Recommended Consent Items

Ms. Moreno moved to approve Consent Agenda Item Nos. 6 – 16. Ms. Montgomery seconded the motion, and the vote was 14 to 0 in favor with Ms. Salas absent.

PUBLIC COMMENTS – CONSENT ITEM NO. 11

Michael Horgan – Mr. Horgan provided comments in support of item number 11 regarding the purchase of the new CNG OTR coaches.

NOTICED PUBLIC HEARINGS (TAKEN BEFORE CLOSED SESSION)

25. None.

DISCUSSION ITEMS (TAKEN BEFORE CLOSED SESSION)

30. Fiscal Year 2019 Comprehensive Annual Financial Report (CAFR) (Erin Dunn with Gary Caporicci and Coley Delaney of The Pun Group)

Erin Dunn, Controller, introduced this item and Gary Caporicci and Coley Delaney of The Pun Group. Mr. Delaney provided a presentation on the fiscal year (FY) 2019 CAFR. He reviewed the management and auditors' responsibilities and the approach to the audit. Mr. Caporicci provided an overview of the financial statements. He reviewed the summary statements of net position; summary statements of revenues, expenses and changes in net position; summary statements of cash flows; net pension liability; pension expenses; and other postemployment benefits plan. Mr. Delaney continued the presentation and reviewed the audit results. He stated that there was an unmodified opinion; there were no disagreements with management; there were no material weaknesses or significant deficiencies in internal controls; and there were no accounting issues noted. Lastly, Mr. Caporicci reviewed GASB upcoming standards and key research projects.

Mr. Arambula asked a series of questions related to the audit process. He directed the following questions to the auditors: during the audit, were you given full access to any employee that you needed to talk to for the purposes of preparing the audit? Mr. Delaney replied yes. He asked: did you ever ask for access to an employee that you felt necessary to complete your audit and were denied access to that employee? Mr. Delaney replied no. He asked: were you given full access to any documents including ledgers and financial statements and financial documents for the purposes of preparing your audit? Mr. Delaney replied yes. He asked: did you ever ask for any documents, ledgers or any financial documents from staff or executives that were refused to be provided to you? Mr. Delaney replied no. He asked: did you find any financial practices being used by staff or executives to not be consistent with best practices of accounting? Mr. Delaney replied no. He asked: is it your opinion that this audit and MTS's financial record keeping deserves an unmodified opinion? Mr. Delaney replied yes. He asked: what is the alternative to an unmodified opinion? Mr. Delaney replied that there would be either qualifications, adverse opinions, or disclaimers of opinions. He asked: how many years has your company been conducting finance audits for MTS? Mr. Delaney replied approximately 13 years. Lastly, he asked: have you ever found an MTS audit that you did not ultimately conclude that it would be an unmodified opinion? Mr. Delaney replied no.

Ms. Moreno commented about the MTS reserve policy. She recommended staff to look into increasing the reserve policy limits. Larry Marinesi, Chief Financial Officer, stated that the Budget Development Committee can have that discussion and bring any recommended changes to the full Board for final decision.

Ms. Sotelo-Solis inquired about the audit and ask how long this auditor group has been working for MTS. Mr. Marinesi stated that this auditor group, in one form or another, has been working for MTS since about 2006. The company has been through a few name changes during that time. Mr. Marinesi noted that there have been negotiated procurements during the years for this particular contract. Ms. Sotelo-Solis commented that it may be useful to have different sets of auditors looking at MTS financials. Mr. Caporicci noted that they undergo peer reviews and auditor rotations to ensure that there is proper oversight throughout the term of the contract.

Action Taken

Informational only. No action taken.

REPORT ITEMS (TAKEN BEFORE CLOSED SESSION)

45. UC San Diego Blue Line Trolley Service in the Southbay (Brent Boyd and Sharon Cooney)

Sharon Cooney, Chief of Staff, and Brent Boyd, Manager of Quality Service - Rail, provided a presentation on the UC San Diego Blue Line Trolley Service in the Southbay. Mr. Boyd reviewed the history of the UC San Diego Blue Line; current Blue Line services; Blue Line ridership; Blue Line investments; proposals for near-term investments; challenges for further improvement; options for improvement of South Bay I-5 transit services; Blue Line ridership patterns; Blue Line frequency enhancements; Blue Line Express history; Blue Line Express passing tracks; Blue Line Express separated tracks; other examples of express rail services; express buses; and other considerations. Lastly, Ms. Cooney provided potential ballot language for the Board to consider as it relates to the I-5 corridor.

Chair Fletcher thanked staff for the presentation. He stated that more work and discussion will take place regarding the Blue Line. Chair Fletcher commented on the option of utilizing over-the-road coach buses during the overnight hours on the I-5 as an express option, while the freight traffic is on the line. He also noted that grade separations on the Blue Line and throughout other parts of the system will help provide a regional benefit.

Ms. Galvez commented that she believes her constituents would like to save time and get to their destinations faster. She stated that she would like to see a parking study and how riders are using parking structures and cars along with the trolley. Ms. Galvez stated that she would like to see less constrained language in the I-5 corridor ballot language proposal too.

Mr. Arambula inquired about adding another level above the current trolley line. Mr. Terry responded that due to overhead catenary wire height, that would not be possible.

Ms. Moreno stated that she is interested in implementing additional service and the Blue Line Express service. She stated that grade separations should be included in these plans. Ms. Moreno stated that MTS should also begin to think about how to incorporate future housing plans into the expansion of transit in the San Ysidro area.

Ms. Sotelo-Solis commented that she likes the options that were presented today. She stated that we need to look at the costs and how to invest in the Blue Line. Ms. Sotelo-Solis commented about implementing 24 hour service and how it is an important goal to reach for the Blue Line. She stated that MTS needs to include grade separations for the Blue Line corridor. She also commented how these projects can help lower GHG emissions throughout the region. Lastly, she stated that she likes how the proposed ballot language reads and recommended including the language to note that enhanced services go beyond the downtown area.

Mr. Spriggs stated that he thinks we need to take future growth into consideration, as well as climate action plans, and housing density. He stated that these elements need to be included in this conversation to lead the decision making process. Mr. Spriggs stated that the Blue Line

Express option does not seem to have a great enough benefit for the cost. He stated that the grade separations will be important to include in this process in order to accommodate increased frequencies.

Mr. McClellan commented that MTS needs to include grade separations in the proposed ballot measure. He noted that grade separations will benefit both the trolley riders and the people who drive cars.

Ms. Gomez asked if MTS has spoken with SANDAG about these proposals. Ms. Cooney replied that staff has been working with SANDAG on some of the details discussed today. Ms. Gomez commented that she wants staff to consider future riders into their research regarding these options. She stated that we need to have the goal of getting people out of their cars and riding transit, which will increase ridership. Ms. Gomez commented that she believes even though the cost of the Blue Line Express is costly, the success of it would be worth the cost. Ms. Gomez stated that she is okay with the ballot language, except for the mention of the I-5 corridor transit improvements. Lastly, she requested to have the language note that the enhanced services go beyond the downtown area.

Ms. Montgomery asked about the historical context of building up the Blue Line. Mr. Jablonski replied that the Blue Line was the first line built and was initially built much cheaper than the other lines. He noted that because it was built so long ago, the improvements that were done recently were needed for state of good repair and service improvements. Ms. Montgomery stated that she would like to look at the future investments throughout the system. She noted that she is still interested in exploring more about the Blue Line Express.

Ms. Sotelo-Solis requested for a true cost-benefit analysis to be conducted in that corridor before the Board makes any official recommendations in the future.

PUBLIC COMMENTS

Michael Horgan – Mr. Horgan commented that he is in support of continuing research on all of the options that were proposed today.

Action Taken

Informational item only. No action taken.

46. Year End Operations Report (Wayne Terry and Mike Wygant)

This presentation was deferred to a future meeting.

Action Taken

Informational item only. No action taken.

47. Semi-Annual Security Report (January 1, 2019 through June 30, 2019) (Manny Guaderrama)

This presentation was deferred to a future meeting.

Action Taken

Informational item only. No action taken.

OTHER ITEMS (TAKEN BEFORE CLOSED SESSION)

59. Elevate SD 2020 Update

Mr. Jablonski stated that the next Elevate SD 2020 Board Workshop would be held on the regularly scheduled Board meeting on December 12th.

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's report.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

CLOSED SESSION

24. Closed Session Items

The Board convened to Closed Session at 10:56 a.m.

- a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) San Diego Metropolitan Transit System v. Grand Central West LLC and related cross-complaints (San Diego Superior Court Case No. 37-2014-00044014-CU-OR-CTL)
- b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Pursuant to California Government Code Section 54956.9(d)(4) (One Potential Case – David S. Smith/El Dorado Properties, Inc.)

The Board reconvened to Open Session at 11:52 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

Board of Directors – MINUTES

November 14, 2019

Page 8 of 8

- a. The Board received a report and gave instructions to legal counsel.
- b. The Board received a report from legal counsel and gave instructions to staff.

64. Next Meeting Date

The next regularly scheduled Board meeting is December 12, 2019.

65. Adjournment

Chair Fletcher adjourned the meeting at 11:53 a.m.

/s/ Nathan Fletcher
Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

/s/ Julia Tuer
Clerk of the Board
San Diego Metropolitan Transit System

/s/ Karen Landers
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 14, 2019

CALL TO ORDER (TIME): 9:00 a.m.

RECESS: _____

RECONVENE: _____

CLOSED SESSION: 10:56 a.m.

RECONVENE: 11:52 a.m.

PUBLIC HEARING: _____

RECONVENE: _____

ORDINANCES ADOPTED: _____

ADJOURN: 11:53 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	<input type="checkbox"/> (Spriggs) <input checked="" type="checkbox"/>	9:00 a.m.	11:53 a.m.
ARAMBULA	<input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
ARAPOSTATHIS	<input type="checkbox"/> (Weber) <input checked="" type="checkbox"/>	9:00 a.m.	11:53 a.m.
FAULCONER	<input type="checkbox"/> (Moreno) <input checked="" type="checkbox"/>	9:00 a.m.	11:53 a.m.
FLETCHER	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
FRANK	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
GALVEZ	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
GOMEZ	<input checked="" type="checkbox"/> (Campbell) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
HALL	<input checked="" type="checkbox"/> (McNelis) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
MONTGOMERY	<input checked="" type="checkbox"/> (Bry) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
SALAS	<input type="checkbox"/> (Diaz) <input type="checkbox"/>		
SANDKE	<input type="checkbox"/> (Donovan) <input checked="" type="checkbox"/>	9:00 a.m.	11:53 a.m.
SOTELO-SOLIS	<input checked="" type="checkbox"/> (Quintero) <input type="checkbox"/>	9:00 a.m.	11:53 a.m.
WARD	<input checked="" type="checkbox"/> (Kersey) <input type="checkbox"/>	9:02 a.m.	11:53 a.m.

SIGNED BY THE CLERK OF THE BOARD:

Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL:

Kelli Cord



8:05 Am

AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	12/12/19
Name	Daniel Smith
Address	5839 A Mission Gorge
Telephone	619 283 5557
Email	drsmith19268@yahoo
Organization Represented	Granville Stakeholders
Subject of Your Remarks	Transit Development
Regarding Agenda Item No.	Public Comment
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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8:05 AM

AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	12.12.19
Name	David Smith
Address	5839 Mission Gorge Rd S. 092120
Telephone	619 283.5557
Email	david.smith@delpinc.com
Organization Represented	Stakeholder
Subject of Your Remarks	Transit Development
Regarding Agenda Item No.	Public Comment
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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(PLEASE PRINT)

DATE	12/12/19		
Name	Stacy Williams		
Address	3111 Carleton St.		
Telephone	619 - 808 - 1371		
Email	swilliams@sandinet		
Organization Represented	TRACE		
Subject of Your Remarks	Youth passes for Free		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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My name is Stacy Williams and I am a mild/moderate Special Education Teacher in San Diego Unified School District. I currently teach at a school called Transition Resources for Adult Community Education. I work with 18 to 22 year olds with disabilities who are trying to finish school and get jobs. I am here today to address the youth opportunity passes and why we need to include the 19 to 22 year old population. Are you all aware that the K through 12 system allows students with disabilities to participate until the age of 22? That's right students with disabilities can stay in the Kindergarten through 12th grade system until they the age of 22 if they have not completed a diploma. Students with disabilities sometimes require additional time to complete their diplomas or to get ready for a career.

TRACE, the school I work with has over 400 students and you may think that they are all getting disabled bus passes but this clearly is not the case. Only students with severe disabilities are eligible to receive the disabled bus pass. Since I am a mild/moderate teacher 90% of my caseload do not qualify for disabled bus passes. Most of my students have a specific learning disability and under this disability alone do not qualify and we have to provide them with the full price adult bus pass once they turn 19 which costs \$72 per month per student. This brings me to my second point which is the cost to the school district. California is currently 41st of all the states of per pupil funding and we are the 6th biggest economy in the world. This is very disappointing as we are not investing in our youth in California and although I know you cannot resolve this whole issue you can take off the financial burden that the district has when providing bus passes for our students. The money could be used for programming for students which is what they need more of. They need more opportunities to learn and grow and if the bus passes were free then we would have more money to spend on academics and vocational opportunities.

The cost of higher education and rent in San Diego is increasing every year and we do not need these young individuals to have more barriers to success in this great city. Wouldn't you love San Diego to be leading this free youth passes to include individuals up to the age of 22? We can remove a huge barrier and make life more equitable for our youth. Please I ask of you to not exclude our students with disabilities in this ballot initiative. It is an equity issue and we need to invest in our youth beyond 18 because most youth with or without disabilities are not financially stable by this age and we can give them a helping hand in order for them to achieve success.

I gave you each our brochure so you can see who we are and what students we serve. The note cards are from one of our mod/severe sites who are advocating for free youth bus passes. They wrote down how they depend on MTS to get to places that help them reach their goals to be independent.

"Today I rode the school bus to meet my TRACE teacher at the trolley station. From there I took the city bus with a Special Education Technician and 2 students and went to work at Fuddruckers. After working, we had lunch at Fuddruckers and then I met my TRACE teacher at the city library to work on basic skills on the computer. On weeknights and weekends I participate in Christian Youth Theater that my TRACE Recreation Therapist helped me enroll in."



"I drove myself to my job at the hospital. I graduated from the Certified Nurse Assistant (CNA) program and continue to go to TRACE working toward my high school diploma with my TRACE teacher."

"Today I rode the bus from my new apartment to my job at the Marriott, where a TRACE Special Education Technician gives me job coaching. Tomorrow, I am attending a cooking class that my TRACE teacher helped me enroll in because my goal is to become a chef."



"Today I rode the school bus to meet with my TRACE teacher. We met as a group for an advocacy meeting to discuss our dreams and goals in life. After the meeting, I had an intake appointment with the Department of Rehabilitation. My TRACE teacher mobility trained me to DOR for my initial enrollment. Tomorrow I will be mobility trained to my new job."

Our Mission

It is the mission of TRACE to prepare students (with support from staff, friends, colleagues, and family) to make informed decisions regarding present and future plans about vocational placement, living arrangements and recreation. Program focus areas include: Personal growth, Self-Advocacy, and Community Access. Support is provided to facilitate healthy, safe and meaningful experiences within age appropriate natural community settings.

Every student regardless of his/her disability is capable of living, working, contributing to the community and becoming a life-long learner.



TRACE Office
2375 Congress St. Suite 4
San Diego, CA 92110
(619) 209-4500 phone
(619) 209-4514 fax



SAN DIEGO UNIFIED SCHOOL DISTRICT

Transition

Resources for

Adult

Community

Education



What is TRACE?

San Diego Unified School District's TRACE is part of the district's continuum of service options for assisting students transitioning from high school to adult life. The focus is to make students as independent as possible in their own community as driven by the Individualized Education Plan (IEP), the Transition Plan (TP), and the Person Centered Plan (PCP).

Criteria for Services

- Ages 18-22 years old
- Have not received a High School Diploma
- Must live within San Diego Unified School District boundaries
- Have an Individualized Education Plan (IEP) prior to age 18

Supports are generally provided in the following areas:

- Vocational
 - Job Coaching
 - Training Programs
- Adult Education
 - Community College
 - High School Diploma
- GED
- Life-long Learning
- Independent Living
 - Mobility training
 - Housing options
 - Household management
- Self-Advocacy
- Community
 - Accessing student's local community for work, school, banking, shopping, etc.
- Recreation
 - Therapeutic Park and Recreation
 - Other community recreation outlets

TRACE works best...

- Once a student is 18 and has completed 4 years of high school and gone through senior activities
- When student has developed a Person Centered Plan
- When TRACE Staff has been at the change of placement high school IEP
- When student has successfully accessed the community for at least 50% of their day for at least one semester
- When student is capable of a schedule that can change daily
- When student and family understand that TRACE is an atypical setting with services provided in the community

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

4

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

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(PLEASE PRINT)

DATE	12/12/19		
Name	Ricardo Sedano		
Address	9450 Gilman Dr, 92092 #50075, La Jolla, 92092		
Telephone	(442) 271-9838		
Email	rsedano@ucsd.edu		
Organization Represented	—		
Subject of Your Remarks	General Transit at UCSD		
Regarding Agenda Item No.	Public Comment		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

5

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(PLEASE PRINT)

DATE	12-12-09
Name	Marsha Welch
Address	926 9th Ave #605
Telephone	619 534 9618
Email	
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

6

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(PLEASE PRINT)

DATE	12-12-19
Name	Scott Sherman
Address	6356 Clara Lee Ave SD CT
Telephone	619-287-8419
Email	
Organization Represented	city of SD
Subject of Your Remarks	Groutville MOU
Regarding Agenda Item No.	non agenda
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

7

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(PLEASE PRINT)

DATE	12-12-19		
Name	ARLEN BOURNE		
Address	454 RAEVIEZA ST, #114A, BENDMTAS, CA. 92024		
Telephone	760 - 625-5621		
Email	NONE		
Organization Represented	SELF		
Subject of Your Remarks	RAPID EXPRESS		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

3

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

8

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(PLEASE PRINT)

DATE	12/12/19
Name	Wes Ahrens
Address	5959 MISSION GORGE RD
Telephone	619 517-7364
Email	Wesleyahrens@att.net
Organization Represented	Ahrens Partners / A-L
Subject of Your Remarks	ALVARADO Creek MOV
Regarding Agenda Item No.	NON AGENDA Comments
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

9

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(PLEASE PRINT)

DATE	December 12, 2019		
Name	Alina Tan		
Address	Coldwell Banker Commercial NRT 9332 Fuerte Drive, La Mesa CA 91941		
Telephone	619.279.4229		
Email	alina.tan@cbc.nrt.com		
Organization Represented	owns at 5901, 5915, 5927 Mission Gorge Road		
Subject of Your Remarks	MOU between MTS and City of San Diego		
Regarding Agenda Item No.	Agenda Item C2 on June 13, 2019 Board Agenda item		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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Nathan A. Blood 1992 Trust
PO Box 1029
Cascade, ID 83611
bloodwagner@me.com
208-382-4744

December 4, 2019

Subject: MTS MOU with City of San Diego for MTS funding of MTS portion of the Alvarado Creek revitalization in connection with the Grantville Trolley housing development

Dear Chair Fletcher and Members of the Board:

As owners of the properties 5901 - 5913 Mission Gorge Road, we urge you to pursue your memorandum of understanding with the City of San Diego for your funding of the San Diego Alvarado Creek Revitalization. As third-generation San Diegans we have witnessed tremendous growth in San Diego and are aware of San Diego's need for quality housing for its residents.

Our property is scheduled for redevelopment, and we want to help with San Diego's lack of housing crisis, but we need your help so our plans can be realized. Please contribute to the proposed revitalization project so that residents will have access to the Grantville Trolley Station.

Our vision for the area is that people can live, work, and shop in Mission Valley, and this vision can best be achieved if residents can commute via trolley to lessen the impact on our environment. Many people today realize the need for environmentally sound ways of commuting, and this project would help make San Diego a leader in offering this type of lifestyle to its residents. In order for this to happen, the ongoing flooding problem needs to be solved. We continue to experience the hardships and dangers caused by area flooding, and need your help to rectify this situation.

We appreciate all you have done to help the area improve and hope you continue to invest in the area's progression.

Sincerely,



Vondell M. Forrester
Nathan A. Blood Trust, Co-Trustee



Victoria L. Blood, Ed.S.
Nathan A. Blood Trust, Co-Trustee

Ahrens Partners

5959 Mission Gorge Road, Ste #204, San Diego, CA 92120
Ph: 619.487.9036, Fx: 619.487.9195

December 4, 2019

Metropolitan Transit System (MTS)
San Diego Metro Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Subject: MTS MOU with City of San Diego for MTS funding of MTS portion of the Alvarado Creek revitalization in connection with the Grantville Trolley Housing development.
(Agenda Item C2 June 6, 2019 Executive Committee and June 13, 2019 Board Meeting)

Dear Chair Fletcher and Members of the Board,

Per June 13th public input and MTS Board discussion on Agenda Item #C2, MTS staff were asked to proceed with the City of San Diego on a Memorandum of Understanding (MOU) for MTS funding their portion of the Alvarado Creek Revitalization in connection with Grantville Trolley housing. It is disconcerting that almost 6 months has passed, and MTS has not fulfilled its commitment to pursue an MOU with the City of San Diego. The MOU is critical to the Alvarado Creek revitalization project. The project resolves the safety issues caused by dramatic flooding of the Alvarado Creek and creates a gateway between the trolley station and the citizens and businesses of the Grantville community.

Please take a moment to review the attached photographs from our most recent rainstorm, as well as photographs from other storms that have created hazardous conditions for the citizens and businesses of the Grantville Community. As San Diego State University looks to build a state-of-the-art campus and riverfront community, which will involve hundreds of thousands of students, jobs, families, children and attract more businesses to the Grantville area we cannot believe these pictures, some of which were presented at the June 13 MTS Board meeting, reflect the level of safety the MTS Board envisions for the Grantville Community? We believe you would not want your children, grandchildren or other family members to live in housing or utilize the Grantville Trolley station knowing they could be swept away by flooding and hazardous conditions such as these. As a property owner for 5927 Mission Gorge Road, San Diego CA 92120, we expect nothing less for our families and encourage the MTS Board to act timely upon MTS staff to immediately pursue the Memorandum of Understanding with the City of San Diego for the Alvarado Creek Revitalization as voted upon at your June meeting.

As mentioned in my prior letter of June 12, 2019, your careful consideration of the flooding and safety issues resolved by the proposed mitigation will benefit development on your properties. The inclusion of a river park filled with people walking their dogs, strolling their babies, laughing and playing will bring the community and students of the Grantville area together as a family while promoting goodwill for MTS and the City of San Diego. The Grantville community, only one stop away from San Diego State University, could quickly become the City's trendiest place to live with its new 20 plus story buildings with residential housing mixed with commercial ground floors full of shops, restaurants, gym, bars, ice cream shops, movie theater and streets filled with people and/or the park.

Since MTS is a major landowner and the Grantville Trolley station operator, we ask the MTS Board of Directors to direct MTS staff to proceed with an MOU with the City of San Diego for the Alvarado Creek Enhancement Project and to take responsibility for their share of the proposed mitigation

Respectfully submitted,



Nancy Ahrens Devine
Ahrens Partners

Attachments



10:25 am on 12/04/2019



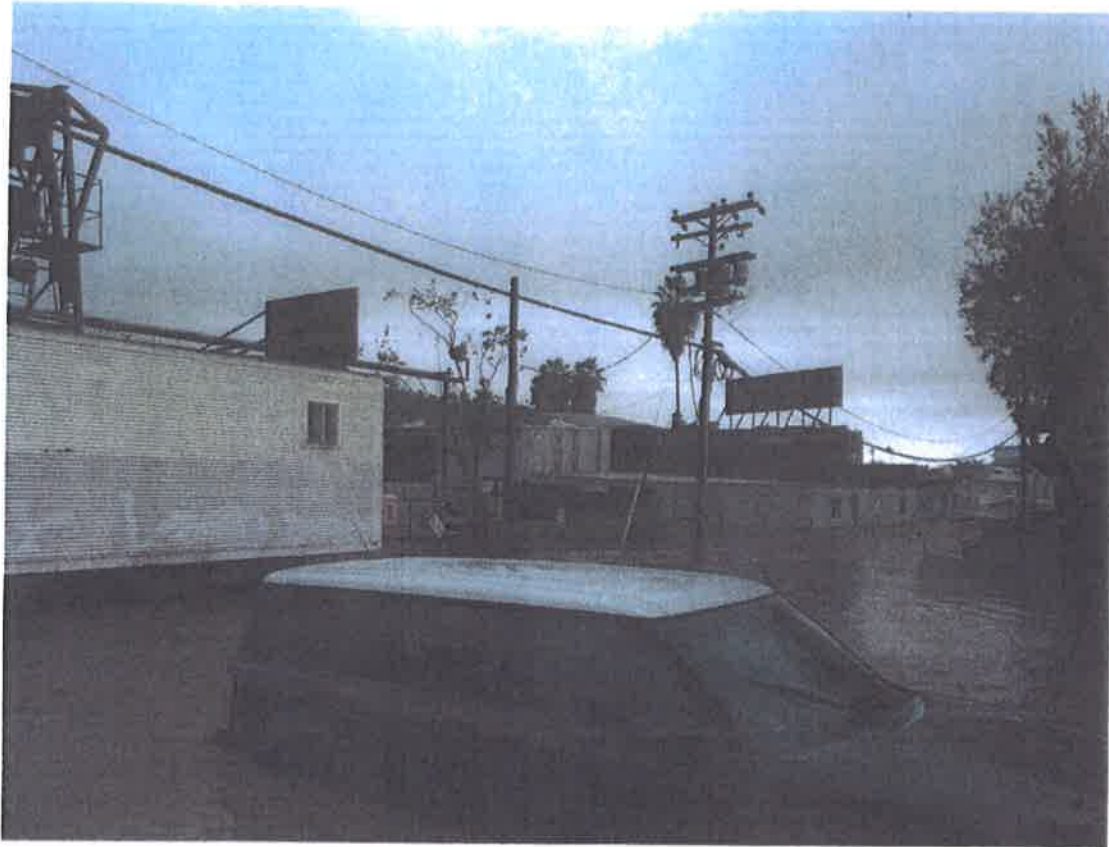
10:25 am on 12/04/2019



Alley – Past Storm



Entrance – Past Storm



General – Past Storm

5959 Mission Gorge Road, Ste #205, San Diego, CA 92120

Ph: 619.487.9036, Fx: 619.487.9195

December 4, 2019

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San Diego Metro Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

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A-6

5959 Mission Gorge Road, Ste #205, San Diego, CA 92120
Ph: 619.487.9036, Fx: 619.487.9195

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Respectfully submitted,



Nancy Ahrens Devine
A-6

Attachments



10:25 am on 12/04/2019



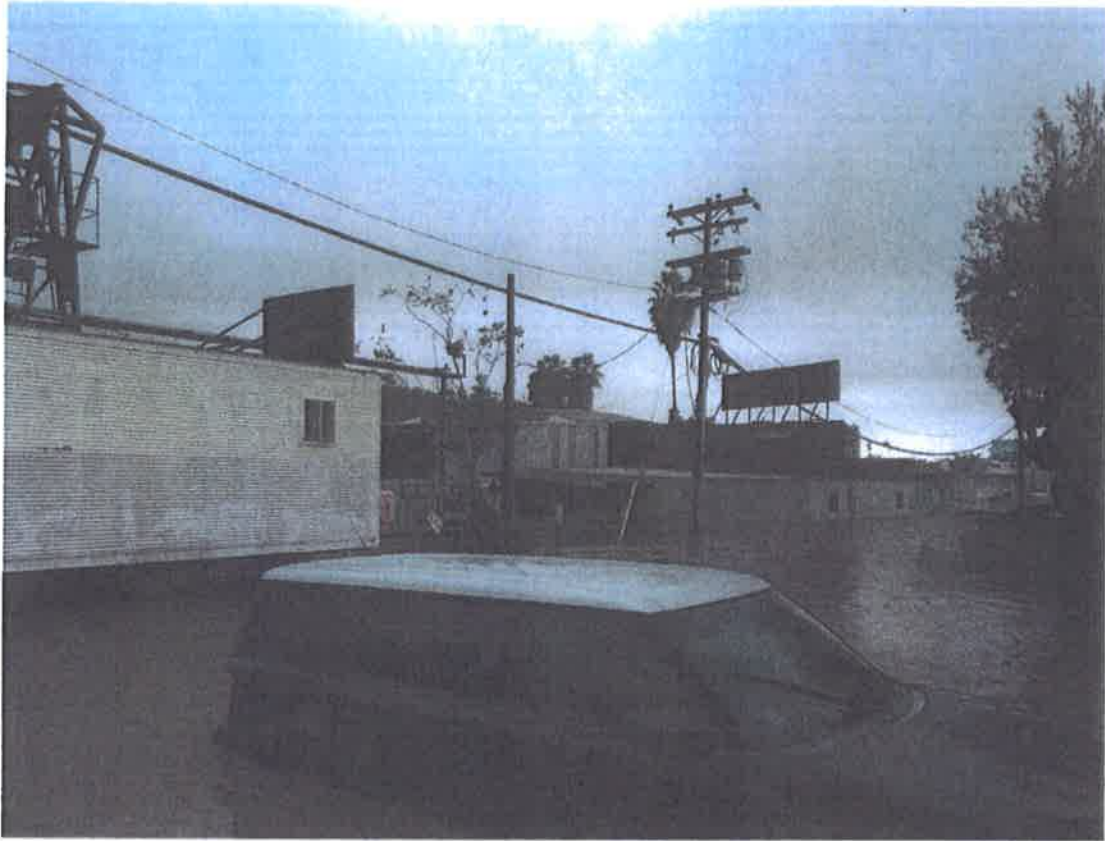
10:25 am on 12/04/2019



Alley – Past Storm



Entrance – Past Storm



General – Past Storm



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 12, 2019

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR OCTOBER 2019

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

This report summarizes the year-to-date operating results for October 2019 compared to the fiscal year (FY) 2020 budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for October 2019. Attachment A-2 details the October 2019 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 2019 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 2019, MTS's net-operating income unfavorable variance totaled \$419,000 (-0.7%). Operations produced a \$31,000 (0.0%) favorable variance and the administrative/other activities areas were unfavorable by \$450,000.

MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through October 2019 were \$38,922,000 compared to the year-to-date budget of \$38,168,000, representing a \$755,000 (2.0%) favorable variance. Year-to-date passenger revenue has a favorable variance of \$324,000 (1.0%). Other operating revenue was favorable by \$431,000



(7.3%), primarily due to the high price of state LCFS energy credits, interest income, and advertising revenue.

Operating Expenses. Year-to-date combined expenses through October 2019 were \$102,485,000 compared to the budget of \$101,311,000, resulting in a \$1,174,000 (-1.2%) unfavorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$47,033,000, compared to a budgetary figure of \$46,695,000, producing an unfavorable variance of \$338,000 (-0.7%).

Outside Services and Purchased Transportation. Total outside services through four months of the fiscal year totaled \$36,463,000 compared to a budget of \$36,551,000 resulting in a favorable variance of \$88,000 (0.2%). This is primarily due to favorable purchased transportation costs for fixed route and paratransit services; partially offset by unfavorable outside services within administration due to expenses related to the fare change, security contract rate increase, unfavorable legal expenses, and unfavorable ballot measure expenses.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$4,985,000, compared to a budgetary figure of \$4,267,000, resulting in an unfavorable variance of \$718,000 (-16.8%). This is primarily due to higher than expected costs for revenue vehicle parts for both internal bus and rail operations.

Energy. Total year-to-date energy costs were \$10,568,000, compared to the budget of \$10,524,000 resulting in an unfavorable variance of \$44,000 (-0.4%). This is primarily due to favorable propane and diesel rates and consumption. CNG expenses are unfavorable to budget primarily due to SDGE transportation costs. Electricity rates are favorable for the first four months of the fiscal year.

Risk Management. Total year-to-date expenses for risk management were \$1,324,000 compared to the budget of \$1,196,000, resulting in an unfavorable variance totaling \$128,000 (-10.7%). This is primarily due to a one-time settlement payment for bus operations.

General and Administrative. The year-to-date general and administrative costs were \$1,744,000 through October 2019, compared to a budget of \$1,643,000, resulting in an unfavorable variance of \$101,000 (-6.1%). This is primarily due to unfavorable fare material expenses, credit card fees, postage/freight expenses, and general supplies costs.

Vehicle and Facility Leases. The year-to-date vehicle and facilities leases costs were \$368,000 compared to the budget of \$435,000, resulting in a \$67,000 (15.4%) favorable variance. This is primarily due to favorable NRV lease expenses.

YEAR-TO-DATE SUMMARY

The October 2019, year-to-date net-operating income totaled an unfavorable variance of \$419,000 (-0.7%). These factors include favorable variances in passenger revenue, other operating revenue, outside services, and vehicle facility leases; offset by

unfavorable variances in personnel, materials and supplies, energy, risk management, and general and administrative costs.

/s/ Sharon Cooney for
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Comparison to Budget

**MTS
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 32,618	\$ 32,294	\$ 324	1.0%
Other Revenue	6,304	5,873	431	7.3%
Total Operating Revenue	\$ 38,922	\$ 38,168	\$ 755	2.0%
Personnel costs	\$ 47,033	\$ 46,695	\$ (338)	-0.7%
Outside services	36,463	36,551	88	0.2%
Materials and supplies	4,985	4,267	(718)	-16.8%
Energy	10,568	10,524	(44)	-0.4%
Risk management	1,324	1,196	(128)	-10.7%
General & administrative	1,744	1,643	(101)	-6.1%
Vehicle/facility leases	368	435	67	15.4%
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 102,485	\$ 101,311	\$ (1,174)	-1.2%
Operating Income (Loss)	\$ (63,562)	\$ (63,143)	\$ (419)	-0.7%
Total Non-Operating Activities	(466)	(236)	(229)	97.0%
Income (Loss) before Capital Contributions	\$ (64,028)	\$ (63,380)	\$ (648)	1.0%

**OPERATIONS
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 32,618	\$ 32,294	\$ 324	1.0%
Other Revenue	291	297	(6)	-1.9%
Total Operating Revenue	\$ 32,909	\$ 32,591	\$ 318	1.0%
Personnel costs	\$ 39,542	\$ 39,264	\$ (277)	-0.7%
Outside services	30,262	31,109	847	2.7%
Materials and supplies	4,976	4,265	(711)	-16.7%
Energy	10,277	10,236	(41)	-0.4%
Risk management	1,118	1,020	(98)	-9.6%
General & administrative	301	240	(61)	-25.2%
Vehicle/facility leases	312	366	55	14.9%
Administrative Allocation	9,042	9,042	-	0.0%
Total Operating Expenses	\$ 95,830	\$ 95,543	\$ (287)	-0.3%
Operating Income (Loss)	\$ (62,920)	\$ (62,951)	\$ 31	0.0%
Total Non-Operating Activities	(126)	85	(211)	-247.5%
Income (Loss) before Capital Contributions	\$ (63,046)	\$ (62,866)	\$ (180)	0.3%

OPERATIONS

BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)

COMPARISON TO BUDGET - FISCAL YEAR 2020

OCTOBER 31, 2019

(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 7,074	\$ 7,329	\$ (255)	-3.5%
Other Revenue	-	5	(5)	-
Total Operating Revenue	\$ 7,074	\$ 7,334	\$ (260)	-3.5%
Personnel costs	\$ 26,122	\$ 26,005	\$ (117)	-0.5%
Outside services	529	645	117	18.1%
Materials and supplies	2,301	1,997	(304)	-15.2%
Energy	2,007	1,862	(145)	-7.8%
Risk management	566	458	(107)	-23.4%
General & administrative	122	107	(15)	-13.6%
Vehicle/facility leases	100	130	30	22.8%
Administrative Allocation	2,753	2,753	-	0.0%
Total Operating Expenses	\$ 34,500	\$ 33,958	\$ (542)	-1.6%
Operating Income (Loss)	\$ (27,426)	\$ (26,624)	\$ (802)	-3.0%
Total Non-Operating Activities	(202)	9	(211)	-2336.6%
Income (Loss) before Capital Contributions	\$ (27,628)	\$ (26,615)	\$ (1,013)	3.8%

OPERATIONS
RAIL (SAN DIEGO TROLLEY INC.)
COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 15,713	\$ 14,573	\$ 1,140	7.8%
Other Revenue	291	292	(1)	-0.3%
Total Operating Revenue	\$ 16,004	\$ 14,865	\$ 1,139	7.7%
Personnel costs	\$ 13,203	\$ 13,050	\$ (153)	-1.2%
Outside services	1,692	1,582	(111)	-7.0%
Materials and supplies	2,629	2,253	(376)	-16.7%
Energy	5,569	5,446	(123)	-2.3%
Risk management	547	556	9	1.6%
General & administrative	164	127	(37)	-28.9%
Vehicle/facility leases	103	121	19	15.4%
Administrative Allocation	5,426	5,426	-	0.0%
Total Operating Expenses	\$ 29,334	\$ 28,562	\$ (772)	-2.7%
Operating Income (Loss)	\$ (13,329)	\$ (13,696)	\$ 367	2.7%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (13,329)	\$ (13,696)	\$ 367	-2.7%

OPERATIONS
BUS - CONTRACTED SERVICES (FIXED ROUTE)
COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 8,901	\$ 9,229	\$ (329)	-3.6%
Other Revenue	0	-	0	-
Total Operating Revenue	\$ 8,901	\$ 9,229	\$ (329)	-3.6%
Personnel costs	\$ 164	\$ 151	\$ (13)	-8.7%
Outside services	22,220	22,582	361	1.6%
Materials and supplies	45	14	(31)	-215.2%
Energy	2,199	2,268	70	3.1%
Risk management	-	-	-	-
General & administrative	0	2	2	78.1%
Vehicle/facility leases	15	22	6	29.2%
Administrative Allocation	687	687	-	0.0%
Total Operating Expenses	\$ 25,332	\$ 25,727	\$ 395	1.5%
Operating Income (Loss)	\$ (16,431)	\$ (16,497)	\$ 66	0.4%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (16,431)	\$ (16,497)	\$ 66	-0.4%

OPERATIONS
BUS - CONTRACTED SERVICES (PARATRANSIT)
COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 930	\$ 1,163	\$ (233)	-20.0%
Other Revenue	-	-	-	-
Total Operating Revenue	\$ 930	\$ 1,163	\$ (233)	-20.0%
Personnel costs	\$ 51	\$ 58	\$ 7	11.7%
Outside services	5,746	6,225	479	7.7%
Materials and supplies	-	-	-	-
Energy	502	659	157	23.8%
Risk management	5	5	-	0.0%
General & administrative	14	4	(11)	-293.8%
Vehicle/facility leases	93	93	(0)	0.0%
Administrative Allocation	177	177	-	0.0%
Total Operating Expenses	\$ 6,590	\$ 7,222	\$ 632	8.8%
Operating Income (Loss)	\$ (5,660)	\$ (6,059)	\$ 399	6.6%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (5,660)	\$ (6,059)	\$ 399	-6.6%

**OPERATIONS
CORONADO FERRY**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
Total Operating Revenue	\$ -	\$ -	\$ -	-
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	74	74	-	0.0%
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Total Operating Expenses	\$ 74	\$ 74	\$ -	0.0%
Operating Income (Loss)	\$ (74)	\$ (74)	\$ -	0.0%
Total Non-Operating Activities	76	76	-	0.0%
Income (Loss) before Capital Contributions	\$ 2	\$ 2	\$ -	0.0%

**ADMINISTRATION
CONSOLIDATED**

**COMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	5,876	5,445	431	7.9%
Total Operating Revenue	\$ 5,876	\$ 5,445	\$ 431	7.9%
Personnel costs	\$ 7,225	\$ 7,159	\$ (66)	-0.9%
Outside services	6,191	5,422	(769)	-14.2%
Materials and supplies	9	2	(7)	-387.2%
Energy	286	282	(4)	-1.5%
Risk management	190	160	(31)	-19.1%
General & administrative	1,390	1,348	(42)	-3.1%
Vehicle/facility leases	48	60	12	19.2%
Administrative Allocation	(9,067)	(9,067)	-	0.0%
Total Operating Expenses	\$ 6,272	\$ 5,365	\$ (907)	-16.9%
Operating Income (Loss)	\$ (396)	\$ 80	\$ (476)	593.9%
Total Non-Operating Activities	(340)	(322)	(18)	5.7%
Income (Loss) before Capital Contributions	\$ (736)	\$ (242)	\$ (494)	204.6%

OTHER ACTIVITIES
CONSOLIDATEDCOMPARISON TO BUDGET - FISCAL YEAR 2020
OCTOBER 31, 2019
(in \$000's)

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	137	131	6	4.3%
Total Operating Revenue	\$ 137	\$ 131	\$ 6	4.3%
Personnel costs	\$ 266	\$ 272	\$ 5	1.9%
Outside services	10	21	11	51.4%
Materials and supplies	-	1	1	-
Energy	6	6	1	9.8%
Risk management	15	16	1	4.9%
General & administrative	53	55	2	2.8%
Vehicle/facility leases	8	8	1	7.4%
Administrative Allocation	24	24	-	0.0%
Total Operating Expenses	\$ 383	\$ 403	\$ 20	5.0%
Operating Income (Loss)	\$ (246)	\$ (272)	\$ 26	9.5%
Total Non-Operating Activities	-	-	-	-
Income (Loss) before Capital Contributions	\$ (246)	\$ (272)	\$ 26	-9.5%



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

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

LEASE AGREEMENT WITH BRICK BY BRICK, LLC AT 675 WEST G STREET, SAN DIEGO

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to execute a Lease Agreement with Brick By Brick, LLC for a lease at 675 West G Street, San Diego.

Budget Impact

The total rent revenue for the initial 10-year lease term covered by the proposed lease agreement (January 2020 through December 2029) amounts to \$255,453 credited to the Land Management budget.

DISCUSSION:

Brick By Brick, LLC (Lessee), seeks approval of a proposed lease agreement to lease approximately 4,426 square feet at the Seaport Village Trolley Station. The Lessee currently leases 1,347 square feet of land that supports their outdoor eating space for the adjoining coffee shop restaurant at a rate of \$6,877.32 per year. The current lease is up for renewal and is on a month to month basis. The Lessee wants to expand its operation over a landscaped area to the east of the outbound platform. By leasing this area, the Lessee would take over its maintenance.

The Lessee's use for the additional space and revised lease terms is to expand their operations along the length of the current outbound trolley platform from its building to India Street. The Lessee will expand its food service and seating space and rebrand the business to Brickyard Place.



The new expanded lease would have an initial term of ten years with the option to extend the lease for five ten-year extensions for a total of sixty years. The lease can be terminated by MTS for transit use by giving one-year notice.

The lease area is broken into 3 spaces, each having a different lease rate. Restaurant space in this area can be around \$2 to \$3 per square foot. However, since this space is raw dirt and not typical restaurant space, the rental rate is discounted. Currently the Lessee pays \$0.43 per square foot. The proposed new rental rates will be \$0.75 per square foot for the primary space of 1,347 square feet (existing courtyard), the secondary space rate will be \$0.50 per square foot for an additional 1,347 square feet, and the entry space will be \$0.25 per square foot for 1,732 square feet to be used as hard scape. After each 5-year period, the lease rates would increase by 10 percent.

Below is a table to show the current versus the new lease rate for the initial term:

Lease Area	Existing Lease Rate (per yr)	New Lease Rate (per yr)
A (Primary Space)	\$6,877	\$12,123
B (Secondary Space)	\$0	\$8,082
C (Entry Space)	\$0	\$5,196
Total	\$6,877	\$25,401

The proposed lease agreement uses MTS's current standard form lease agreement (Attachment A). Lessee will be required to obtain a Right of Entry Permit from MTS to make some tenant improvements for their expansion. The lease Exhibit C shows the Lessee's proposed expansion concepts.

The Lessee met with the Home Owners Association of the adjoining property on November 11, 2019, to discuss the proposed coffee shop expansion, review concepts, and provide concurrence on the project. There was no objections to the project as proposed.

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

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

Attachment: A. Proposed Lease Agreement

LEASE AGREEMENT

THIS LEASE AGREEMENT ("Lease") is made and entered into, effective as of January 1, 2020 ("Commencement Date"), by and between the SAN DIEGO METROPOLITAN TRANSIT SYSTEM, a California public agency ("MTS") and BRICK BY BRICK, LLC (dba: Brickyard Coffee & Tea, Inc.) ("Lessee"). This Lease supersedes previous Lease Agreement, MTDB Doc. No. G0313.0-96, dated December 1, 1995.

IN CONSIDERATION OF THE RENTS AND COVENANTS hereinafter set forth, MTS ("Lessor") hereby leases to Lessee, and Lessee hereby leases from MTS, the premises described below upon the following terms and conditions:

ARTICLE 1 LEASE OF PREMISES

MTS hereby leases to Lessee and Lessee hereby leases from MTS, for the rent and upon the covenants and conditions hereinafter set forth, the premises ("Premises") consisting of that certain real property described as follows:

A portion of the property located at the southeast corner of Kettner Boulevard and G Street, adjacent to the property commonly known as 675 West G Street, abutting the Seaport Village Trolley Station, consisting of approximately 4,426 square feet.

All of said leased real property, including the land and all improvements therein, is outlined on the exhibit marked Exhibit "A" attached hereto.

ARTICLE 2 TERM

The term of this Lease shall be for TEN (10) YEARS commencing on the Commencement Date, ("Initial Term"), and Lessee shall have five ten-year options to extend ("Option to Extend") for a total term of sixty (60) years. Lessor reserves the right to utilize portions of the leased Premises, for the sole and exclusive purpose of necessary MTS Trolley operations, provided Lessee is given at least twelve (12) months advance written notice before the commencement of any such use, and reasonable efforts are made to minimize the impact of such use on Lessee's use of the Premises.

Lessee shall exercise each Option to Extend ("Option") by providing MTS with written notice ninety (90) days prior to the expiration date of Lease. If Lessee exercises Option to Extend, MTS' and Lessee's respective rights, duties and obligations shall be governed by the terms and conditions of this Lease.

ARTICLE 3 RENT

3.1 Base Rent. The Base Rent, beginning January 1, 2020, shall be \$0.75 per square foot per month, which calculates to a Base Annual rent of \$12,123.00, for the original 1,347 square footage "Existing Brickyard Patio" area shown on Exhibit "C". This area is

hereinafter referred to as Area “A”. Semi-annual rent payments shall be due every January 1st and July 1st, beginning in the year 2020. Every January 1st, there will be an annual cost of living adjustment as described in in Section 3.2.

On said Exhibit “C”, the additional area referred to as the “Expanded Brickyard Patio With Primary Pavilion” of 1347 square feet, hereinafter referred to as Area “B”, will be at the rate of \$0.50 per square foot per month which calculates to a Base Annual rent of \$8,082.00. Said rent for Area “B” shall commence on the first (1st) of the month following nine (9) months after the Commencement Date of this Lease, and the first rent that is due at that time will be pro-rated. Thereafter, semi-annual rent payments shall be due every January 1st and July 1st.

The additional “Brickyard Place South Access With Secondary Pavilion” area on Exhibit “C” of 1732 square footage, hereinafter referred to as Area “C”, will be at the rate of \$0.25 per square foot per month which calculates to a Base Annual rent to be \$5,196.00. Said rent for Area C shall commence on the first (1st) of the month following the twelfth (12th) month after the Commencement Date of this Lease Agreement and the first rent that is due at that time will be pro-rated. Thereafter, semi-annual rent payments shall be due every January 1st and July 1st.

Should the Commencement Date be a day other than the first day of a calendar month, then the rent for such first fractional month shall be computed on a daily basis for the period from the Commencement Date to the end of such calendar month and at an amount equal to one thirtieth (1/30th) of the said rent for each such day, and thereafter shall be computed and paid as aforesaid.

3.2 Increases to the Base Rent. The Base Rent for Areas “A”, “B”, and “C” (“Combined Base Rent”) provided for in Section 3.1 shall be adjusted as set forth below on January 1st after the Commencement Date. The Combined Base Rent will increase in the sixth year of the Initial Term by ten percent (10%), over the Combined Base Rent paid the previous year, and remain at that level for the balance of the Initial Term

At the time of the exercise of each of the Ten-Year Options, the Combined Base Rent in the first year of each Option shall increase by ten percent (10%) over the previous year’s Combined Base Rent and then remain at that level for the first five (5) years of the Option. The Combined Base Rent will increase in the sixth year of the Option by ten percent (10%) over the Combined Base Rent paid the previous year, and remain at that level for the remaining five (5) years of the Option. The increase to the Combined Base Rent on January 1st following an extension of a Ten-Year Option period shall be prorated for the remaining portion of the calendar year a Ten-Year Option is extended.

3.3 Delivery of Rent Payments. All rent due under this Lease shall be made payable to MTS, and shall be considered paid when delivered to:

MTS
Attn: Finance Department
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

MTS may, at any time, by written notice to Lessee, designate a different address to which

Lessee shall deliver the rent payments. MTS may, but is not obligated to, send rent invoices to Lessee.

3.4 Failure to Pay Base Rent or Additional Rent; Late Charge.

a. If any such rental is not received by MTS within fifteen (15) calendar days following the due date, Lessee shall immediately pay to MTS a late charge equal to five percent (5%) of such overdue amount. Should Lessee pay said late charge but fail to pay contemporaneously therewith all unpaid amounts of rent due hereunder, MTS' acceptance of this late charge shall not constitute a waiver of Lessee's default with respect to such nonpayment by Lessee nor prevent MTS from exercising all other rights and remedies available to MTS under this Lease or under law.

b. In the event of a dispute between the parties as to the correct amount of Base Rent or Additional Rent owed by Lessee, MTS may accept any sum tendered by Lessee in payment thereof, without prejudice to MTS' claim as to the proper amount of rent owing. If it is later determined that Lessee has not paid the full amount of rent owing, the late charge specified herein shall apply only to that portion of the rent still due and payable from Lessee. Notwithstanding any provision of this Section to the contrary, however, MTS may waive any delinquency payment or late charge upon written application of Lessee.

ARTICLE 4 POSSESSION AND USE

4.1 Permitted Uses. Lessee shall use the Premises in a manner consistent with the Concept Design Plan, a copy of which is attached hereto as Exhibit "C" and by this reference incorporated herein and as long as Lessee complies with the aforementioned sentence, will be entitled to use the Premises for any commercial use, but subject to Paragraph 4.2 below. Lessee may sell alcoholic beverages upon receipt of a valid liquor license, and may utilize portable propane heaters if allowed by local ordinance and regulations. At no time shall any use of portable heaters be a hazard to MTS operations. If determined to be a hazard by MTS, Lessee will be notified in writing to cease use of the portable heaters.

No one other than Lessee, its agents, volunteers and employees, or any sublessee of Lessee approved by MTS as provided in Article 12, "Assignment and Subletting," below, is permitted to use the Premises for the purposes described herein, and Lessee shall be fully responsible for the activities of its agents, volunteers and employees and sublessees, if any, on the Premises.

4.2 Duties and Prohibited Conduct. Where Lessee is reasonably in doubt as to the suitability of any particular use, Lessee may request the written determination of MTS that such use is or is not permitted, and Lessee will not be in breach or default under this Lease if Lessee abides by such determination. Notwithstanding the foregoing, however, Lessee shall not use nor permit the use of the Premises in any manner that will tend to create a nuisance. Lessee shall, at Lessee's expense, comply promptly with all applicable statutes, laws, ordinances, rules, regulations, orders, covenants and restrictions of record, and requirements in effect during the term, regulating the use by Lessee of the Premises. Lessee shall not use, or permit any person or persons to use, the Premises for the sale or display of any goods and/or services, which, in the sole discretion of MTS, are inconsistent with the permitted uses of the Premises pursuant to this

Lease. Lessee shall keep the Premises, and every part thereof, in a safe and sanitary condition, free from any objectionable noises or odors, except as may be typically present for the permitted uses specified above.

4.3 Compliance With Stormwater Laws. Lessee's use of the Premises is subject to federal, state and local laws regarding the discharge into the stormwater conveyance system of pollutants. Compliance with these laws may require Lessee to develop, install, implement and maintain pollution prevention measures, source control measures and Best Management Practices ("BMPs"). BMPs can include operational practices; water or pollutant management practices; physical site features; or devices to remove pollutants from stormwater, to affect the flow of stormwater or to infiltrate stormwater to the ground. BMPs applicable to Lessee's use of the Premises may include a requirement that all materials, wastes or equipment with the potential to pollute urban runoff be stored in a manner that either prevents contact with rainfall and stormwater, or contains contaminated runoff for treatment and disposal. Lessee is required and agrees to use, operate, maintain, develop, redevelop and retrofit the Premises, as necessary, in accordance with all applicable federal, state and local laws restricting the discharge of non-stormwater at or from the Premises; and all such laws, regulations, or local guidance requiring pollution prevention measures, source control measures, or the installation or use of BMPs. Lessee further agrees to develop, install, implement and/or maintain at Lessee's sole cost and expense, any BMPs or similar pollution control devices required by federal, state and/or local law and any implementing regulations or guidance.

Lessee understands and acknowledges that the stormwater and non-stormwater requirements applicable to Lessee's use of the Premises may be changed from time to time by federal, state and/or local authorities, and that additional requirements may become applicable based on changes in Lessee's activities or development or redevelopment by Lessee or MTS. Lessee shall perform and record annual stormwater training, perform and record regular stormwater self-inspections, and maintain and provide all necessary stormwater documentation to stormwater auditors.

Lessee shall develop, install, implement, and maintain such additional BMPs and/or other pollution control practices at the Premises at Lessee's sole cost and expense. To the extent there is a conflict between any federal, state or local law, Lessee shall comply with the more restrictive provision. If MTS receives any fine or fines from any regulatory agency as a result of Lessee's failure to comply with applicable stormwater laws as set forth in this Article, Lessee shall reimburse MTS for the entire fine amount issued by the applicable public agency.

ARTICLE 5 UTILITIES

5.1 Utility Services: Lessee agrees to provide and pay for all of the utilities and services necessary for the occupancy and use of the Premises, including, but not limited to, gas, water, electricity, trash, sewage charges or septic service, and telephone. MTS shall have no responsibility either to provide or pay for such services.

Lessee shall be granted access and control to any and all existing utilities, including but not limited to water, electricity, gas, telephone and sewage, as applicable, on Areas A, B and C. Such utilities shall be metered separately, prior to the Commencement Date of this Lease. Once

severed, MTS shall have no responsibility to pay for said utilities in connection with Areas A, B or C.

Lessee may relocate the three (3) above-ground utility boxes located on the south end of Area C in a manner mutually agreed upon by MTS and Lessee, at the sole cost of Lessee.

Lessee may remove and relocate the two (2) beverage vending machines positioned on Area C, in a manner consistent with MTS' discretion, at the sole cost of Lessee.

5.2 Energy Conservation by Lessee: Lessee shall be responsible for promoting energy conservation measures in the operation of all activities at the Lease premises. Lessee shall cooperate with MTS in all forms of energy conservation including energy-efficient lighting, heating and air-conditioning systems, and fixtures and equipment. Lessee shall comply with all existing and newly-enacted laws, by-laws, regulations, etc., relating to the conservation of energy. Lessee shall comply with all reasonable requests and demands of the Lessor pertaining to the installation and maintenance of energy conservation systems, fixtures, and equipment.

ARTICLE 6 MECHANICS' LIENS

Lessee shall pay, or cause to be paid, all costs for work done by it, or caused to be done by it, on the Premises, and for all materials furnished for or in connection with any such work. If any lien is filed against the Premises, Lessee shall cause the lien to be discharged of record within ten (10) days after it is filed. Lessee shall indemnify, defend and hold MTS harmless from any and all liability, loss, damage, costs, attorneys' fees and all other expenses on account of claims of lien of laborers or materialmen or others for work performed or materials or supplies furnished for Lessee or persons claiming under Lessee, its agents, and/or subcontractors.

ARTICLE 7 SECURITY

Lessee shall be responsible for and shall provide for the security of Area A, Area B, and Area C, and MTS shall have no responsibility therefore.

ARTICLE 8 TAXES, ASSESSMENTS AND FEES

8.1 Responsibility for Payment of Taxes and Assessments. MTS shall not be obligated to pay any taxes or assessments accruing against Lessee on the Premises or any interest of Lessee therein before, during or after the Term, or any extension thereof; all such payments shall be the sole responsibility of Lessee. In addition, Lessee shall be solely responsible for payment of any taxes or assessments levied upon any Improvements, Fixtures or Personal Property located on the Premises, to the extent that such taxes or assessments result from the business or other activities of Lessee upon, or in connection with, the Premises.

8.2 Definition of "Taxes". As used herein, the term "taxes" means all taxes, governmental bonds, special assessments, Mello-Roos assessments, charges, rent income or transfer taxes, license and transaction fees, including, but not limited to, (i) any state, local,

federal, personal or corporate income tax, or any real or personal property tax, (ii) any estate inheritance taxes, (iii) any franchise, succession or transfer taxes, (iv) interest on taxes or penalties resulting from Lessee's failure to pay taxes, (v) any increases in taxes attributable to the sale of Lessee's leasehold interest in the Premises, or (vi) any taxes which are essentially payments to a governmental agency for the right to make improvements to the Premises.

8.3 Creation of Possessory Interest. Pursuant to the provisions of Revenue and Taxation Code section 107.6, Lessee is hereby advised that the terms of this Lease may result in the creation of a possessory interest. If such a possessory interest is vested in Lessee, Lessee may be subjected to the payment of real property taxes levied on such interest. Lessee shall be solely responsible for the payment of any such real property taxes. Lessee shall pay all such taxes when due, and shall not allow any such taxes, assessments or fees to become a lien against the Premises or any improvement thereon; provided, however, that nothing herein shall be deemed to prevent or prohibit Lessee from contesting the validity of any such tax, assessment or fee in a manner authorized by law.

ARTICLE 9 REPAIRS; MAINTENANCE

9.1 Acceptance of Premises. Lessee acknowledges that Lessee has made a thorough inspection of the Premises prior to the Commencement Date of this Lease, and that it accepts the Premises as of the Commencement Date in their condition at that time. Lessee further acknowledges that MTS has made no oral or written representations or warranties to Lessee regarding the condition of the Premises, and that Lessee is relying solely on its inspection of the Premises with respect thereto.

9.2 Lessee's Repair and Maintenance Obligations. Lessee shall at all times from and after the Commencement Date, at its own cost and expense, repair, maintain in good and tenantable condition and replace, as necessary, the Premises and every part thereof, including, without limitation, the following as applicable: the roof; the heating, ventilation and air conditioning system; mechanical and electrical systems; all meters, pipes, conduits, equipment, components and facilities (whether or not within the Premises) that supply the Premises exclusively with utilities (except to the extent the appropriate utility company has assumed these duties); all Fixtures and other equipment installed in the Premises; all exterior and interior glass installed in the Premises; all signs, lock and closing devices; all interior window sashes, casements and frames; doors and door frames (except for the painting of the exterior surfaces thereof); floor coverings; and all such items of repair, maintenance, alteration, improvement or reconstruction as may be required at any time or from time to time by a governmental agency having jurisdiction thereof. Lessee's obligations hereunder shall apply regardless of whether the repairs, restorations and replacements are ordinary or extraordinary, foreseeable or unforeseeable, capital or noncapital, or the fault or not the fault of Lessee, its agents, employees, invitees, visitors, sublessees or contractors. All replacements made by Lessee in accordance with this Section shall be of like size, kind and quality to the items replaced and shall be subject to MTS' approval. Upon surrender of the Premises, Lessee shall deliver the Premises to MTS in good order, condition and state of repair, but shall not be responsible for damages resulting from ordinary wear and tear. Lessee shall provide for trash removal, at its expense, and shall maintain all trash receptacles and trash areas in a clean, orderly and first-class condition.

Lessee shall not, without MTS' prior written consent (which shall not be unreasonably withheld, conditioned, or delayed), make any alterations, install or remove any landscaping, including trees, improvements or additions to the Premises, whether structural or non-structural. Any such improvements, excepting movable furniture and trade fixtures, shall become part of the realty and belong to MTS; provided, however, that MTS may require the removal of any such alterations, improvements or additions as a condition to granting MTS' consent. All alterations, improvements or additions shall be accomplished by Lessee in a good and workmanlike manner, in conformity with all applicable laws and regulations.

The exercise of any and all rights provided by this Lease is subject to the requirement that Lessee's contractors and agents first obtain a Right of Entry Permit ("ROE Permit") from MTS prior to entry onto the Premises for the construction any tenant improvements or maintenance of the Premises. The ROE Permit requires that Lessee's contractors and agents procure and maintain in force at all times during the construction contract, the insurance described in the ROE Permit. MTS shall timely process any applications required to obtain the ROE Permit, and shall not unreasonably deny or delay the issuance of such ROE Permit. Lessee's contractors and agents will comply with all MTS policies, rules and regulations as stated in the ROE Permit, and the instructions of MTS' representatives.

9.3 Lessee's Failure to Maintain. If Lessee refuses or neglects to repair, replace, or maintain the Premises, or any part thereof, in a manner reasonably satisfactory to MTS, MTS may, upon giving Lessee reasonable written notice of its election to do so, make such repairs or perform such maintenance on behalf of and for the account of Lessee. If MTS makes or causes any such repairs to be made or performed, as provided for herein, Lessee shall pay the cost thereof to MTS, as additional rent, promptly upon receipt of an invoice therefore.

9.4 Right to Enter. Lessee shall permit MTS, or its authorized representatives, to enter the Premises at all times during usual business hours to inspect the same, and to perform any work therein that (a) may be necessary to comply with any laws, ordinances, rules or regulations of any public authority, (b) MTS may deem necessary to prevent deterioration in connection with the Premises if Lessee does not make, or cause to be made, such repairs or perform, or cause to be performed, such work promptly after receipt of written demand from MTS, and (c) MTS may deem necessary in connection with the expansion, reduction, remodeling, protection or renovation of any MTS constructed or owned facilities on or off of the Premises. Nothing herein shall imply any duty on the part of MTS to do any such work which, under any provision of this Lease, Lessee may be required to do, nor shall MTS' performance of any repairs on behalf of Lessee constitute a waiver of Lessee's default in failing to do the same. If MTS exercises any of its rights under this Section, Lessee shall not be entitled to any compensation, damages or abatement of rent from MTS for any injury or inconvenience occasioned thereby.

9.5 MTS Not Obligated to Repair or Maintain; Lessee's Waiver of California Civil Code Section 1942. To the extent that any remedies specified in this Lease conflict or are inconsistent with any provisions of California Civil Code section 1942, or any successor statute thereto ("CC §1942"), the provisions of this Lease shall control. Lessee specifically waives any right it may have pursuant to CC §1942 to effect maintenance or repairs to the Premises and to abate the costs thereof from rent due to the MTS under this Lease.

ARTICLE 10 INDEMNITY AND INSURANCE

10.1 Lessee's Indemnity. MTS shall not be liable for, and Lessee shall defend and indemnify MTS and the employees and agents of MTS (collectively "MTS Parties"), against any and all claims, demands, liability, judgments, awards, fines, mechanics' liens or other liens, labor disputes, losses, damages, expenses, charges or costs of any kind or character, including attorneys' fees and court costs (hereinafter collectively referred to as "Claims"), related to this Lease and arising either directly or indirectly from any act, error, omission or negligence of Lessee or its contractors, licensees, agents, volunteers, servants or employees, including, without limitation, Claims caused by the concurrent negligent act, error or omission, whether active or passive, of MTS Parties. Lessee shall have no obligation, however, to defend or indemnify MTS Parties from a Claim if it is determined by a court of competent jurisdiction that such Claim was caused by the sole negligence or willful misconduct of MTS Parties.

10.2 MTS' Indemnity. MTS shall defend and indemnify Lessee and hold it harmless from and against any Claims related to this Lease that arise solely from any act, omission or negligence of MTS Parties.

10.3 Covered Claims. The obligations of Lessee and MTS hereunder to indemnify, defend and hold each other harmless shall not apply to the extent that insurance carried by Lessee or MTS, other than any program of self-insurance covers any Claim.

10.4 Lessee's Insurance Obligations. Without limiting Lessee's indemnification obligations to MTS under this Lease, Lessee shall provide and maintain, during the Term and for such other period as may be required herein, at its sole expense, insurance in the amounts and form specified in Exhibit "B," attached hereto.

10.5 MTS' Insurance Obligations. MTS maintains a policy of All-Risk Insurance covering the MTS' personal property in the Premises, including any fixtures or equipment in the Premises owned by MTS. The MTS utilizes a program of self-funding with regard to any liability it may incur for personal injury or property damage arising out its use or occupancy of the Premises.

ARTICLE 11 HAZARDOUS MATERIALS

11.1 Hazardous Materials Laws-Definition. As used in this section, the term "Hazardous Materials' Laws" means any and all federal, state or local laws or ordinances, rules, decrees, orders, regulations or court decisions (including the so-called "common law"), including without limitation the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (42 U.S.C., § 9601 et seq.), the Hazardous Materials Transportation Act, as amended (49 U.S.C., § 1801 et seq.), the Resource Conservation and Recovery Act of 1976, as amended (42 U.S.C., § 6901 et seq.), and the California Environmental Quality Act of 1970, relating to hazardous substances, hazardous materials, hazardous waste, toxic substances, environmental conditions on, under or about the Premises, soil and ground water conditions or other similar substances or conditions.

11.2 Hazardous Materials - Definition. As used in this section the term "Hazardous Materials" means any chemical, compound, material, substance or other matter that:

- a. Is a flammable, explosive, asbestos, radioactive nuclear medicine, vaccine, bacteria, virus, hazardous waste, toxic, overtly injurious or potentially injurious material, whether injurious or potentially injurious by itself or in combination with other materials;
- b. Is controlled, referred to, designated in or governed by any Hazardous Materials Laws;
- c. Gives rise to any reporting, notice or publication requirements under any Hazardous Materials Laws; or
- d. Is any other material or substance giving rise to any liability, responsibility or duty upon the MTS or Lessee with respect to any third person under any Hazardous Materials Law.

11.3 Lessee's Representations and Warranties. Lessee represents and warrants that, during the Term or any extension thereof, or for such longer period as may be specified herein, Lessee shall comply with the following provisions unless otherwise specifically approved in writing by MTS:

- a. Lessee shall not cause or permit any Hazardous Materials to be brought, kept or used in or about the Premises by Lessee, its agents, employees, sublessees, assigns, contractors or invitees, except as required by Lessee's permitted use of the Premises, as described in Section 4.1, "Permitted Uses."
- b. Any handling, transportation, storage, treatment or usage by Lessee of Hazardous Materials that is to occur on the Premises following the Commencement Date shall be in compliance with all applicable Hazardous Materials Laws.
- c. Any leaks, spills, release, discharge, emission or disposal of Hazardous Materials which may occur on the Premises following the Commencement Date shall be promptly and thoroughly cleaned and removed from the Premises by Lessee at its sole expense, and any such discharge shall be promptly reported in writing to MTS, and to any other appropriate governmental regulatory authorities.
- d. No friable asbestos shall be constructed, placed on, deposited, stored, disposed of, or located by Lessee in the Premises.
- e. No underground improvements, including but not limited to treatment or storage tanks, or water, gas or oil wells shall be located by Lessee on the Premises without MTS' prior written consent.
- f. Lessee shall conduct and complete all investigations, studies, sampling, and testing procedures and all remedial, removal, and other actions necessary to clean up and remove all Hazardous Materials on, from, or affecting the Premises in accordance with all applicable Hazardous Materials' Laws and to the satisfaction of MTS.

g. Activities proposed by Lessee that involve disturbing asbestos materials on site shall only be conducted in accordance with all federal, state and local asbestos rules and regulations including, but not limited to, the California Occupational Safety and Health Administration (Cal/OSHA), Environmental Protection Agency (EPA) and Air Pollution Control District (APCD), with prior written consent of MTS.

Any asbestos related activities shall be performed by a contractor that is registered with Cal/OSHA and certified by the California Contractors State Licensing Board to perform asbestos work. Any asbestos related activities shall be overseen by a California Certified Asbestos Consultant (CAC), or a Certified Site Surveillance Technician under the direction of a CAC.

Replacement products used in tenant improvements or other construction activities shall not contain asbestos. Any replacement products used by Lessee shall be verified as non-asbestos products by using Material Safety Data Sheets (MSDS) and/or having the architect or project engineer verify that ACMs were not used.

h. Lessee shall promptly supply MTS with copies of all notices, reports, correspondence, and submissions made by Lessee to the United States Environmental Protection Agency, the United Occupational Safety and Health Administration, and any other local, state or federal authority which requires submission of any information concerning environmental matters or hazardous wastes or substances pursuant to applicable Hazardous Materials' Laws.

i. Lessee shall promptly notify MTS of any liens threatened or attached against the Premises pursuant to any Hazardous Materials' Law. If such a lien is filed against the Premises, then within twenty (20) days following such filing or before any governmental authority commences proceedings to sell the Premises pursuant to the lien, whichever occurs first, Lessee shall either: (a) pay the claim and remove the lien from the Premises; or (b) furnish either (1) a bond or cash deposit reasonably satisfactory to MTS in an amount not less than the claim from which the lien arises, or (2) other security satisfactory to MTS in an amount not less than that which is sufficient to discharge the claim from which the lien arises. At the end of this lease, Lessee shall surrender the Premises to MTS free of any and all Hazardous Materials and in compliance with all Hazardous Materials' Laws affecting the Premises.

11.4 Indemnification by Lessee. Lessee (and, if applicable, each of its general partners) and its successors, assigns, and guarantors, if any, jointly and severally agree to protect, indemnify, defend (with counsel selected by MTS), reimburse and hold MTS and its officers, employees and agents harmless from any claims, judgments, damages, penalties, fines, costs or expenses (known or unknown, contingent or otherwise), liabilities (including sums paid in settlement of claims), personal injury (including wrongful death), property damage (real or personal) or loss, including attorneys' fees, consultants' fees, and experts' fees (consultants and experts to be selected by MTS) which arise during or after the Term from or in connection with the presence or suspected presence of Hazardous Materials, including the soil, ground water or soil vapor on or under the Premises. Without limiting the generality of the foregoing, the indemnification provided by this section shall specifically cover costs incurred in connection with investigation of site conditions or any cleanup, remedial, removal or restoration work required by any Hazardous Materials Laws because of the presence of Hazardous Materials in

the soil, ground water or soil vapor on the Premises, and the release or discharge of Hazardous Materials by Lessee during the course of Lessee's alteration or improvement of the Premises.

11.5 Remedies Cumulative; Survival. The provisions of this Article shall be in addition to any and all common law obligations and liabilities Lessee may have to MTS, and any remedies and the environmental indemnities provided for herein shall survive the expiration or termination of this Lease and/or any transfer of all or any portion of the Premises, or of any interest in this Lease, and shall be governed by the laws of the State of California.

11.6 Inspection. MTS and MTS' agents, servants, and employees including, without limitation, legal counsel and environmental consultants and engineers retained by MTS, may (but without the obligation or duty so to do), at any time and from time to time, on not less than ten (10) business days' notice to Lessee (except in the event of an emergency in which case no notice shall be required), inspect the Premises to determine whether Lessee is complying with Lessee's obligations set forth in this Article, and to perform environmental inspections and samplings, during regular business hours (except in the event of an emergency) or during such other hours as MTS and Lessee may agree. If Lessee is not in compliance, MTS shall have the right, in addition to MTS' other remedies available at law and in equity, to enter upon the Premises immediately and take such action as MTS in its sole judgment deems appropriate to remediate any actual or threatened contamination caused by Lessee's failure to comply. MTS will use reasonable efforts to minimize interference with Lessee's use of Premises but shall not be liable for any interference caused by MTS' entry and remediation efforts. Upon completion of any sampling or testing MTS will (at Lessee's expense if MTS' actions are a result of Lessee's default under this section) restore the affected area of the Premises from any damage caused by MTS' sampling and testing.

ARTICLE 12 ASSIGNMENT AND SUBLETTING

Lessee shall not voluntarily or involuntarily assign, sublease, mortgage, encumber, or otherwise transfer (collectively, a "Transfer") all or any portion of the Premises or its interest in this Lease without MTS' prior written consent. MTS may not unreasonably withhold its consent to any Transfer. Any attempted Transfer without MTS' consent shall be void and shall constitute a material breach of this Lease. As used herein, the term "Transfer" shall include an arrangement (including without limitation management agreements, concessions, and licenses) that allows the use and occupancy of all or part of the Premises by anyone other than Lessee.

ARTICLE 13 MTS' RIGHT OF ACCESS

a. MTS, its agents, employees, and contractors may enter the Premises at any time in response to an emergency, and at reasonable hours to (a) inspect the Premises, (b) exhibit the Premises to prospective purchasers or Lessees, (c) determine whether Lessee is complying with its obligations in this Lease (including its obligations with respect to compliance with Hazardous Materials Laws), (d) supply cleaning service and any other service that this Lease requires MTS to provide, (e) post notices of non-responsibility or similar notices, or (f) make repairs that this Lease requires MTS to make, or make repairs to any adjoining space or utility services, or make repairs, alterations, or improvements to any other portion of the Premises; provided, however,

that all work will be done as promptly as reasonably possible and so as to cause as little interference to Lessee as reasonably possible.

b. Lessee waives any claim of injury or inconvenience to Lessee's business, interference with Lessee's business, loss of occupancy or quiet enjoyment of the Premises, or any other loss occasioned by such entry. If necessary, Lessee shall provide MTS with keys to unlock all of the doors in the Premises (excluding Lessee's vaults, safes, and similar areas designated in writing by Lessee in advance). MTS will have the right to use any means that MTS may deem proper to open doors in the Premises and to the Premises in an emergency. No entry to the Premises by MTS by any means will be a forcible or unlawful entry into the Premises or a detainer of the Premises or an eviction, actual or constructive, of Lessee from the Premises, or any part of the Premises, nor shall the entry entitle Lessee to damages or an abatement of rent or other charges that this Lease requires Lessee to pay.

ARTICLE 14 QUIET ENJOYMENT

If Lessee is not in breach under the covenants made in this Lease, MTS covenants that Lessee shall have peaceful and quiet enjoyment of the Premises without hindrance on the part of MTS. MTS will defend Lessee in the peaceful and quiet enjoyment of the Premises against claims of all persons claiming through or under the MTS.

ARTICLE 15 NOTICES

15.1 Notices. Whenever in this Lease it shall be required or permitted that notice or demand be given or served by either party to this Lease to or on the other, such notice or demand shall be in writing, mailed or delivered to the other party at the following addresses:

To MTS:
Manager of Real Estate Assets
1225 Imperial Avenue, Suite 1000
San Diego, CA 92101

To Lessee:
Mark Haack
Mark E Haack
610 India Street
San Diego, CA 92101

Mailed notices shall be sent by United States Postal Service, certified or registered mail, postage prepaid and shall be deemed to have been given, delivered and received three (3) business days after the date such notice or other communication is posted by the United States Postal Service. All other such notices or other communications shall be deemed given, delivered and received upon actual receipt. Either party may, by written notice delivered pursuant to this provision, at any time designate a different address to which notices shall be sent.

15.2 Default Notices. Notwithstanding anything to the contrary contained within this

Article, any notices MTS is required or authorized to deliver to Lessee in order to advise Lessee of alleged violations of Lessee's covenants under this Lease must be in writing but shall be deemed to have been duly given or served upon Lessee by MTS attempting to deliver at the Premises during normal business hours a copy of such notice to Lessee or its managing employee and by MTS mailing a copy of such notice to Lessee in the manner specified in the preceding Section.

ARTICLE 16 WAIVER OF RELOCATION ASSISTANCE BENEFITS

16.1 Relocation Assistance Benefits. Lessee is hereby informed and acknowledges the following:

a. By entering into this Lease and becoming a tenant of MTS, Lessee will not be entitled to receipt of "relocation assistance benefits" ("Relocation Benefits") pursuant to the Federal Uniform Relocation Assistance Act (42 U.S.C. §§ 4601 et seq.) and/or the California Relocation Assistance Law (Cal. Gov. Code §§ 7270 et seq.) (collectively, the "Relocation Statutes"), should MTS at some time make use of the Premises in such a way as to "displace" Lessee from the Premises. Pursuant to the Relocation Statutes, MTS will not be obligated to make such payments to Lessee even where such displacement of Lessee may otherwise constitute a breach or default by MTS of its obligations pursuant to this Lease.

16.2 Lessee's Waiver and Release of Relocation Benefits. In consideration of MTS' agreement to enter into this Lease, Lessee hereby waives any and all rights it may now have, or may hereafter obtain, to Relocation Benefits arising out of the MTS' assertion or exercise of its contractual rights to terminate this Lease pursuant to its terms, whether or not such rights are contested by Lessee or any other entity, and releases MTS from any liability for payment of such Relocation Benefits; provided, however, that Lessee does not waive its rights to Relocation Benefits to the extent that Lessee's entitlement thereto may arise out of any condemnation or pre-condemnation actions taken by the MTS or any other public agency with respect to the Premises. Lessee shall in the future execute any further documentation of the release and waiver provided hereby as MTS may reasonably require.

ARTICLE 17 GENERAL PROVISIONS

17.1 Authority. Lessee represents and warrants that it has full power and authority to execute and fully perform its obligations under this Lease pursuant to its governing instruments, without the need for any further action, and that the person(s) executing this Lease on behalf of Lessee are the duly designated agents of Lessee and are authorized to do so.

17.2 Brokers. Lessee warrants that it has had no dealings with any real estate broker or agent in connection with the negotiation and/or execution of this Lease. In the event any broker other than the brokers acknowledged in writing by MTS make claim for monies owed, Lessee shall indemnify, defend and hold MTS harmless therefrom.

17.3 Captions. The captions, headings and index appearing in this Lease are inserted for convenience only and in no way define, limit, construe, or describe the scope or intent of the

provisions of this Lease.

17.4 Cumulative Remedies. In the event of a default under this Lease, each party's remedies shall be limited to those remedies set forth in this Lease. Any such remedies are cumulative and not exclusive of any other remedies under this Lease to which the non-defaulting party may be entitled.

17.5 Entire Agreement. This Lease, together with all addenda, exhibits and riders attached hereto, constitutes the entire agreement between the parties with respect to the subject matter hereof, and all prior or contemporaneous agreements, understandings and representations, oral or written, are superseded.

17.6 Estoppel Certificate. Lessee shall at any time during the term of this Lease, within ten (10) business days of written notice from MTS, execute and deliver to MTS a statement in writing certifying that this Lease is unmodified and in full force and effect or, if modified, stating the nature of such modification. Lessee's statement shall include other details requested by MTS, such as the date on which rent and other charges are paid, the current ownership and name of Lessee, Lessee's knowledge concerning any outstanding defaults with respect to MTS' obligations under this Lease and the nature of any such defaults. Any such statement may be relied upon conclusively by any prospective purchaser or encumbrancer of the Premises. Lessee's failure to deliver such statements within such time shall be conclusively deemed to mean that this Lease is in full force and effect, except to the extent any modification has been represented by MTS, that there are no uncured defaults in the MTS' performance, and that not more than one month's rent has been paid in advance.

17.7 Exhibits. All exhibits referred to herein are attached hereto and incorporated by reference.

17.8 Force Majeure. In the event either party is prevented or delayed from performing any act or discharging any obligation hereunder, except for the payment of rent by Lessee, because of any and all causes beyond either party's reasonable control, including unusual delays in deliveries, abnormal adverse weather conditions, unavoidable casualties, strikes, labor disputes, inability to obtain labor, materials or equipment, acts of God, governmental restrictions, regulations or controls, any hostile government actions, civil commotion and fire or other casualty, legal actions attacking the validity of this Lease or the MTS' occupancy of the Premises, or any other casualties beyond the reasonable control of either party except casualties resulting from Lessee's negligent operation or maintenance of the Premises ("Force Majeure"), performance of such act shall be excused for the period of such delay, and the period for performance of such act shall be extended for a period equivalent to the period of such delay. Force Majeure shall not include any bankruptcy, insolvency, or other financial inability on the part of either party hereto.

17.9 Governing Law. This Lease shall be governed, construed and enforced in accordance with the laws of the State of California.

17.10 Interpretation. The language of this Lease shall be construed simply according to its plain meaning and shall not be construed for or against either party.

17.11 Joint and Several Liability. If more than one person or entity executes this Lease as Lessee, each of them is jointly and severally liable for all of the obligations of Lessee hereunder.

17.12 Lease Administration. This Lease shall be administered on behalf of MTS by the Manager of Real Estate Assets, San Diego Metropolitan Transit System or by such person's duly-authorized designee.

17.13 Lessee's Lease Administration. Lessee confirms that Lessee's Lease Administrator has been given full operational responsibility for compliance with the terms of this Lease. Lessee shall provide MTS with a written schedule of its normal hours of business operation on the Premises, and Lessee's Lease Administrator or a representative designated thereby shall be (i) available to MTS on a twenty-four (24) hour a day, seven (7) days a week, basis, and (ii) present on the Premises during Lessee's normal business hours, to resolve problems or answer question pertaining to this Lease and Lessee's operations on the Premises.

17.14 Liquidated Damages. Any payments by Lessee to MTS under this Lease described as liquidated damages represent the parties' reasonable estimate of MTS' actual damages under the described circumstances, such actual damages being uncertain and difficult to ascertain in light of the impossibility of foreseeing the state of the leasing market at the time of the various deadlines set forth herein. MTS may, at its election, take any of the liquidated damages assessed in any portion of this Lease as direct monetary payments from Lessee and/or as an increase of rent due from Lessee under this Lease.

17.15 Modification. The provisions of this Lease may not be modified, except by a written instrument signed by both parties.

17.16 Partial Invalidity. If any provision of this Lease is determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Lease shall not be affected thereby. Each provision shall be valid and enforceable to the fullest extent permitted by law.

17.17 Payments. Except as may otherwise be expressly stated, each payment required to be made by Lessee shall be in addition to, and not a substitute for, other payments to be made by Lessee.

17.18 Successors & Assigns. This Lease shall be binding on and inure to the benefit of the parties and their successors and assigns, except as may otherwise be provided herein.

17.19 Time of Essence. Time is of the essence of each and every provision of this Lease.

17.20 Waiver. No provision of this Lease or the breach thereof shall be deemed waived, except by written consent of the party against whom the waiver is claimed. The waiver by MTS of any breach of any term, covenant or condition contained in this Lease shall not be deemed to be a waiver of such term, covenant or condition of any subsequent breach thereof, or of any other term, covenant or condition contained in this Lease. MTS' subsequent acceptance of partial rent or performance by Lessee shall not be deemed to be an accord and satisfaction or a

waiver of any preceding breach by Lessee of any term, covenant or condition of this Lease or of any right of MTS to a forfeiture of the Lease by reason of such breach, regardless of MTS' knowledge of such preceding breach at the time of MTS' acceptance. The failure on the part of MTS to require exact or full and complete compliance with any of the covenants, conditions of agreements of this Lease shall not be construed as in any manner changing or waiving the terms of this Lease or as estopping MTS from enforcing in full the provisions hereof. No custom or practice which may arise between the parties hereto in the course of administering this Lease shall be construed to waive, estop or in any way lessen MTS' right to insist upon Lessee's full performance of, or compliance with, any term, covenant or condition of this Lease or to inhibit or prevent MTS' exercise of its rights with respect to any default, dereliction or breach of this Lease by Lessee.

IN WITNESS WHEREOF, MTS and Lessee have duly executed this Lease as of the day and year first above written.

Brick By Brick, LLC:

MTS:

By: _____
Mark E. Haack, Managing Member

By: _____
Paul C. Jablonski, Chief Executive Officer

Attachments: Exhibits A, B & C:

A. Description of the Premises

B. Insurance Requirements

C. Concept Design Plan

EXHIBIT A
DESCRIPTION OF THE PREMISES

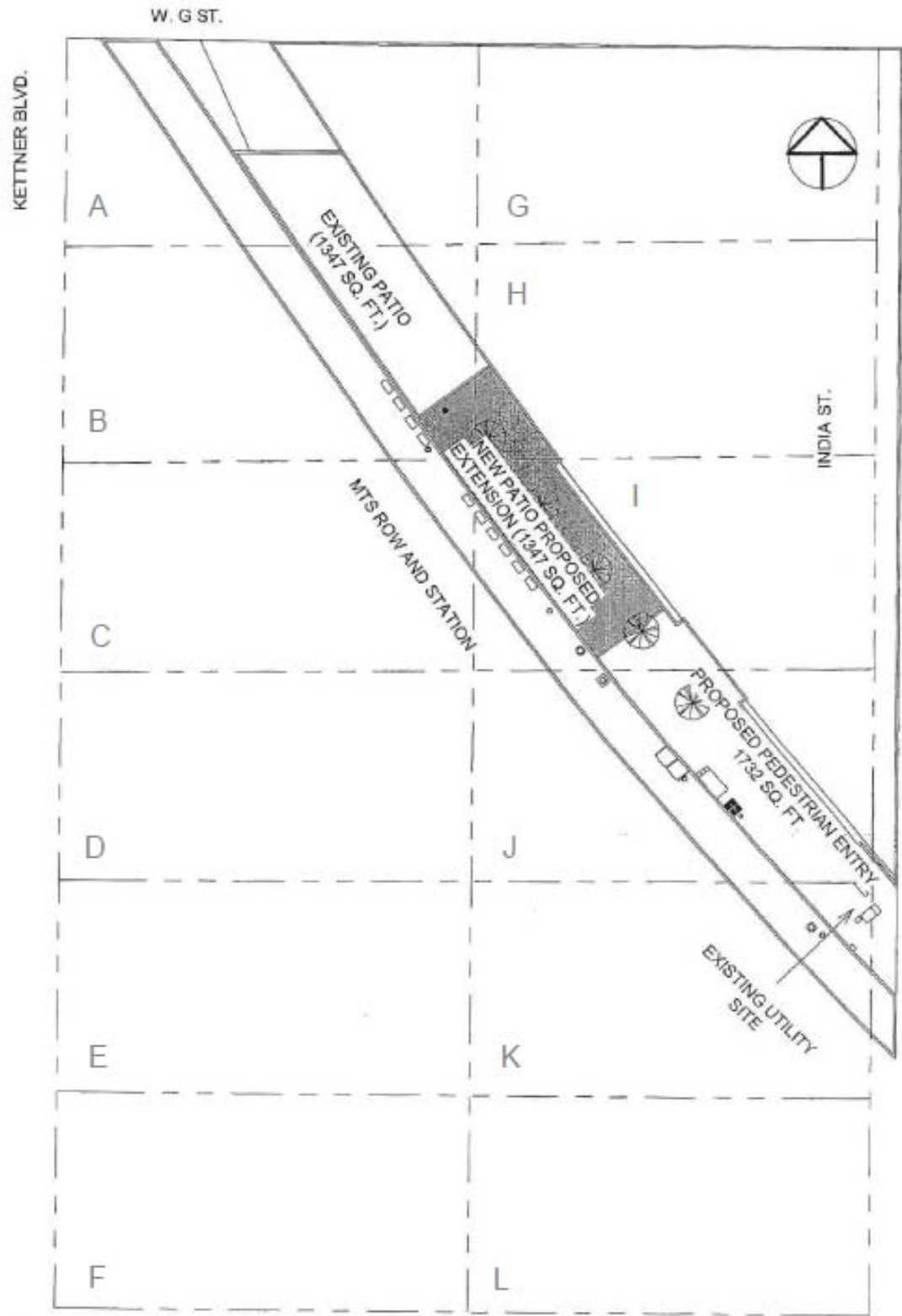


EXHIBIT B INSURANCE REQUIREMENTS

1.1 Commercial General Liability At all times during this Lease, Lessee agrees to maintain Commercial General Liability Insurance utilizing Insurance Services Office (ISO) coverage form CG0001, edition date 10/01 or later, or an equivalent form and with insurance companies reasonably acceptable to MTS. The coverage shall contain no restricting or exclusionary endorsements that would limit coverage for events related to Lessee's occupancy and activities on the Premises. An endorsement must accompany the certificate of insurance (COI) provided for general liability insurance to demonstrate that the standard railroad exclusionary language has been removed from the general liability insurance policy. The policy number listed on the COI and on the endorsement must match. All such policies shall name in the endorsement San Diego Metropolitan Transit System (MTS), San Diego Trolley, Inc. (SDTI), San Diego and Arizona Eastern Railway (SD&AE), San Diego and Imperial Valley Railroad (SD&IV), and San Diego Transit Corporation (SDTC), their directors, officers, agents, and employees as additional insureds as their interests may appear. Minimum policy limits shall be \$2,000,000 per occurrence and \$4,000,000 general aggregate.

1.2. Automobile Liability At all times during this Lease, Lessee agrees to maintain Automobile Liability Insurance for bodily injury and property damage including coverage for all owned, non-owned, and hired vehicles. Minimum policy limits shall be \$1,000,000 combined single limit.

1.3 Workers' Compensation At all times during this Lease, Lessee agrees to maintain Workers' Compensation in compliance with the applicable statutory requirements and shall maintain Employer's Liability Insurance at a minimum policy limit of \$1,000,000.

1.4 Property Insurance At all times during this Lease, Lessee agrees to maintain Property Insurance against all risk or special form perils, including Replacement Cost coverage, without deduction for depreciation, for Lessee's merchandise, fixtures owned by Lessee, any items identified in this Lease as improvements to the Premises constructed and owned by Lessee, and the personal property of Lessee, its agents and employees.

1.5 Primary and Non-Contributory Insurance/Waiver of Subrogation. Lessee agrees that all general liability coverages required under this insurance section are PRIMARY and that any insurance of MTS, SDTI, SD&AE, SD&IV, and SDTC shall be excess and noncontributory (endorsement required). Lessee waives any rights of subrogation against MTS, SDTI, SD&AE, SD&IV, and SDTC, and the policy form must permit and accept such waiver.

1.6 Policy Provisions Required. All policies and coverages shall contain a provision for 30 days' written notice by the Insurer(s) to MTS of any cancellation or material reduction of coverage. A ten-day notice is required for non-payment of premium.

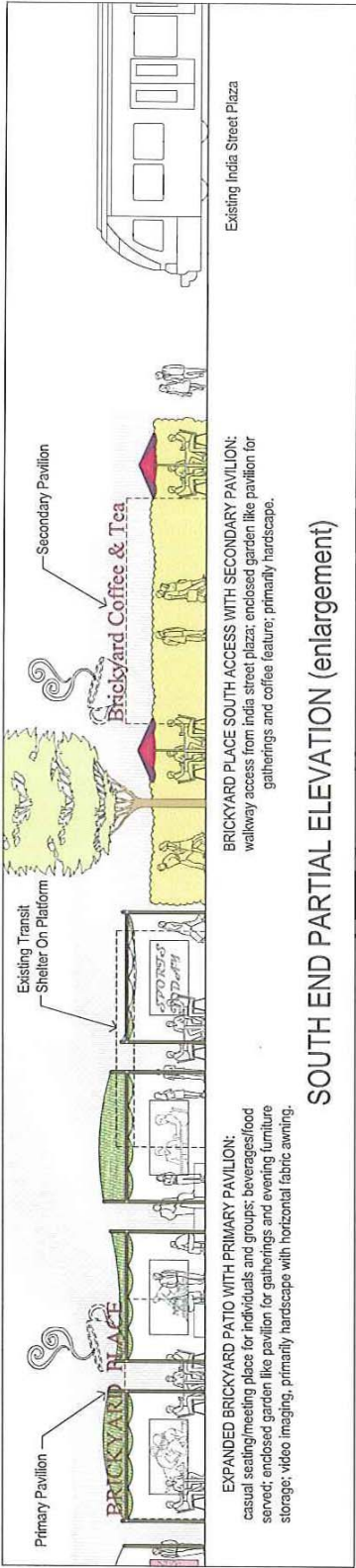
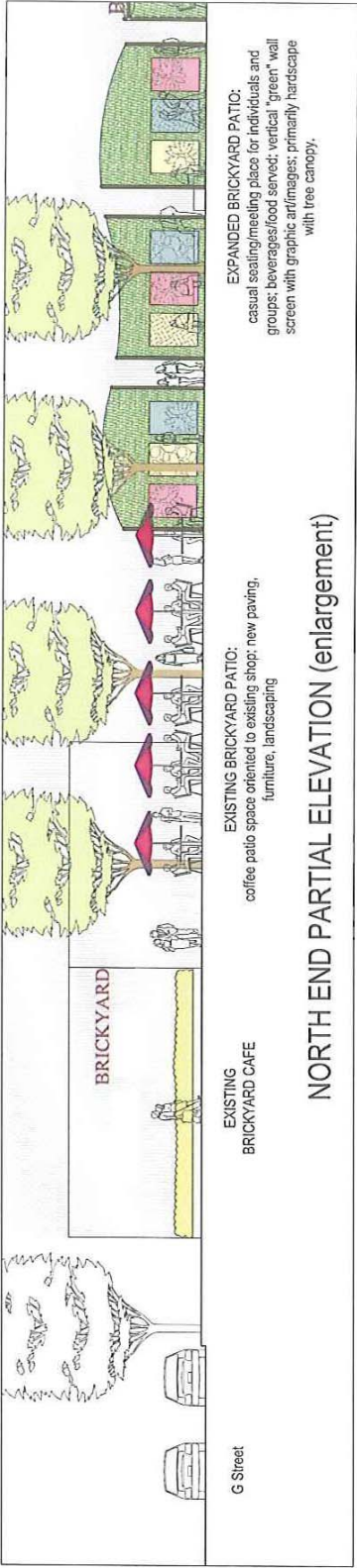
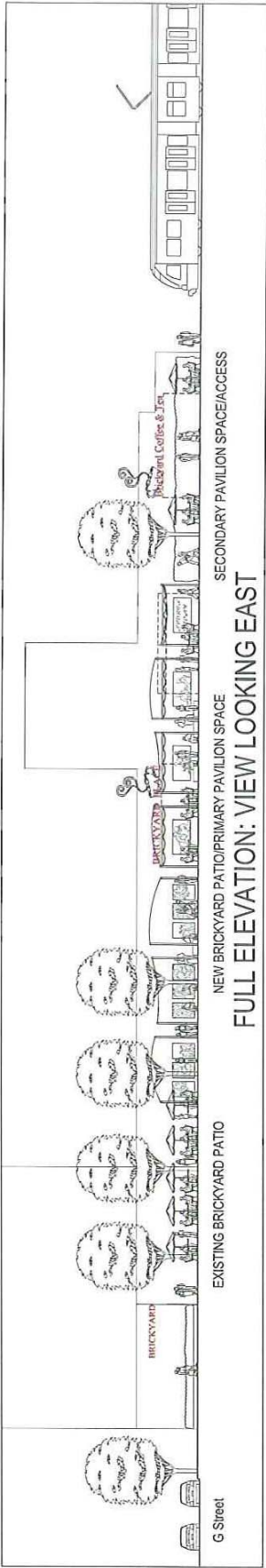
1.7 Evidence Required. Within ten (10) working days following execution of this Lease, Lessee shall have provided the MTS with satisfactory certification by a qualified representative of the Insurer(s) that Lessee's insurance complies with all provisions in this

insurance section. SD&AE, SD&IV, and SDTC, or their insurance consultant(s) are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by Lessee pursuant to this Agreement, including but not limited to the provisions concerning indemnification.

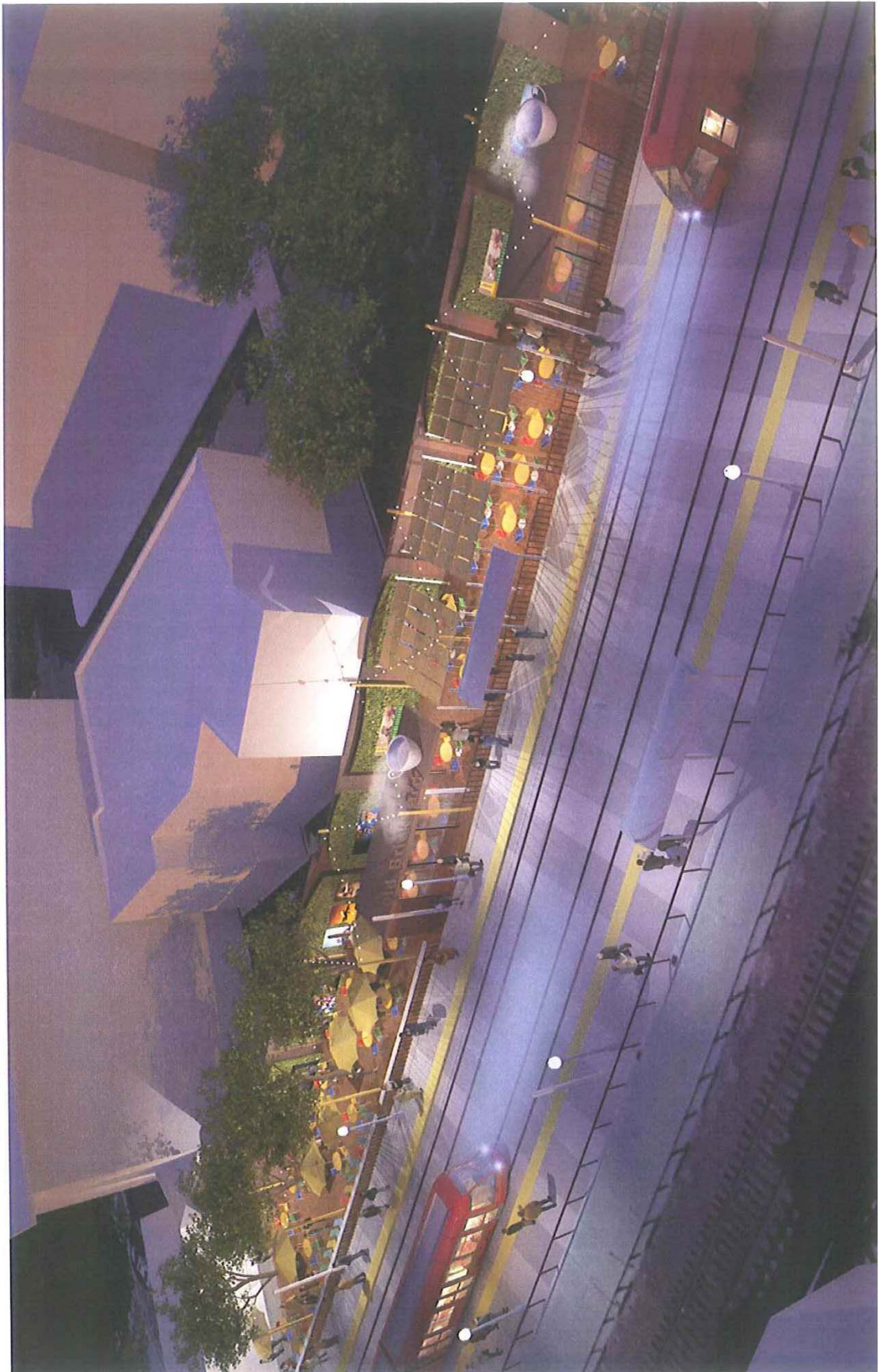
1.8 Special Provisions. The foregoing requirements as to the types and limits of insurance coverage to be maintained by Lessee, and any approval of said insurance by MTS, SDTI, SD&AE, SD&IV, and SDTC, or their insurance consultant(s) are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by Lessee pursuant to this Agreement, including but not limited to the provisions concerning indemnification.

Brickyard Place













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

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

RAIL MAINTENANCE PROGRAM INCLUDING RAIL GRINDING 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. PWL288.0-20 (in substantially the same format as Attachment A), to Advanced Rail Management (ARM) for Rail Maintenance Program Including Rail Grinding Services as further described in the scope of work, in the amount of \$3,091,938.01, for a 5-year period from January 1, 2020 to December 31, 2024.

Budget Impact

The total value of this agreement will not exceed \$3,091,938.01. Funding will be from SDTI Maintenance of Way budget 370016-536600.

DISCUSSION:

San Diego Trolley, Inc. (SDTI) is looking to award a five (5) year contract for the development and operation of a rail maintenance program, which includes rail grinding on all open track sections, special track work, road crossings and embedded track sections.

Contractor will provide technical services for rail maintenance analysis, inclusive of program planning and execution, economic analysis for SDTI's rail maintenance program, and rail grinding. The program will include analysis of rail wear and profile conditions, as well as recommendations for the management and execution of rail grinding to produce enhanced steering through profile enhancement and defect removal.



Past rail grinding services yielded improved ride quality and significantly increased the rail life. Proper rail grinding reduces the migration of internal rail defects and reduces wheel wear. The alternative to rail maintenance would be rail replacements.

On September 13, 2019, MTS issued a Request for Proposals (RFP) for Rail Maintenance Program including Rail Grinding Services. MTS staff advertised on a nationwide transit website (Transit Talent), posted the RFP on PlanetBids to alert proposers registered on other transit agencies' websites so as to reach as many firms as possible.

By October 21, 2019, MTS received a single proposal from ARM. To ascertain that the solicitation was not restrictive, staff conducted a single bid analysis. The results indicated that this was not the primary line of work of the proposers queried. Rail maintenance and grinding services are very specialized and only a few companies have the required qualifications and specialized vehicles for rail surveying and grinding. Therefore, MTS determined that competition was adequate.

On October 29, 2019, a selection committee consisting of representatives from MTS Maintenance of Way and Finance evaluated the proposal based on the following criteria:

Evaluation Criteria	Possible Points
Qualifications of the Firm	15
Staffing, Organization, and Management Plan	15
Work Plan	35
Cost/Price	35
Total Score	100%

The selection committee scored ARM's proposal as follows:

	Technical Score	Cost Score	Total Score
Maximum RFP Points	65.00	35.00	100.00%
ARM's Points	60.67	23.26	83.93%

ARM's initial proposal was \$3,141,389.26. On October 29, 2019, MTS asked ARM to provide cost clarifications in order to further evaluate the proposal. After review, on November 12, 2019, MTS asked ARM to provide a Best and Final Offer (BAFO).

On November 14, 2019, the BAFO was received with a price reduction of \$49,451.25. In addition, ARM provided further opportunities for a \$15,000 price reduction each year if the rail grinding equipment could be moved from neighboring projects' rails (such as North County Transit District) using one shift.

After further price analysis, staff determined ARM's cost proposal to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL288.0-20 (in substantially the same format as Attachment A), to ARM for Rail Maintenance Program Including Rail Grinding Services as further described in the scope of work, in the amount of \$3,091,938.01, for a 5-year period from January 1, 2020 to December 31, 2024.

/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. PWL288.0-20
B. Scope of Work
C. Cost Proposal

ATTACHMENT AMTS DOC. No. PWL288.0-20
Contract #**STANDARD SERVICES AGREEMENT
FOR
RAIL MAINTENANCE PROGRAM INCLUDING RAIL GRINDING SERVICES**

THIS AGREEMENT is entered into this _____ day of _____ 2020, 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: Advanced Rail Management Address: 507 Latania Palm Drive
Indialantic, FL 32903

Form of Business: Corporation
 (Corporation, Partnership, Sole Proprietor, etc.) Email Address: gbachinsky@arm-corp.com

Telephone: (321) 984-1474

Authorized person to sign contracts Gordon Bachinsky President
 Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to

Provide Rail Maintenance Program Including Rail Grinding 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), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for up to five (5) years effective 1/1/2020 to 12/31/2024.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$3,091,938.01 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____	Firm: _____
Approved as to form:	By: _____
By: _____	Title: _____

RAIL MAINTENANCE PROGRAM INCLUDING RAIL GRINDING SERVICES

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

A. General:

MTS, on behalf of San Diego Transit Inc., (SDTI) is seeking to award a five (5) year contract for the development and operation of a long-term rail maintenance program, which includes profile rail grinding on all open track sections, as well as customized grinding on all special track work, road crossings, and embedded track sections.

B. MTS operates three light-rail routes:

i. Blue Line:

The Blue Line runs on a generally north-south direction and entered service in 1981. It consists of approximately 32 track miles of 90-lb and 115-lb rail, double track interspersed with single tracks in certain areas. The service is from the San Ysidro Station adjacent to the international border between Mexico and the United States to America Plaza in downtown San Diego and includes paved segments totaling some 1.25 miles along C Street, from America Plaza to 12th Avenue.

ii. Orange Line:

The Orange Line runs in a general east-west direction and is approximately 36 track miles long, double track, of 115-lb rail from the El Cajon Station to Santa Fe Station. Between Santa Fe Station and the Imperial Avenue Transit Station the Orange Line shares the Blue Line tracks. The Orange Line entered into revenue service in the segments listed below:

- Imperial Avenue Transit Station to Euclid Station: 1989
- Euclid Station to Spring Street Station: 1990
- Spring Street Station to El Cajon Transit Station: 1992
- El Cajon Transit Station to Santee: 1995

iii. Green Line:

The Green Line also runs on an east-west direction with approximately 48 track miles of 115-lb rail from the 12th Imperial Terminal to Santee Station (including 2.25 miles of paved segments on the Bayside Line). From Baltimore Junction (East Line MP 13.00) to El Cajon Transit Center the track is co-shared between the Orange Line and the Green Line.

C. Description of the Property:

i. Track:

Main Lines: Ballasted track on wood ties or concrete ties; track through downtown San Diego is embedded in asphalt and concrete

- Intersections: Track in street crossings is either embedded in asphalt, concrete or ballasted track with concrete paneling
- Special: Various system of direct fixation are used in selected locations
- Curves: Minimum horizontal radius: 82 ft.
Minimum vertical radius: 1,660 ft.
- Super elevation: 6 inch maximum
- Grade: 4.2% maximum
- ii. Rail:
 - Main Line: 90 RA 115 RE

Single or double restraining rail is used in curves with a radius of less than 900 ft. and other restricted areas.
 - Switches: No. 6 through No. 20
 - Main Line: Timber ties 7 inch x 9 inches x 8 feet

Concrete ties 6 inch x 10 inches x 9 feet

Longer timber ties in other specific areas such as switches and cross-overs.
- iii. Electrification:
 - The entire system is electrified with an overhead system, either single contact wire, or catenary. Power return is through the running rails.
 - Voltage: 650 VDC nominal, up to 900 VDC maximum
 - Wire Height: 12 ft. minimum above top of rail

22 ft. maximum above top of rail

NOTE: The overhead system is to be considered energized at all times

D. Availability of the Property for Grinding:

MTS Trolley operates revenue service for twenty-one-and-a-half hours daily. Service runs from 4:00 AM of one day to 1:30 AM of the following day, seven days a week. All Grinding shall be performed so as not to interfere with revenue service on the adjacent track or beyond the limits of the defined work area.

The rail grinding shall be performed during an approved work window as shown below:

- i. Blue Line

- East Bound: 12:30AM - 4:00AM (3 Hours 30 Minutes)
- West Bound: 1:30AM - 4:20AM (2 Hours 50 Minutes)
- ii. Green Line
 - East Bound: 1:10AM - 3:50AM (2 Hours 50 Minutes)
 - West Bound: 1:10AM - 4:50AM (3 Hours 40 Minutes)
- iii. Orange Line
 - East Bound: 12:38AM - 4:00AM (3 Hours 22 Minutes)
 - West Bound: 1:20AM - 4:45AM (3 Hours 25 Minutes)

This time allowance may vary depending on the designated location of a grind. The time of availability may also be adjusted by MTS to allow it to accommodate additional operating requirements.

MTS will turn off rail lubricators off for a minimum of two weeks prior to rail grinding. Contractor will give MTS notice of planned work so that MTS can plan accordingly.

No work by personnel or equipment shall be performed within ten feet of the centerline of any operating trolley track during operating hours without appropriate notification and protection of a flagger. If any such work is planned within these zones, Contractor must notify MTS by not less than 48 hours prior to performing such work. Flagging and/or switch tending will be provided by MTS to the Contractor at no cost, provided the required deadline for advance notification is met. If the Contractor's plans change Contractor shall notify MTS by not less than 12 hours prior to the prescheduled operation. If the Contractor neglects to notify MTS of its planned work by the required notification deadline, all costs incurred by MTS' in provision of flaggers or switch tenders to the Contractor shall be charged to the Contractor. The Contractor will not be assessed flagging expenses when planned work is not performed due to conditions beyond Contractor's control.

Contractor will include an equipment failure contingency plan that will describe the process for the removal of failed test equipment from the MTS mainline track in a manner that will not result in any service delay. It is the MTS' intent for this plan to be submitted by the Contractor for MTS review and approval prior to the Contractor submitting a request for a work window for rail grinding.

Similarly, Contractor will include in its equipment failure contingency plan the process by which it will ensure that rail grinding services are restored quickly and efficiently so as to guarantee that MTS will not suffer any harm as a result of uncompleted rail grinding due to failure of equipment. Contractor will also include a plan for recovery from other foreseeable delays not necessarily induced by equipment failures.

Grinding shall be performed only by experienced and qualified personnel and shall follow the requirements of the California Public Utilities Commission (CPUC) General Order 143-B, and the American Railroad Engineering and Maintenance Association (AREMA) Manual for Railway Engineering.

The contractor shall comply with all applicable Federal, State, and local regulatory requirements, and is responsible to obtain any and all required permits.

E. Contractor:

The successful Contractor will provide technical services for rail maintenance analysis and production, rail grinding, inclusive of program planning, program execution, and economic analysis for SDTI's annual and long-term rail maintenance program. The program will include analysis of rail wear and profile conditions, as well as recommendations for the management and execution of rail grinding to produce enhanced steering through profile enhancement and defect removal.

The Contractor will provide rail maintenance analysis and grinding for the main tracks in the entire SDTI system every year. The amount of funds available each fiscal year varies and may not be sufficient to perform all grinding recommended by the Contractor.

The Contractor will provide a combination of technical expertise and a Rail Grinding Specialist (RGS), to apply the best available rail grinding practices technology in performing the services.

F. Contractor Requirements:

- i. Must be licensed to do business in California.
- ii. Contractor must have a minimum of 10 years' experience in rail grinding.
- iii. RGS must be a licensed professional.
- iv. RGS must have a minimum of 10 years proven rail grinding industry experience.

These requirements shall be submitted with the proposal. If the Proposer does not meet the criteria mentioned above, the proposal may be rejected.

G. Technical Expertise and Proficiency:

The RGS will have a working knowledge of the industry standards associated with rail grinding, providing SDTI with the ability to cross-reference and evaluate rail grinding techniques and applications. The RGS will be familiar with industry issues associated with rail grinding and understand rail grinding programs and similar development on other rail carriers. The RGS must be responsive and effectively provide support to SDTI staff in any and all areas of rail grinding.

The RGS will possess proven ability to associate recommendations and program planning consistent with recommendations of the AREMA, Federal Railroad Administration (FRA), CPUC, MTS and other applicable local, state, and regulatory agencies.

The RGS will also be familiar with issues associated with commuter rail systems and demonstrate the ability to have previously developed successful production rail grinding programs.

H. The RGS, with support from the Contractor's technical support team will:

- i. Identify a preferred rail grinding template or templates by evaluating current rail conditions.
- ii. Recommend design modifications for rail profile to improve the ride quality, steering characteristics, and reduce noise levels.
- iii. Determine the status of rail profile in track and the rail grinding requirements to modify the rail to desired profile specifications.

- iv. Use proven and efficient application of industry rail grinding practices to maximize the use of SDTI's capital funds and optimize the use of its current rail infrastructure.
- v. Plan and program the application of production rail grinding, so that any impact on the current SDTI operations is minimized and the in use of its infrastructure and resources are optimized.

I. Contractor's Responsibilities for Equipment and Facilities:

- i. Contractor shall maintain and keep its equipment in good order (in particular the water sprinkler and fire control nozzles and apparatus). Repair and use same in grinding the rails for the tracks, at such points as SDTI shall designate.
- ii. Contractor shall see that the grinding apparatus when not in operation shall conform to the clearance requirements of SDTI. It is the Contractor's responsibility to guard and protect said apparatus when not in use.

J. Training Requirements:

Contractor shall provide, administer, and maintain training programs, which address all required aspects of safety and personnel qualifications, except for the SDTI provided training. The training programs shall be consistent with the objectives of providing the highest quality service to the public, with the policies of and in the best interest of SDTI. Training shall be in accordance with all, applicable federal, state local laws, and regulations and requirements. The training programs shall be designed to ensure that all employees are qualified to perform the functions necessary for their positions.

K. Scope of Services:

- i. Summary of Rail Grinding Program Deliverables:
 - a. System Pre-Grind Rail Report for review by SDTI. This report will contain rail profile information for pre-grind analysis and will clearly define rail profile conditions on curves and tangents. The report will be a database report formatted to compare existing rail data (weight, age, existing rail profile, head loss) with historical and current information. Report to include a prioritized five (5) year rail grinding program, based on profile of existing rail, comparing current profile measurement, and historical rail profile. Data for rail wear, tonnage, and defect histories to be included as available.
 - b. Recommendations for grinding based on an analysis of the system report and in correlation with actual infrastructure locations.

Recommendations will include rail grind profiles (templates):

- Grinding rates.
 - Specific work plan based on track feet, grind hours, operational evaluation, and equipment grinding application.
- c. Rail grinding services that include providing and executing the rail-grinding program based on the pre-grind analysis and agreed work of Contractor-operated or subcontractor grinding services. It will also include management of the rail grinding application, documentation, and measurement of the completed grinding

process for payment and program evaluation. Services will include training SDTI personnel in both practical and technical applications of the rail-grinding programs.

- d. System Post-Grind Rail Report that analyzes and documents real-time and field data for only those areas ground in the annual program. Report to be a database report formatted to integrate the pre-grind database and other SDTI system track data.

ii. System Pre-Grind Rail Report:

The rail grinding Contractor, under this contract, will provide a rail maintenance analysis and existing conditions report. Report shall include a printable database and rail profile image, based on technical data that pertains to:

- a. Optical rail measurement data:
 - Minimum of 2 points on curves.
 - Minimum of 0.5-mile points on tangents.
 - Database image of rail profile.
 - Rail trend wear analysis for rail classification and gage face wear limits.
- b. Inclusive of:
 - Age of rail.
 - Year laid.
 - Last grinding date.
 - Distance to nearest east and west rail flange lubricator.
 - Radius differential evaluation.

i. Five (5) year prioritized annual rail grinding program:

The Contractor will also identify skill requirements and train SDTI staff to use database information consistent with the pre-grind report to support the rail grinding program and provide licensing for software if applicable.

L. Recommendations for Grinding:

The RGS will be required to develop a rail grinding production work plan. The plan will include grinding locations, recommended profiles, grinding passes, and speed. The plan will also include a proposed grinding schedule coordinated with corridor stakeholders, train operations, and grinding locations. Plan should provide dates, time, and duration, and will identify SDTI resource requirements for flag protection and/or grinding support. The RGS will be required to:

- i. Develop recommendations for:
 - a. Grinding pattern selection.
 - b. Grinding templates.
 - c. Defect development control.
 - d. Gage corner fatigue control.
 - e. Surface fatigue control.
 - f. Corrugation control.
- ii. Recommend rail grinding equipment application for:
 - a. Production grinding train consist.

- b. Spot grinding equipment consist.
 - c. Grinding support equipment.
 - d. Grinding stone specifications.
 - e. Imbedded rail grinding.
 - f. Switch grinding.
- iii. Schedule production rail grinding to:
 - a. Determine production-grinding rates.
 - b. Integrate grinding program with ongoing train operations.
 - c. Plan for SDTI support and flag personnel.
- iv. Schedule spot rail grinding to:
 - a. Determine locations for spot grinding and grind rate.
 - b. Integrate spot grinding program with production grinding program and ongoing train operations.
- v. Plan for SDTI support and flag personnel.
- vi. Provide methodology for measurement of actual rail ground based on production rail grinding schedule.

M. Rail Grinding Services:

The Contractor will provide the rail grinding services necessary to perform both spot and production rail grinding, as set forth in the rail-grinding program developed by its RGS and authorized by SDTI Project Manager.

N. Minimum Production Grinding Train/Equipment Requirements:

- i. Computer-based technology for grind pattern control.
- ii. Automated motor positioning grinding heads.
- iii. Minimum of 16 motors not less than 30 hp per motor.
- iv. Travel locks for all work heads.
- v. Travel at a minimum 30-mph for on-track machine and 20mph for hi-rail machine with all grinding equipment locked clear.
- vi. Comply with all state, local, municipal, and federal environmental codes.
- vii. Equipment must have a dust-collection system capable of removing sufficient materials to be able to pass applicable government clean air regulations.
- viii. Self-contained and propelled equipment capable of grinding at speeds between 1.5 and 8 mph.
- ix. Bi-directional operation.
- x. Sequencing grinding head control to clear obstructions.

- xi. Production grinding train with fully adjustable and automated grinding head control to accommodate multiple grinding patterns and have the ability to grind only those areas required.
- xii. Operator and/or computer-controlled grind-head configuration and adjustment to adjust profile in tangent-to-curve grinding situations.
- xiii. Ability to perform production rail grinding on track with up to 12° curves and 4.2% grades.
- xiv. Fire suppression equipment (tie sprayers and water cannon) to meet requirements for right-of-way protection during grinding operations.
- xv. Grinding equipment that fits within the clearance envelope of the AAR Plate C for equipment used in the joint Freight and LRT corridors.
- xvi. Grinding equipment operating in LRT only corridors must not exceed 13 feet from top of rail in height and 8 feet 11 inches in width.
- xvii. On-board mobile radio equipment for communication with SDTI dispatchers and emergency response equipment.
- xviii. Equipment lighting to meet minimum operating standards for night rail travel and work, including all necessary safety and warning lights and sound devices.
- xix. Maximum axle load of 75,000 lbs.
- xx. Brake system that complies with AAR regulations.
- xxi. Provisions for emergency coupling at either end of equipment to allow equipment removal in case of operational failure.

O. Minimum Spot Grinding Equipment Requirements:

- i. The equipment must have a nominal configuration of 16 stones, capable of creating 8 unique facets on each rail or the equivalent capability with fewer stones and alternate technology.
- ii. Equipment will meet or exceed all safety, operational, regulatory, and travel speed requirements, unless otherwise noted, as set forth in the production grinding equipment requirements.
- iii. Grinding unit must have the ability to travel at a minimum of 20 mph and work at a speed of 1 to 6 mph on up to 4.2% grades.
- iv. The unit must be capable of grinding a variety of profiling and reencountering patterns depending on varying rail wear conditions. Such pattern changes and adjustments should be made instantly from an onboard central control center.
- v. Grinding equipment must be capable of storing at least 10 of the railways patterns and unit must be able to grind two different patterns in parallel.
- vi. The unit must be capable of grinding any of at least 4 optimal rail shapes.

- vii. Metal removal rates must not vary more than 25% between rail with hardness ranging from 280 to 380 bhn.
- viii. Ridges left by grinding facets must not be so sharp as to result in the development of flow lines, or spalling at edge of contact bands.
- ix. The unit must be equipped with selective vertical stability control.
- x. Grinding motor load control must be manually selected and automatically maintained.
- xi. Grinding carriages must be capable of being raised and lowered on curved track and locked into position.
- xii. The grinding equipment must be capable of removing sufficient metal in 3 passes to meet the equivalency of a single pass.
- xiii. Grinding equipment must be capable of grinding for two hours while incurring no inoperative motors. At no time will grinding equipment be permitted to operate with more than five (5) percent of the motors drawing less than 16 amps. At no time will more than five (5) percent of the motors be inoperative.
- xiv. Grinding motors must be 100% operational at the start of each shift.
- xv. All grinding patterns must be balanced and may not change with curve elevation, or track gauge.
- xvi. The unit must be capable of automatic lateral positioning to allow grinding at angles of up to 45 degrees to field and gauge within a flangeway clearance of 1.75 inches on at least 25% of all motors.

The above requirements for spot and production grinding are a minimum only. The grinding Contractor and the RGS may recommend advanced grinding equipment that exceeds these minimum requirements.

P. System Post-Grind Rail Report:

The RGS, under this contract, will provide the following database information and tools (software) when presenting the cost evaluation for rail grinding program planning and execution, so that SDTI can clearly understand and review areas where the rail grinding was performed:

- i. Rail grinding program cost.
- ii. Payment verification for rail grinding services.
- iii. Rail grinding program benefits.
- iv. Rail grinding program cost impacts for annual and long-term programs.
- v. Savings associated with rail grinding application.
- vi. Final rail profiles at points to correspond to the pre-grind report.

- vii. Revisions (if any) on pre-grind rail report recommendations for rail replacement.

Q. Spot and Production Grinding Operational Limitations:

- i. Maximum equipment consists cannot exceed 1,000 feet in total length due to storage capacity limitations.
- ii. Production operation will be restricted to nighttime hours only.
- iii. A maximum of 30 on-track hours will be available per week.
- iv. Production grinding to be performed during January, February, March, and April.

R. Services Provided By SDTI:

SDTI shall provide:

- i. Proper and adequate flagging protection at all times, not only on the track being worked but also on adjacent tracks, as is deemed necessary.
- ii. From the delivery point on the line of SDTI to the location of the rail grinding operations transportation and/or piloting of the Contractor's equipment together with all parts, materials, and supplies required by the Contractor for each rail grinding program.
- iii. Water as may be required by the Contractor for the operation of its fire protection system, water to be furnished in one or more tanks or tank cars with a capacity of 8,000 to 20,000 gallons. The tank cars to be furnished by the Contractor.
- iv. Layover storage in safe and suitable area. This area should be accessible by truck for delivery of supplies and/or repairs, for the Contractor's grinding apparatus and accessory equipment; during such periods of time as said rail grinding apparatus and accessory equipment is inoperative on the lines of SDTI in connection with the program work. In addition for a period not the exceed ninety (90) days upon completion of each rail grinding program on the lines of the SDTI.
- v. Maintenance of Way Inspector and crew to assist in control of burning ties and small fires, with water truck.

2. PAYMENT TERMS

Unless otherwise stated in the specifications or cost proposal forms, one hundred percent (100%) of the contract price for each unit or units of material or equipment furnished and delivered under these specifications, will be paid to the Contractor within thirty (30) days after delivery to and acceptance by MTS of the unit or units ordered, as herein provided, and after the statements covering the unit or units have been presented to MTS by the Contractor.

Cash discounts as shown on the bid form shall be accepted at the option of MTS. Otherwise the terms will be Net thirty (30) from acceptance. Payment terms less than ten (10) days from acceptance will not be considered. ***Advanced Payment is Not Allowable.***

3. INVOICING

Contractor shall email invoices to AP@sdmts.com. MTS will make payments within thirty (30) days of invoice date. All invoices must have the date, time and units delivered. Contractor shall reference the MTS Purchase Order number on all invoices.

Invoices shall be based on work completed and accepted by the MTS Project Manager and must be accompanied by documented proof of acceptance by MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
MTS Doc. No. PWL288.0-20

BEST AND FINAL OFFER

Proposer's Name: Advanced Rail Management Corporation

Year 1 - 16-Stone Grinder			
Description	Qty	Unit Cost	Extended Total
Rail Grinding (per shift)	20	20,745.00	414,900.00
Mobilization/Transportation Cost	1	49,000.00	49,000.00
Rail Inspection and Grinding Plan	1	34,900.00	34,900.00
Survey Before and After Grinding	1	93,200.00	93,200.00
Standby Hourly Rate (up to 12 hours)	12	2,475.63	29,707.56
Evaluation of Optimum Wheel and Rail Interface	100	185.00	18,500.00
Annual Total			640,207.56

Year 2 - 8-Stone Grinder		
Qty	Unit Cost	Extended Total
25	17,980.78	449,519.50
1	50,470.00	50,470.00
1		0.00
1	29,910.00	29,910.00
12	2,174.20	26,090.40
		555,989.90

Year 3 - 16-Stone Grinder		
Qty	Unit Cost	Extended Total
20	22,007.26	440,145.20
1	52,100.00	52,100.00
1		0.00
1	110,020.00	110,020.00
12	2,626.40	31,516.80
		633,782.00

*potential \$30k savings for mobilization if rubber tired unit used

Year 4 - 8-Stone Grinder			
Description	Qty	Unit Cost	Extended Total
Rail Grinding (per shift)	25	19,078.29	476,957.25
Mobilization/Transportation Cost	1	53,650.00	53,650.00
Rail Inspection and Grinding Plan	1		0.00
Survey Before and After Grinding	1	31,800.00	31,800.00
Standby Hourly Rate (up to 12 hours)	12	2,306.61	27,679.32
Evaluation of Optimum Wheel and Rail Interface			
Annual Total			590,086.57

Year 5 - 16-Stone Grinder		
Qty	Unit Cost	Extended Total
20	23,323.76	466,475.20
1	55,259.50	55,259.50
1		0.00
1	116,700.00	116,700.00
12	2,786.44	33,437.28
		671,871.98

*potential \$30k savings for mobilization if rubber tired unit used

NOTES:**1 Grinders will be billed by shift.**

Total shifts proposed per year are in our proposal

2 Mobilization rebate of \$15,000 can be applied *if* the rail grinder can be moved from neighboring projects (i.e. NCTD) on rails using one shift for transit each year**Annual Total Summary**

Total Year 1	\$	640,207.56
Total Year 2	\$	555,989.90
Total Year 3	\$	633,782.00
Total Year 4	\$	590,086.57
Total Year 5	\$	671,871.98
CONTRACT TOTAL (BASIS FOR AWARD)	\$	3,091,938.01

Costs must be all-inclusive of requirements to perform all the work described in the scope of services. MTS will not pay additional costs.

Quantities displayed on the bid form are for proposal 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.

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



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

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

FIBER OPTIC COMMUNICATION NETWORK GAP CLOSURES – FUND TRANSFER

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 88 (in substantially the same format as Attachment A) to the MOU between the San Diego Association of Governments (SANDAG) and MTS for the Fiber Optic Communication Network Gap Closures project in the amount of \$150,000.00.

Budget Impact

There would be no change to the overall Capital Improvement Project (CIP) amount. SANDAG would be reimbursed for the Fiber Optic Communication Network Gap Closures Project from MTS WBSE # 1009103601 for a total amount not to exceed \$150,000.00.

DISCUSSION:

MTS, North County Transit District (NCTD), Caltrans and SANDAG (the Agencies) entered into an Inter-Agency Fiber Optic Cable Sharing Agreement Memorandum of Understanding (MOU), (NCTD Doc No. 2017-01 / SANDAG Doc No. 5004795), to share spare capacity in each of the agencies existing fiber optic cables throughout the region with each other. The purpose of the MOU is to create a redundant ring in the fiber optic information networks, thereby increasing network functionality, reliability, and availability, and ensuring a single point of failure will not interrupt communications between the Imperial Avenue Division and Kearney Mesa Transit Central Offices, and the I-15 Bus Rapid Transit Stations.



The Agencies intend to contribute funding to this effort to close network gaps throughout San Diego County. SANDAG has completed work in San Diego between Caltrans Hub 3 and the MTS/Caltrans Interface cabinet at Interstate 5, at Imperial Avenue and along the State Route (SR) 94 and Interstate 15 highways. SANDAG's South Bay Bus Rapid Transit (BRT) and Mid-Coast Light Rail Transit (LRT) Extension projects are implementing additional fiber optic improvements. Caltrans has projects in place that are implementing additional improvements as well.

To complete the redundant ring in North County, network gaps in Escondido and Oceanside must be closed. When completed, the North County fiber optic ring will extend from Downtown San Diego to Oceanside to Escondido and back to Downtown San Diego. Following completion of the network gap closures, each of the Agencies will be able to configure their networks to take advantage of the North County redundant information network ring. In accordance with the MOU, NCTD and SANDAG will provide funding to close the network gaps in Escondido and Oceanside. Since the Oceanside network gap was not an identified gap in the fiber optic network at the time of execution of the MOU, MTS in accordance with this Addendum 17 is contributing funding towards the network gap closure effort.

The total cost of the project to close both fiber optic network gaps in Escondido and Oceanside is estimated at \$808,000. SANDAG Toll will contribute \$430,000 (plus an additional \$104,000), NCTD will contribute \$90,000 (they do not benefit from network gap closure in Oceanside), plus NCTD will be covering flagging costs in Oceanside and Escondido, estimated at \$34,000 dollars. MTS's contribution to this project is estimated at \$150,000. SANDAG staff went to their Board to transfer \$430,000 from SANDAG Toll and to accept \$90,000 from NCTD. SANDAG staff will be going back to SANDAG Transportation Committee Board to accept \$150,000 from MTS and to transfer the aforementioned additional \$104,000 from SANDAG Tolling. As part of their contribution to the MOU, Caltrans is currently working on a project to establish fiber connections to Otay Mesa Transit Center and SR-11 Tolling. The work should be completed in approximately one year.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Addendum 17, Scope of Work 88, for Fiber Optic Communication Network Gap Closures project in the amount of \$150,000.00.

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

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

Attachment: A. Addendum 17 SOW 88

Addendum 17 Project Scope of Work

MTS File No.	G0930.17-04.88	SANDAG Reference No.	5000710 SOW 88
CIP Title:	Fiber Optic Communication Network Escondido and Oceanside Gap Closures		
CIP /WBSE No.	MTS - 1009103601 SANDAG - 1131500	Project Managers:	MTS – Thang Nguyen SANDAG – Dinara Ussenova
Lead Agency:	SANDAG	Operating Agency:	MTS
Estimated Start Date:	08/01/19	Original SOW 88 Budget	\$150,000
Estimated Completion Date:	8/01/20	Additional SOW __ Budget (this amendment)	N/A
Total CIP Budget	\$150,000	Total SOW Budget (value of work to be invoiced between SANDAG/MTS):	\$150,000

Intended Source of Funds:

MTS's \$150,000 contribution to this project will be funded out of Miscellaneous Capital project with local Funding, MTS WBSE # 1009103601.

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall reimburse SANDAG via invoices for services described herein.

Project Description:

MTS, NCTD, Caltrans and SANDAG (the Agencies) entered into an Inter-Agency Fiber Optic Cable Sharing Agreement Memorandum of Understanding (MOU), (NCTD Doc No. 2017-01 / SANDAG Doc No. 5004795), to share spare capacity in each of the agencies existing fiber optic cables throughout the region with each of the other agencies. Spare fiber optic strand capacity in each agency's fiber optic cable network is being shared with the other agencies to create additional network connections, increase system functionality, and network reliability. Redundancy in the fiber optic networks increases network availability by ensuring the information network continues to function even when a single device or cable break occurs.

In accordance with Exhibit D of the MOU, the Agencies intend to contribute funding to this effort to close gaps throughout San Diego County. SANDAG has completed work in San Diego between Caltrans Hub 3 and the MTS/Caltrans Interface cabinet at I-5 at Imperial Avenue and along the State Route (SR) 94 and Interstate 15 highways. SANDAG's South Bay BRT and MidCoast LRT Extension projects are implementing the fiber optic improvements described in Exhibit D. Caltrans has projects in place that are implementing the improvements described in Section C and D of the MOU.

To complete the redundant ring in north county, gaps in Escondido and Oceanside must be closed. When completed the North County fiber optic ring will extend from Downtown San Diego to Oceanside to Escondido and back to Downtown San Diego. Following completion of the gap closures, the Agencies will all be able to configure their networks to take advantage of the north county redundant information network ring. In accordance with sections A and B of Exhibit D of the MOU, NCTD and SANDAG will provide funding to close the gaps in Escondido and Oceanside. Since the Oceanside gap was not an

identified gap in the fiber optic network at the time of execution of the MOU, MTS in accordance with this Addendum 17 is contributing funding towards the gap closure effort.

Total cost of the project to close both fiber gaps in Escondido and Oceanside is estimated at \$808,000. SANDAG Toll contributed \$430,000 (plus an additional \$104,000), NCTD contributed \$90,000 (they do not benefit from gap closure in Oceanside) plus NCTD will be covering flagging costs in Oceanside and Escondido, estimated at \$34,000 dollars. MTS's contribution to this project is estimated at \$150,000. SANDAG staff went to the board to transfer \$430,000 from SANDAG Toll and to accept \$90,000 from NCTD. SANDAG staff will be going back to TC and the Board to accept \$150,000 from MTS and to transfer an additional \$104,000 from SANDAG Tolling. Caltrans is working on a project to establish connections to Otay Mesa Transit Center and SR-11 Tolling as their contribution to regional connectivity which should be complete in a year.

Closing the remaining fiber optic cabling gaps in the redundant ring information network, will ensure a single point of failure will not interrupt communications between the Imperial Avenue Division and Kearney Mesa Transit Central Offices, and the I-15 Bus Rapid Transit Stations. As currently configured a failure of a single device or breaking the fiber optic link would result in an interruption in communications between the facilities.

Scope of Work to be Performed by SANDAG:

1. To finalize design drawings, issue work to construction and implement and manage construction as well as the contractor.
2. Close gaps in Oceanside and Escondido.

Scope of Work to be performed by MTS:

1. MTS agrees to reimburse SANDAG for the full and actual cost for technical services provided herein within 30 days of receipt of invoice.
2. If SANDAG were to notify MTS that the amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional funds. In no event shall SANDAG have the responsibility to move forward until both parties are able to identify sufficient funding for items associated with this procurement.

Any Additional Project-Specific Conditions:

None

APPROVED BY:
SANDAG

METROPOLITAN TRANSIT SYSTEM

Jim Linthicum
Director of Mobility Management and
Project Implementation

Date

Paul Jablonski
Chief Executive Officer

Date



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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

ON-CALL TREE TRIMMING AND REMOVAL 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. PWG300.0-20 (in substantially the same format as Attachment A), with Atlas Environmental Services, for On-Call Tree Trimming and Removal Services, in the amount of \$522,000, for a 10-year period from January 1, 2020 to December 31, 2029.

Budget Impact

The total project amount is \$522,000 and is funded as follows:

	San Diego Trolley, Inc. (SDTI)	San Diego Transit Corp. (SDTC)
Operating Budget	380016 - 571140	331014 - 536600
Amount	\$501,120	\$20,880

DISCUSSION:

Annual services for tree trimming, maintenance and removal are required to provide the best possible tree care at MTS Bus and Trolley stations and along the MTS Right of Way. Proper tree maintenance enhances the aesthetics of MTS properties and provides a safer environment for bus and rail operations as utility line clearance is performed in conjunction with routine or non-routine trimming activities. Contractor shall provide all labor, supplies and equipment required to perform the services.



On October 1, 2019, MTS issued an Invitation for Bids (IFB) for on-call tree trimming and removal services. Four bids were received by the due date of November 7, 2019. The Bidders and their respective bids are as follows:

BIDDER	SDTI	SDTC	TOTAL AMOUNT	#
Atlas Environmental Services	\$501,120	\$20,880	\$522,000	1
West Coast Arborists	\$565,920	\$23,130	\$589,050	2
Singh Group Inc.	\$597,600	\$24,900	\$622,500	3
California Tree Service	\$684,000	\$28,500	\$712,500	4

The pricing provided by Atlas Environmental Services in comparison with the market rates from the other bids received is determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG300.0-20 (in substantially the same format as Attachment A), with Atlas Environmental Services, Inc., for On-Call Tree Trimming and Removal Services, in the amount of \$522,000, for a 10-year period from January 1, 2020 to December 31, 2029.

/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. PWG300.0-20
B. Scope of Work
C. Bid Summary

ATTACHMENT A

**STANDARD SERVICES AGREEMENT
FOR
ON-CALL TREE TRIMMING AND REMOVAL SERVICES**

MTS DOC. No. PWG300.0-20
Contract #

THIS AGREEMENT is entered into this _____ day of _____ 2020, 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: Atlas Environmental Address: 9032 Olive Drive
Spring Valley, CA 91977

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email Address: jeff@atlastree.com

Telephone: 619-463-1707

Authorized person to sign contracts Jeff Bruhn President
Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to

Provide On-Call Tree Trimming And Removal 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), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for up to ten (10) years effective 1/1/2020 to 12/31/2029.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$522,000.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____	Firm: _____
Approved as to form:	By: _____
By: _____	Title: _____

ATTACHMENT B - SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.0 OVERVIEW

MTS is seeking bids from experienced, licensed entities to provide as-needed tree trimming and removal services, in accordance with federal, state and local environmental compliance laws and regulations, on behalf of San Diego Trolley Inc., (SDTI, which is MTS's Trolley division) and San Diego Transit Corp., (SDTC, which is MTS's Bus division). Each division has various service areas. During the course of the contract, MTS may add other locations and Contractor's pricing shall apply.

On the bid form, hourly rates shall be all-inclusive including but not limited to the cost of labor, tools, equipment, fuel, tax, overhead, profit and all other related costs necessary to perform the work described. Travel time will not be billable. Hours billed shall be for onsite work only as agreed upon on each work order. Charges not described on the bid forms will not be considered valid and MTS will not pay additional costs.

MTS will award one (1) contract for ten (10) years effective January 1, 2020 to the lowest responsive, responsible bidder, and issue two (2) purchase orders for invoicing purposes, one for each division.

1.1 SPECIFIC REQUIREMENTS/CONTRACTOR MINIMUM QUALIFICATIONS

- A. Bidder shall carry licenses C61 and D49.
- B. Bidders shall provide a list of certified employees and overhead power line clearance certifications with the bid. Tree trimmer shall have overhead power line clearance certification. Throughout the contract term Contractor must maintain overhead power line clearance certifications and training records, and make them available to MTS for review at any time.
- C. Bidder shall have at least three (3) years of tree trimming and removal service experience as a prime contractor or a subcontractor. Experience shall include working in areas with public traffic. Proof of experience/past performance shall be provided using the Status of Current and Past Contracts Form in this IFB.
- D. By submitting a bid, Bidder certifies that it has the appropriate license/s and certifications required to perform the specified services. A contract will not be awarded unless MTS is in receipt of the required documentation.

1.2 RESPONSIBILITIES FOR TREE TRIMMING SERVICES

Provide as-needed tree trimming services to MTS trees including but not limited to:

- A. Balance: To give the tree an over-all balanced look.
- B. Clean-up: Includes the removal of all dead branches, crisscrosses, nubs, new sucker growth. A general thinning of the tree to give it a neat and organized appearance.

- C. Crown Restoration: To prune in such a way that 1 to 3 sprouts on the main branch stubs are selected to become permanent branches, and to reform a more natural appearing crown.
- D. Drop-Crotch Pruning or Crown Reduction: To thin out by cutting back limbs to side branches without leaving stubs or right-angle truncations.
- E. Minimal Limb Removal: To remove only 1 or 2 major lower limbs in order to balance the overall appearance of the tree, to raise the crown and/or to reduce excess weight on one side of the tree.
- F. Cut Limbs: Apply tree paint on all cut limbs over 1".

1.3 CONTRACTOR RESPONSIBILITIES FOR TREE REMOVAL

Provide as-needed tree removal services to MTS trees including but not limited to:

- A. To cut down the whole tree and to, as described following, remove the stump.
- B. Root Removal: Without doing damage to the tree, to selectively remove large surface roots starting 3 feet out from the trunk of the tree, removing the root to the end of the run, while never removing more than 25% of a tree root system in any one annual root pruning without prior written approval of MTS Project Manager (MTS PM). If required by MTS, repair any ensuing landscape area damaged by such removal.
- C. Stump Removal: To remove the remaining stump to 12" below the ground level and to remove all exposed roots up to 6' from the original base of the stump. The Contractor shall remove all chips from the ensuing hole and shall in-fill the hole with planting soil, compacted to ground level.
- D. All tree removal shall be done in a manner to protect surrounding property, vegetation, etc.
- E. MTS will not provide supplies. Contractor needs to supply all necessary equipment, tools, supplies required to perform the work.
- F. Contractor will not be responsible if a tree dies during removal of roots if the Contractor follows the instructions in the Scope of Work.

1.4 ADDITIONAL CONTRACTOR RESPONSIBILITIES

- A. Debris Removal: Removal of all debris from the work site. Include the prompt transport all green waste to a composting facility or a transfer station that offers separate processing for a green waste for composting at Contractor's expense.
- B. Response Time:
 - Arrival on site, within eight (8) hours' notice from the MTS PM, under normal conditions, of an aerial lift, operator, and crew.

- Arrival on site, within two (2) hours' notice from the MTS PM, under storm and/or emergency conditions, as determined by the Project Manager, of an aerial lift, operator and crew.
 - Travel time is not billable. Hours billed will be for onsite work only.
- C. MTS Approval: The Contractor shall not remove any trees or shrubs unless authorized by MTS PM or designee.
- Contractor shall submit quotes, including price and total time to complete, for all non-emergency work requiring more than two (2) day's work.
- The MTS PM has the right to modify or suspend any work assignment for any reason, including adverse weather conditions, at no cost to MTS.
- MTS reserves the right to use alternative contractors at any time for any reason.
- D. Inspections: All completed work is to be inspected and accepted by MTS PM or designee upon completion. All work that is not completed to the satisfaction of MTS will be corrected within three (3) working days.
- E. Repairs to Property: Contractor shall exercise great caution and report any damages to MTS property or other's property during performance of services. Contractor shall be responsible for repairs or replacement in a timely manner when damages are incurred, whether such acts were intentional or not. All replacements and repairs shall be performed after coordination and written approval from the MTS PM.

1.5 CONTRACTOR'S STAFF

By submitting its bid, Contractor certifies that it shall:

- A. Provide qualified staff, legally eligible to work under the laws of the United States of America. Contractor agrees to comply with all employment and labor standards, all applicable federal, state, local laws and regulations.
- B. Provide a single point of contact (name, phone number and email address) that MTS will use for communications such as work orders and invoicing.
- C. Provide uniformed employees who must have proper identification at all times when on MTS property.
- D. Ensure that no illegal drugs or alcohol will be consumed on site or off the premises while on a job for MTS.
- E. Be responsible for all its employee's acts during performance of services.

1.6 SAFETY

Safety is very important to MTS during the performance of this contract. Identification and location of all utility or power lines are the responsibility of the Contractor.

The Contractor shall:

- A. At all times ensure the safety of Contractor staff, MTS employees and the general public.
- B. It is especially important that the Contractor trains its staff in the proper ways to work around power lines, and staff shall follow the power line-clearance requirements as applicable. Throughout the contract term, Contractor must follow the power line-clearance requirements, maintain overhead power line clearance certifications and training records, and make them available to MTS for review at any time.
- C. Tree trimmer shall have overhead power line clearance certification.
- D. Proceed with caution to avoid damaging any utilities known or unknown. In the event unidentified utilities are encountered, the Contractor shall notify the MTS PM immediately.
- E. In the event utilities are damaged during tree trimming or removal process, temporary services and/or repairs shall be made immediately, at the Contractor's expense, to maintain continuity of services, and permanent repairs shall be made in a timely manner at Contractor's expense.
- F. Ensure that its staff receives the training required to perform the contract, including but not limited to safety, compliance with best practices and OSHA standards on both personnel and equipment requirements. Contractor's personnel shall be fully qualified and trained to operate the equipment and be knowledgeable in safe operating practices regarding tree trimming and removal.

1.7 RED TAG TRACTION POWER REMOVAL REQUEST

The Contractor shall request a Red Tag/Traction power removal request from MTS/SDTI, 72 hours in advance of any work that requires a power shutdown in MTS right-of-way. The MTS Project Manager shall furnish the necessary forms to request a power shutdown.

1.8 SERVICE HOURS

Regular service hours will be Monday to Friday, from 8:00 a.m. to 5:00 p.m.

After-hours service will be Monday to Friday, from 5:00 p.m. to 8:00 a.m., all of Saturday, Sunday and MTS holidays.

MTS Holidays (subject to change during the contract term) are:

1. New Year's Day	6. Independence Day
2. Martin Luther King Day	7. Labor Day
3. President's Day	8. Veterans Day
4. Cesar Chavez Day	9. Thanksgiving Day
5. Memorial Day	10. Christmas Day

1.9 **PRICING**

On the Bid Form, MTS is asking Bidders to submit:

- A. All-inclusive hourly rate for regular hours.
- B. All-inclusive hourly rate for after-hours, weekend, and emergency service calls

Hourly rates shall be all-inclusive including but not limited to the cost of labor, tools, equipment, fuel, tax, overhead, profit and all other related costs necessary to perform the work described. Travel time is not billable. Hours billed shall be for onsite work only. Charges not described on the bid forms will not be considered valid and MTS will not pay additional costs.

1.10 **SERVICE REQUESTS/WORK ORDERS**

During the contract performance period, MTS will initiate a service request or work order for each project via an email to the successful contractor's primary contact. Contractor shall submit to the MTS PM an estimate based on the pricing in Section 2.9 above, showing the number of hours and number of crew members. The MTS PM will review, discuss with the Contractor as needed, and provide written approval prior to the start of work.

Travel time will not be included in the work order estimate. Charges not described on the bid forms will not be considered valid and MTS will not pay additional costs.

No work shall be performed prior to getting written MTS PM authorization to begin.

1.11 **PAYMENT TERMS**

Contractor billing shall be based on services performed on each work order. Hours billed shall be for onsite work only as agreed upon on each work order.

Payment will be made to the Contractor within thirty (30) days. Cash discounts as shown on the bid form shall be accepted at the option of MTS. Otherwise the terms will be Net thirty (30) from acceptance. Payment terms less than ten (10) days from acceptance will not be considered. **Advanced Payment is Not Allowable.**

1.12 **INVOICES**

Invoices must be sent to the MTS Accounting Department, via email at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. Invoices shall include the work order approval. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Contractor must also indicate if any of the invoiced amount is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the Prompt Progress Payments section of the Standard Conditions.

BID SUMMARY

ON-CALL TREE TRIMMING AND REMOVAL SERVICES - MTS DOC. NO. PWG300.0-20

Att. C, AI 10, 12/12/19

SDTI			ATLAS		WEST COAST ABORISTS		SINGH GROUP INC		CALIFORNIA TREE TRIMMING	
Year	Description	# of Hours	Hourly Rate	Extended Price	Hourly Rate	Extended Price	Hourly Rate	Extended Price	Hourly Rate	Extended Price
1	Regular hours	600	\$67.00	\$40,200.00	\$73.00	\$43,800.00	\$65.00	\$39,000.00	\$95.00	\$57,000.00
1	After-hours, weekends, emergency service	120	\$67.00	\$8,040.00	\$73.00	\$8,760.00	\$65.00	\$7,800.00	\$95.00	\$11,400.00
2	Regular hours	600	\$67.00	\$40,200.00	\$73.00	\$43,800.00	\$65.00	\$39,000.00	\$95.00	\$57,000.00
2	After-hours, weekends, emergency service	120	\$67.00	\$8,040.00	\$73.00	\$8,760.00	\$65.00	\$7,800.00	\$95.00	\$11,400.00
3	Regular hours	600	\$67.00	\$40,200.00	\$73.00	\$43,800.00	\$70.00	\$42,000.00	\$95.00	\$57,000.00
3	After-hours, weekends, emergency service	120	\$67.00	\$8,040.00	\$73.00	\$8,760.00	\$70.00	\$8,400.00	\$95.00	\$11,400.00
4	Regular hours	600	\$69.00	\$41,400.00	\$76.00	\$45,600.00	\$75.00	\$45,000.00	\$95.00	\$57,000.00
4	After-hours, weekends, emergency service	120	\$69.00	\$8,280.00	\$76.00	\$9,120.00	\$75.00	\$9,000.00	\$95.00	\$11,400.00
5	Regular hours	600	\$69.00	\$41,400.00	\$76.00	\$45,600.00	\$80.00	\$48,000.00	\$95.00	\$57,000.00
5	After-hours, weekends, emergency service	120	\$69.00	\$8,280.00	\$76.00	\$9,120.00	\$80.00	\$9,600.00	\$95.00	\$11,400.00
6	Regular hours	600	\$69.00	\$41,400.00	\$80.00	\$48,000.00	\$85.00	\$51,000.00	\$95.00	\$57,000.00
6	After-hours, weekends, emergency service	120	\$69.00	\$8,280.00	\$80.00	\$9,600.00	\$85.00	\$10,200.00	\$95.00	\$11,400.00
7	Regular hours	600	\$72.00	\$43,200.00	\$80.00	\$48,000.00	\$90.00	\$54,000.00	\$95.00	\$57,000.00
7	After-hours, weekends, emergency service	120	\$72.00	\$8,640.00	\$80.00	\$9,600.00	\$90.00	\$10,800.00	\$95.00	\$11,400.00
8	Regular hours	600	\$72.00	\$43,200.00	\$85.00	\$51,000.00	\$95.00	\$57,000.00	\$95.00	\$57,000.00
8	After-hours, weekends, emergency service	120	\$72.00	\$8,640.00	\$85.00	\$10,200.00	\$95.00	\$11,400.00	\$95.00	\$11,400.00
9	Regular hours	600	\$72.00	\$43,200.00	\$85.00	\$51,000.00	\$100.00	\$60,000.00	\$95.00	\$57,000.00
9	After-hours, weekends, emergency service	120	\$72.00	\$8,640.00	\$85.00	\$10,200.00	\$100.00	\$12,000.00	\$95.00	\$11,400.00
10	Regular hours	600	\$72.00	\$43,200.00	\$85.00	\$51,000.00	\$105.00	\$63,000.00	\$95.00	\$57,000.00
10	After-hours, weekends, emergency service	120	\$72.00	\$8,640.00	\$85.00	\$10,200.00	\$105.00	\$12,600.00	\$95.00	\$11,400.00
10 YEAR COST (SDTI)				\$501,120.00		\$565,920.00		\$597,600.00		\$684,000.00

SDTC			ATLAS		WEST COAST ABORISTS		SINGH GROUP INC		CALIFORNIA TREE SERVICE	
Item	Description	# of Hours	Hourly Rate	Extended Price	Hourly Rate	Extended Price	Hourly Rate	Extended Price	Hourly Rate	Extended Price
1	Regular hours	25	\$67.00	\$1,675.00	\$73.00	\$1,825.00	\$65.00	\$1,625.00	\$95.00	\$2,375.00
1	After-hours, weekends, emergency service	5	\$67.00	\$335.00	\$73.00	\$365.00	\$65.00	\$325.00	\$95.00	\$475.00
2	Regular hours	25	\$67.00	\$1,675.00	\$73.00	\$1,825.00	\$65.00	\$1,625.00	\$95.00	\$2,375.00
2	After-hours, weekends, emergency service	5	\$67.00	\$335.00	\$73.00	\$365.00	\$65.00	\$325.00	\$95.00	\$475.00
3	Regular hours	25	\$67.00	\$1,675.00	\$73.00	\$1,825.00	\$70.00	\$1,750.00	\$95.00	\$2,375.00
3	After-hours, weekends, emergency service	5	\$67.00	\$335.00	\$73.00	\$365.00	\$70.00	\$350.00	\$95.00	\$475.00
4	Regular hours	25	\$69.00	\$1,725.00	\$76.00	\$1,900.00	\$75.00	\$1,875.00	\$95.00	\$2,375.00
4	After-hours, weekends, emergency service	5	\$69.00	\$345.00	\$76.00	\$380.00	\$75.00	\$375.00	\$95.00	\$475.00
5	Regular hours	25	\$69.00	\$1,725.00	\$76.00	\$1,900.00	\$80.00	\$2,000.00	\$95.00	\$2,375.00
5	After-hours, weekends, emergency service	5	\$69.00	\$345.00	\$76.00	\$380.00	\$80.00	\$400.00	\$95.00	\$475.00
6	Regular hours	25	\$69.00	\$1,725.00	\$80.00	\$2,000.00	\$85.00	\$2,125.00	\$95.00	\$2,375.00
6	After-hours, weekends, emergency service	5	\$69.00	\$345.00	\$80.00	\$400.00	\$85.00	\$425.00	\$95.00	\$475.00
7	Regular hours	25	\$72.00	\$1,800.00	\$80.00	\$2,000.00	\$90.00	\$2,250.00	\$95.00	\$2,375.00
7	After-hours, weekends, emergency service	5	\$72.00	\$360.00	\$80.00	\$400.00	\$90.00	\$450.00	\$95.00	\$475.00
8	Regular hours	25	\$72.00	\$1,800.00	\$80.00	\$2,000.00	\$95.00	\$2,375.00	\$95.00	\$2,375.00
8	After-hours, weekends, emergency service	5	\$72.00	\$360.00	\$80.00	\$400.00	\$95.00	\$475.00	\$95.00	\$475.00
9	Regular hours	25	\$72.00	\$1,800.00	\$80.00	\$2,000.00	\$100.00	\$2,500.00	\$95.00	\$2,375.00
9	After-hours, weekends, emergency service	5	\$72.00	\$360.00	\$80.00	\$400.00	\$100.00	\$500.00	\$95.00	\$475.00
10	Regular hours	25	\$72.00	\$1,800.00	\$80.00	\$2,000.00	\$105.00	\$2,625.00	\$95.00	\$2,375.00
10	After-hours, weekends, emergency service	5	\$72.00	\$360.00	\$80.00	\$400.00	\$105.00	\$525.00	\$95.00	\$475.00
10 YEAR COST (SDTC)				\$20,880.00		\$23,130.00		\$24,900.00		\$28,500.00

SUMMARY

	ATLAS	WEST COAST	SINGH	CA TREE SVCE
TOTAL SDTI	\$501,120.00	\$565,920.00	\$597,600.00	\$684,000.00
TOTAL SDTC	\$20,880.00	\$23,130.00	\$24,900.00	\$28,500.00

10 YEAR TOTAL (BASIS FOR AWARD)	\$522,000.00	\$589,050.00	\$622,500.00	\$712,500.00
RANKING	1	2	3	4



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

LIGHT RAIL VEHICLE (LRV) UPPER LEVEL WORK PLATFORMS COMBINED -
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. PWL287.0-19 (in substantially the same format as Attachment A), with Metro Builders, Inc., for the construction of LRV Upper Level Work Platforms Combined Project in the amount of \$2,084,002.

Budget Impact

The total cost of this Agreement will not exceed \$2,084,002 over the duration of the construction services. This includes the \$1,894,547 bid amount by Metro Builders, Inc., plus an additional 10% for Construction Contingency in the amount of \$189,455.

Funding will be through multiple MTS Capital Improvement Project (CIP) accounts as follows:

CIP	2006003302	\$ 841,128	Building A, Tracks 2, 3
CIP	2006005402	\$ 527,068	Building C, Tracks 4, 5
CIP	2006105801	\$ 526,351	Building C, Track 1
		\$189,455	10% Contingency

DISCUSSION:

The addition of LRV upper level work platforms in Buildings A and C is necessary to enhance a safe working environment for LRV maintainers. This project will provide additional space for LRV shop maintenance and will reduce vehicle down time for repairs.



As MTS transitions from the older SD100 LRVs to new low-floor LRVs, additional upper level work platforms in Buildings A and C have become increasingly necessary. The majority of the fleet is now S70 and S70US low-floor vehicles with braking and propulsion equipment mounted on the roof. Furthermore, the delivery of additional LRVs for the Mid-Coast extension will increase the low-floor fleet size by approximately 60%, requiring additional maintenance areas.

On April 12, 2018, the MTS Board of Directors approved a contract for construction of LRV Upper Level Work Platforms with MTM Builders. The scope of work for the MTM Builders contract included Building A (tracks 2 and 3), and Building B (tracks 4 and 5). Unforeseen site conditions required a redesign of the project, resulting in the need for a contract change order. Staff and MTM Builders were not able to agree on change order pricing, in accordance with the contract terms, and staff determined that the best course of action was to terminate the contract with MTM Builders. The contract was terminated on March 7, 2019. Negotiations with MTM Builders regarding the contract termination are ongoing.

On April 11, 2019, the MTS Board of Directors authorized staff to execute a construction contract with the second lowest bidder, Jennette Company. The scope of work for the proposed contract includes Building A (tracks 2 and 3), and Building B (tracks 4 and 5), including the project redesign. Following the April Board meeting, MTS staff was advised that the award of this contract did not comply with the public procurement code, and therefore the contract was not executed.

On August 9, 2019, MTS issued an Invitation for Bids (IFB) for construction of the LRV platforms. The most recent solicitation included additional project elements. Alternate A – an additional platform at Building B, Track 1; and Alternate B – Removable Handrails for all 5 tracks. Two (2) bids were received on November 7, 2019. After a review for responsiveness and responsibility, staff determined that Metro Builders, Inc. presented MTS with the lowest responsive and responsible bid. The table below lists both bidders and their respective bid amounts, including Alternates A and B.

LRV Upper Level Work Platforms	
COMPANY NAME	BID AMOUNT (not including contingency)
<i>Metro Builders, Inc.</i>	\$1,894,547
<i>Four Dyce</i>	\$2,502,286.50
<i>ICE</i>	\$1,960,500

The pricing provided by Metro Builders in comparison with the independent cost estimate (ICE), and an MTS price analysis, was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL287.0-19, with Metro Builders, Inc., for the construction of LRV Upper Level Work Platforms Combined Project in the amount of \$2,084,002.

/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. PWL287.0-19
B. Bid Summary

**STANDARD CONSTRUCTION AGREEMENT
FOR
LRV UPPER PLATFORMS BUILDINGS A, C AND C1 -EAST**

PWL287.0-19 CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2017, 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: METRO BUILDERS & ENGINEERS GOUP, LTD. Address: 2610 Avon St.

Form of Business: _____ Newport Beach, CA 92663
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 949-515-4350 Email Address: estimating@metrobuilders.com

Authorized person to sign contracts: <u>Fouad Houalla</u>	<u>President</u>
Name	Title

The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in the Scope of Work (Exhibit A), Bid Proposal (Exhibit B), and in accordance with the Standard Construction Agreement and Special Conditions (Exhibit C).

SCOPE OF WORK

Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

LRV UPPER PLATFORMS BUILDINGS A, C AND C1 -EAST

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

CONTRACT TIME

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within 120 calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE

MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of **One million eight hundred ninety four thousand five hundred forty seven** Dollars (\$1,894,547.00). Payment shall be made as set forth in the General Conditions.

LIQUIDATED DAMAGES

It is agreed that the Contractor will pay MTS the sum of **\$1000** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

COMPONENT PARTS OF THE CONTRACT

The "Contract Documents" include the following:

Invitation for Bids (IFB)	Performance Bond
Information and Instructions for Bidders	Payment (Labor and Materials) Bond
Contractor's Bid Forms	General Conditions
Bid Bond	Special Provisions (or Special Conditions)
Designation of Subcontractors	Technical Specifications prepared by RailPros.,
Designation of Other Third Party Contractors	dated July, 2016
Information Required of Bidders	Standard Specifications (Excluding sections 1-9
Non-Collusion Declaration Form	in their entirety)
Iran Contracting Act Certification	Addenda
Public Works Contractor Registration	Plans prepared by <u>RailPros</u> , dated <u>July, 2016</u>
Certification	Change Orders as executed by MTS

The Contractor shall complete the Work in strict accordance with all of the Contract Documents.

This Contract shall supersede any prior agreement of the parties.

PROVISIONS REQUIRED BY LAW

Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

INDEMNIFICATION

Contractor shall provide indemnification as set forth in the General Conditions.

PREVAILING WAGES

Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site

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

MTS LRV UPPER PLATFORMS COMBINED CONSTRUCTION (ADDENDUM 4) Bid Form					
No.	Item	Quantity	Unit	Unit Price	Amount
BASE BID					
1	Mobilization/Demobilization	1	LS	\$ 124,490	\$ 124,490
Structure-Building A					
2	Remove and Replace Existing Handrail	1	LS	\$ 92,040	\$ 92,040
3	Excavation Including Excavation Protection	74	CY	\$ 153.40	\$ 11,352
4	Furnish and Install Spread Footings	65	CY	\$ 1,652	\$ 107,380
5	Utility Relocation	1	LS	\$ 23,600	\$ 23,600
6	Furnish and Install Structural Steel	42000	LB	\$ 5.31	\$ 223,020
7	Furnish and Install Steel Grating	2490	SF	\$ 35.40	\$ 88,146
8	Furnish and Install Fixed Handrail	461	LF	\$ 118	\$ 54,398
9	Furnish and Install Flip-Down Step	3	EA	\$ 11,800	\$ 35,400
10	Remove and Replace Existing Concrete	51	CY	\$ 944	\$ 48,144
Building A Bid (Items 2-10) Total:				\$ 683,480	
Structure-Building C West					
11	Excavation Including Excavation Protection	60	CY	\$ 153.40	\$ 9,204
12	Furnish and Install Spread Footings	51	CY	\$ 1,652	\$ 84,252
13	Utility Relocation	1	LS	\$ 17,700	\$ 17,700
14	Furnish and Install Structural Steel	33,000	LB	\$ 5.31	\$ 175,230
15	Furnish and Install Steel Grating	1,870	SF	\$ 35.40	\$ 66,198
16	Furnish and Install Fixed Handrail	320	LF	\$ 118	\$ 37,760
17	Furnish and Install Non-Retractable Ladders	2	EA	\$ 11,800	\$ 23,600
18	Remove and Replace Existing Concrete	58	CY	\$ 944	\$ 54,752
19	Painting Concrete	114	LF	\$ 14.16	\$ 1,614
Building C West Bid (Items 11-19) Total:				\$ 470,310	
Base Bid Subtotal (Items 1-19)				\$ 1,153,790	
Performance / Payment Bond				\$ 23,600	
Base Bid Total				\$ 1,177,390	

MTS LRV UPPER PLATFORMS COMBINED CONSTRUCTION (ADDENDUM 4) Bid Form					
No.	Item	Quantity	Unit	Unit Price	Amount
ADDITIVE ALTERNATES					
Additive Alternate A - Building C East					
20	Excavation Including Excavation Protection	131	CY	\$ 153.40	\$ 20,095
21	Furnish and Install Spread Footings	62	CY	\$ 1,652	\$ 102,424
22	Utility Relocation	1	LS	\$ 17,700	\$ 17,700
23	Furnish and Install Structural Steel	30,000	LB	\$ 5.31	\$ 159,300
24	Furnish and Install Steel Grating	1,410	SF	\$ 35.40	\$ 49,914
25	Furnish and Install Fixed Handrail	404	LF	\$ 118	\$ 47,672
26	Furnish and Install Retractable Ladders	1	EA	\$ 11,800	\$ 11,800
27	Furnish and Install Flip-Down Step	1	EA	\$ 11,800	\$ 11,800
28	Remove and Replace Existing Concrete	69	CY	\$ 944	\$ 65,136
29	Painting Concrete	82	LF	\$ 17.70	\$ 1,451
Building C East Bid (Items 20-29) Total:				\$ 487,293	
Add Alt A Subtotal				\$ 487,293	
Performace / Payment Bond				\$ 5,900	
Add Alt A Bid Total				\$ 493,193	
Additive Alternate B - Removable Handrail					
Structure-Building A				\$	\$
30	Furnish and Install Removable Handrail	261	LF	\$ 118	\$ 30,798
Structure-Building C West				\$	\$
31	Furnish and Install Removable Handrail	281	LF	\$ 118	\$ 33,158
Structure-Building C East				\$	\$
32	Furnish and Install Removable Handrail	281	LF	\$ 118	\$ 33,158
Removable Handrail Bid (Items 30-32) Total:				\$ 97,114	
Performace / Payment Bond				\$ 1,770	
Add Alt B Bid Total				\$ 98,884	

MTS LRV UPPER PLATFORMS COMBINED CONSTRUCTION (ADDENDUM 4) Bid Form					
No.	Item	Quantity	Unit	Unit Price	Amount
BID BOND				\$ 590	
GRAND TOTAL BASIS OF AWARD (base, add alts and bonds)				\$ 1,894,547	



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

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

ZERO EMISSION BUS (ZEB) CHARGER PROJECT PHASE II – 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. PWG301.0-20 (in substantially the same format as Attachment A), with Baker Electric, for the installation of electric bus chargers and related underground work at the Kearny Mesa Division, East County Division, and South Bay Division in the amount of \$458,334.09.

Budget Impact

The value of this agreement will not exceed \$458,334.09, and is funded under the San Diego Transit Corporation (SDTC) Capital Improvement Program account 1001105501.

DISCUSSION:

In October 2017, the MTS Board directed staff to implement a zero-emission bus pilot program. As part of the pilot, MTS is in the process of purchasing and taking delivery of nine zero-emissions buses to use on existing routes throughout San Diego. The pilot program will allow MTS to analyze vehicle performance, challenges and capabilities. Staff will analyze characteristics such as in-route vs. depot charging, climate, route profiles, passenger loads, operator performance, battery capacity and more.

A major component of the ZEB is the charging infrastructure. To date, MTS has installed six (6) chargers at the Imperial Avenue Division (IAD). Staff is now moving to Phase II of the ZEB pilot program. The ZEB Bus Charger Project Phase II project consists of the installation of two (2) charging stations at the Kearny Mesa Division, two (2) charging stations at the East County Division, and two (2) chargers at the South Bay Division with



related new electrical service, San Diego Gas and Electric (SDG&E) meter, transformer, switchgear and related underground conduit and conductors.

On September 27, 2019, staff issued an Invitation for Bids (IFB). Two (2) responsive bids were received by the due date of October 31, 2019.

ZEB PHASE 2	
COMPANY NAME	BID AMOUNT
<i>Baker</i>	\$458,334.09
<i>Firestone Builders</i>	\$477,310.75
<i>ICE</i>	\$419,000

Based on the bids received, and in comparison, with the independent cost estimate (ICE), Baker Electric's price of \$458,334.09 was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG301.0-20 (in substantially the same format as Attachment A), with Baker Electric, for the installation of six total ZEB charging stations at the Kearny Mesa Division, East County Division, and South Bay Division for a not to exceed amount of \$458,334.09.

/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. PWG301.0-20
B. MTS Zero Emissions Bus Charger Project Phase II Bid Form

PWG301.0-20 CONTRACT NUMBER
--

STANDARD CONSTRUCTION AGREEMENT FOR

ZERO EMISSION BUS (ZEB) PHASE 2 CONSTRUCTION

THIS AGREEMENT is entered into this _____ day of _____, 2017, 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: Baker Electric Inc.

Address: 1298 Pacific Oaks Pl.

Form of Business: Corp. _____
(Corporation, Partnership, Sole Proprietor, etc.)

Escondido, CA 92029

Telephone: 760-745-2001

Email Address: mbisher@baker-electric.com

Authorized person to sign contracts: <u>George England</u>	Vice President
Name	Title

The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in the Scope of Work (Exhibit A), Bid Proposal (Exhibit B), and in accordance with the Standard Construction Agreement and Special Conditions (Exhibit C).

SCOPE OF WORK

Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

ZERO EMISSION BUS (ZEB) PHASE 2 CONSTRUCTION

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

CONTRACT TIME

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within 140 calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE

MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of **Four hundred fifty eight thousand three hundred thirty four dollars and nine cents** (\$458,334.09). Payment shall be made as set forth in the General Conditions.

LIQUIDATED DAMAGES

It is agreed that the Contractor will pay MTS the sum of \$1000 for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

COMPONENT PARTS OF THE CONTRACT

The "Contract Documents" include the following:

Invitation for Bids (IFB)	Performance Bond
Information and Instructions for Bidders	Payment (Labor and Materials) Bond
Contractor's Bid Forms	General Conditions
Bid Bond	Special Provisions (or Special Conditions)
Designation of Subcontractors	Technical Specifications prepared by HDR.,
Designation of Other Third Party Contractors	Standard Specifications (Excluding sections 1-9
Information Required of Bidders	in their entirety)
Non-Collusion Declaration Form	Addenda
Iran Contracting Act Certification	Plans prepared by HDR
Public Works Contractor Registration	Change Orders as executed by MTS
Certification	

The Contractor shall complete the Work in strict accordance with all of the Contract Documents.

This Contract shall supersede any prior agreement of the parties.

PROVISIONS REQUIRED BY LAW

Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

INDEMNIFICATION

Contractor shall provide indemnification as set forth in the General Conditions.

PREVAILING WAGES

Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site.

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

MTS Zero Emissions Bus Charger Project Phase II Bid Form

BID ITEM	DESCRIPTION	QUANTITY	UNIT	ICE		Baker Electric		Firestone Builders	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
1	Mobilization	1	LS	\$ 38,041.85	\$ 38,041.85	\$ 40,352.40	\$ 40,352.40	\$ 47,000.00	\$ 47,000.00
2	WPCP	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 2,725.80	\$ 2,725.80	\$ 7,000.00	\$ 7,000.00
3	Sawcut Existing Pavement	717	LF	\$ 7.50	\$ 5,377.50	\$ 9.54	\$ 6,840.18	\$ 10.00	\$ 7,170.00
4	Remove and dispose existing asphalt	330	SF	\$ 17.00	\$ 5,610.00	\$ 20.73	\$ 6,840.90	\$ 21.25	\$ 7,012.50
5	Remove and dispose existing concrete	559	SF	\$ 8.00	\$ 4,472.00	\$ 28.56	\$ 15,965.04	\$ 28.75	\$ 16,071.25
6	Remove and dispose existing bollards	4	EA	\$ 280.00	\$ 1,120.00	\$ 855.27	\$ 3,421.08	\$ 793.00	\$ 3,172.00
7	Loading, Hauling & Disposing clean fill export (no manifest)	27	CY	\$ 112.00	\$ 3,024.00	\$ 168.94	\$ 4,561.38	\$ 180.00	\$ 4,860.00
8	Loading, Hauling & Disposing Non-Hazardous waste (manifest required)	27	CY	\$ 300.00	\$ 8,100.00	\$ 211.18	\$ 5,701.86	\$ 217.00	\$ 5,859.00
9	Loading, Hauling & Disposing Cal Hazardous Waste (manifest required)	27	CY	\$ 1,500.00	\$ 40,500.00	\$ 337.88	\$ 9,122.76	\$ 312.00	\$ 8,424.00
10	Excavation	27	CY	\$ 500.00	\$ 13,500.00	\$ 675.76	\$ 18,245.52	\$ 902.00	\$ 24,354.00
11	Potholing	9	EA	\$ 1,600.00	\$ 14,400.00	\$ 1,267.06	\$ 11,403.54	\$ 1,227.00	\$ 11,043.00
12	Install minor concrete (switchboard & charger pads)	107	SF	\$ 550.00	\$ 58,850.00	\$ 213.15	\$ 22,807.05	\$ 206.00	\$ 22,042.00
13	Install asphalt pavement	15	Ton	\$ 1,000.00	\$ 15,000.00	\$ 760.23	\$ 11,403.45	\$ 702.00	\$ 10,530.00
14	Install Concrete Pavement	21	CY	\$ 500.00	\$ 10,500.00	\$ 2,172.10	\$ 45,614.10	\$ 2,518.00	\$ 52,878.00
15	Install pavement markings	1	LS	\$ 950.00	\$ 950.00	\$ 6,842.11	\$ 6,842.11	\$ 5,343.00	\$ 5,343.00
16	Install bollards	14	EA	\$ 660.00	\$ 9,240.00	\$ 651.63	\$ 9,122.82	\$ 1,143.00	\$ 16,002.00
17	Install 1 sack cement slurry backfill	27	CY	\$ 800.00	\$ 21,600.00	\$ 337.88	\$ 9,122.76	\$ 325.00	\$ 8,775.00
18	Switchboards, Local Disconnects, and Electrical Requirements	1	LS	\$ 92,000.00	\$ 92,000.00	\$ 92,166.88	\$ 92,166.88	\$ 80,000.00	\$ 80,000.00
19	U/G Ductbank per Detail 8 / C402 - ECD	150	LF	\$ 49.00	\$ 7,350.00	\$ 30.41	\$ 4,561.50	\$ 235.00	\$ 35,250.00
20	U/G Ductbank per Detail 8 / C402 - SBD	50	LF	\$ 49.00	\$ 2,450.00	\$ 91.23	\$ 4,561.50	\$ 235.00	\$ 11,750.00
21	U/G Ductbank per Detail 9 / C402	90	LF	\$ 49.00	\$ 4,410.00	\$ 50.68	\$ 4,561.20	\$ 235.00	\$ 21,150.00
22	U/G Ductbank per Detail 10 / C402 - ECD	30	LF	\$ 48.00	\$ 1,440.00	\$ 125.05	\$ 3,751.50	\$ 235.00	\$ 7,050.00
23	U/G Ductbank per Detail 10 / C402 - SBD	25	LF	\$ 45.00	\$ 1,125.00	\$ 182.46	\$ 4,561.50	\$ 235.00	\$ 5,875.00
24	Raceways, Conductors, and Boxes	1	LS	\$ 11,400.00	\$ 11,400.00	\$ 47,160.62	\$ 47,160.62	\$ 18,500.00	\$ 18,500.00
25	Installation of 6 OFCI Charging Stations	1	LS	\$ 12,000.00	\$ 12,000.00	\$ 10,403.13	\$ 10,403.13	\$ 15,000.00	\$ 15,000.00
26	Temp Power - 3 Sites	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 11,682.00	\$ 11,682.00	\$ 10,000.00	\$ 10,000.00
27	Bid Bond – Ten Percent (10%)				\$		\$ 41,431.51		\$ -
28	Performance Bond – One Hundred Percent (100%)				\$		\$ 1,700.00		\$ 7,600.00
29	Payment Bond – One Hundred Percent (100%)				\$		\$ 1,700.00		\$ 7,600.00
30	GRAND TOTAL (BASIS OF AWARD)				\$ 418,460.35		\$ 458,334.09		\$ 477,310.75



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

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

SAN DIEGO STATE UNIVERSITY (SDSU) TROLLEY STATION FIRE AND SAFETY
MONITORING AND MAINTENANCE SERVICES – 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. PWL304.0-20 (in substantially the same format as Attachment A), with Johnson Controls Fire Protection, LP (JCI), for fire and safety monitoring and maintenance services at the SDSU trolley station for a period of five years in an amount not to exceed \$299,551.24.

Budget Impact

The value of this agreement would not exceed \$299,551.24. The project will be funded through the Maintenance of Wayside operating budget account 380016/571250.

DISCUSSION:

SDSU currently uses JCI to monitor fire and safety on its campus. Since the MTS SDSU trolley station is also on campus property, the State Fire Marshall mandated that SDSU's fire and safety monitoring system have full ability to communicate seamlessly with the MTS trolley station monitoring system. As the trolley station is equipped with the Simplex 4100ES fire control panel, it has the capability to fully integrate into the network of SDSU's existing fire and safety monitoring system.

Due to the complexities and interconnections of the fire alarm and sprinkler systems, it is optimal to have JCI provide monitoring, inspection and maintenance of the fire alarm and fire suppression systems for MTS. This ensures that any discrepancies identified



through the fire and safety monitoring systems for both the SDSU campus and the MTS station, are corrected timely, precisely and according to State fire code.

On November 25, 2019, MTS received a price proposal from JCI in the amount of \$. Staff compared JCI's price proposal to its Independent Cost Estimate (ICE) in the amount of \$249,916.95, and determined JCI's pricing to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL304.0-20 (in substantially the same format as Attachment A) with JCI for fire and safety monitoring and maintenance services at the SDSU trolley station for a period of five years in an amount not to exceed \$299,551.24.

/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. PWL304.0-20
B. Scope of Work PWL304.0-20

**STANDARD SERVICES AGREEMENT
FOR
SDSU TROLLEY STATION FIRE AND SAFETY MONITORING AND MAINTENANCE 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: Johnson Controls Fire Protection, LP Address: 3568 Ruffin Road
San Diego, CA 92123

Form of Business: Corporation
 (Corporation, Partnership, Sole Proprietor, etc.) Email Address: Betsy.hollismatheny@jci.com

Telephone: 858.633.9100

Authorized person to sign contracts Betsy A. Hollis-Matheny Safety Consultant
 Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to Provide Fire and Safety Monitoring and Maintenance services as specified in the Scope of Work (attached as Exhibit A), Bid Form (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 five (5) years effective January 1, 2020 through December 31, 2024.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$299,551.24 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Approved as to form: By: _____	Firm: _____ By: _____ Title: _____

**San Diego Metropolitan Transit System
SDSU Monitoring Services for Fire and Safety**

MTS is seeking a proposal from your firm for comprehensive servicing of the fire and safety equipment at the San Diego State University (SDSU) Trolley Station.

1. CONTRACT TERM

The term of this agreement shall be for a period of five (5) years.

2. REGULAR SERVICE HOURS

Inspection Services to be performed between Midnight and 4:00am

3. SCOPE OF WORK

The Scope of Work shall provide for comprehensive servicing of the following fire and safety equipment at the San Diego State University (SDSU) Trolley Station:

- a. Fire Alarm Test and Inspect - Parts and Labor (Panel & Peripherals) - Simplex 4100es Fire Alarm Management Panel
 - i. Fire Alarm Panel and Peripheral Component Replacement for Fire Alarm Systems:
This service covers component replacement on the central processing unit, including reprogramming of system due to failure, replacement of circuit boards, and all components in the control panels, annunciator panels, transponders, printers, keyboards monitors, and peripheral devices (smoke detectors, pull stations, audible/ visible units, door contacts, etc.) associated with system. Replacement of the entire fire alarm panel, batteries, faulty wiring and/or ground faults are not covered.
 - ii. Testing and Inspection Overview:
Contractor shall perform inspections and diagnostic tests for the accessible peripheral devices listed and currently connected to the facility fire alarm system. Tests will be scheduled in advance.
 - iii. Documentation:
Accessible components and devices logged for:
 - 1. Location of each device tested, including system address or zone location
 - 2. Test results and applicable voltage readings
 - 3. Any discrepancies found noted (individually and on a separate summary page)

Inspection documentation shall be provided to MTS.

iv. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
4100ES FIRE ALARM PANEL		
Main Fire Alarm Panel	2	Quarterly
Fire Alarm Battery (each)	28	Annual
Annunciator	1	Annual
Duct Sensor Addressable	17	Annual
Audio-Visual Unit Addressable	227	Annual
Elevator Recall	1	Annual
Phone Jacks	43	Annual
Remote Power Supply/NAC Extender	9	Annual
Transponder	4	Annual
Waterflow Electronic Test	8	Semi-Annual
Tamper Switch (electronic test only)	20	Semi-Annual

b. Sprinkler Test & Inspect – Parts and Labor – Wet Sprinkler System

- i. Parts/Component Replacement for Listed Fire Sprinkler Systems:
This service covers replacement of moving parts of the devices listed in the Service/Product Description for "Sprinkler Test & Inspect-Parts and Labor", as set forth in this Agreement. Repair of leaks, replacement of faulty wiring or piping, fittings, fire pumps, standpipes, antifreeze (Not Used) solutions, foam, water mist, water spray systems, hydrants, sprinkler heads, water storage tanks, pressure reducing valves, hose valves, private fire mains and electrical control equipment are not covered, unless otherwise specified.
- ii. Test and Inspection Overview:
Contractor shall perform inspections and diagnostic tests for the accessible fire sprinkler devices listed and currently connected to the fire sprinkler system. Tests will be scheduled in advance.
- iii. Documentation:
Accessible components and devices logged for:
 1. Test results
 2. Any discrepancies found noted (individually and on a separate summary page)

Inspection documentation provided to Customer.

iv. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
WET SPRINKLER SYSTEM		
Tamper, Flow, Gate Valve, Fire Dept Connection Plastic Caps, Valve Trim & Main Drain Valve)	6	Quarterly

Annual wet pipe sprinkler test and inspect includes inspecting gauges, systems valves, components and signs; operating control valves; testing tamper and flow switches, and local alarms and signals; opening main drain to record static and residual pressures; inspecting the fire department connection; and doing a building walkthrough to visually inspect sprinklers, piping, fittings and hangers from the floor level.

Semi-Annual wet pipe sprinkler test and inspect includes inspecting gauges, water flow alarms, valve supervisory alarms, hydraulic nameplate, and control valves for position. Test mechanical alarms and low-pressure alarms if present. One main drain test conducted downstream of main backflows or pressure reducing valves and test flow alarms and pressure switches.

Quarterly wet pipe sprinkler test and inspect includes inspecting gauges, water flow alarms, valve supervisory alarms, hydraulic nameplate, and control valves for position. Test mechanical alarms and low-pressure alarms if present. One main drain test conducted downstream of main backflows or pressure reducing valves.

c. Sprinkler Test & Inspect – Parts and Labor – Pre-action System

- i. Parts/Component Replacement for Listed Fire Sprinkler Systems:
This service covers replacement of moving parts of the devices listed in this Agreement.
- ii. Test and Inspection Overview:
Contractor shall perform inspections and diagnostic tests for the accessible fire sprinkler devices listed and currently connected to the fire sprinkler system. Tests will be scheduled in advance.
- iii. Documentation:
Accessible components and devices logged for:
 1. Test results
 2. Any discrepancies found notes (individually and on a separate summary page)

Inspection documentation provided to Customer.

iv. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
PREACTION SYSTEM		
Preaction System Test & Inspect (Includes Tamper, Pressure Switch, Low Air, Gate Valve, Valve Trim, Main Drain Valve, Fire Dept. Plastic Caps Trip Test)	2	Quarterly

Annual preaction system sprinkler test and inspection includes inspecting gauges, systems valves, components and signs; operating control valves; testing tamper and flow switches, and local alarms and signals; opening main drain to record static and residual pressures; partial trip test, draining of low point drains [locations to be provided by owner], inspecting the fire department connection; and doing a building walkthrough to visually inspect sprinklers, piping, fittings and hangers from the floor level.

Semi-Annual preaction system sprinkler test and inspect includes inspecting gauges, water flow alarms, valve supervisory alarms, hydraulic nameplate, and control valves for position. Test mechanical alarms and low-pressure alarms if present. One main drain test conducted downstream of main backflows or pressure reducing valves and test flow alarms and pressure switches.

Quarterly preaction system sprinkler test and inspect includes inspecting gauges, water flow alarms, valve supervisory alarms, hydraulic nameplate, and control valves for position. Test mechanical alarms and low-pressure alarms if present. One main drain test conducted downstream of main backflows or pressure reducing valves.

- d. Fire Alarm Test & Inspect – Parts and Labor (Panel & Peripherals) – Multi-Vendor Other Programmable
 - i. Fire Alarm Panel and Peripheral Component Replacement for Fire Alarm Systems:
This service plan covers component replacement on the central processing unit, including reprogramming of system due to failure, replacement of circuit boards, and all components in the control panels, annunciator panels, transponders, printers, keyboards monitors, and peripheral devices (smoke detectors, pull stations, audible/ visible units, door contacts, etc.) associated with system.
 - ii. Test and Inspection Overview:

Contractor shall perform inspections and diagnostic tests for the accessible peripheral devices listed and currently connected to the facility fire alarm system. Tests will be scheduled in advance.

iii. Documentation:

Accessible components and devices logged for:

1. Location of each device tested, including system address or zone location
2. Test results and applicable voltage readings
3. Any discrepancies found noted (individually and on a separate summary page)

Inspection documentation shall be provided to MTS.

iv. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
MULTI-VENDOR OTHER PROGRAMMABLE		
Main Fire Alarm Panel	2	Annual
Fire Alarm Battery (each)	4	Annual
Radiant Energy Fire Detector	2	Annual

e. Sprinkler Test & Inspect - Parts and Labor - Deluge System

i. Parts/Component Replacement for Listed Fire Sprinkler Systems:

This service covers replacement of moving parts of the devices listed in the Service/Product Description for "Sprinkler Test & Inspect - Parts and Labor", as set forth in this Agreement.

ii. Test and Inspection Overview:

Contractor shall perform inspections and diagnostic tests for the accessible fire sprinkler devices listed and currently connected to the fire sprinkler system. Tests will be scheduled in advance

iii. Documentation:

Accessible components and devices logged for:

1. Test results
2. Any discrepancies found noted (individually and on a separate summary page)

Inspection documentation provided to Customer.

iv. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
DELUGE SYSTEM		
Deluge System Test & Inspect (Includes Tamper, Pressure Switch, Low Air, Gate Valve, Valve Trim, Main Drain Valve, Fire Dept. Plastic Caps, Trip Test)	2	Quarterly

Annual deluge system sprinkler test and inspection includes inspecting gauges, systems valves, components and signs; operating control valves; testing tamper and pressure switches, and local alarms and signals; opening main drain to record static and residual pressures; trip test [full flow where authorized by the owner], inspecting the fire department connection; and doing an area walkthrough to visually inspect sprinklers/nozzles, piping, fittings, and hangers from the floor/ground level.

Semi-Annual deluge system sprinkler test and inspect includes inspecting gauges, water flow alarms, valve supervisory alarms, hydraulic nameplate, and control valves for position. Test mechanical alarms and low pressure alarms if present. One main drain test conducted downstream of main backflows or pressure reducing valves and test flow alarms and pressure switches.

Quarterly deluge system sprinkler test and inspect includes inspecting gauges, water flow alarms, valve supervisory alarms, hydraulic nameplate, and control valves for position. Test mechanical alarms and low pressure alarms if present. One main drain test conducted downstream of main backflows or pressure reducing valves.

f. Sprinkler Test & Inspect – Backflow System

i. Test and Inspection:

Contractor shall perform inspections and diagnostic tests for the accessible fire sprinkler devices listed and currently connected to fire sprinkler system. Tests will be scheduled in advance.

ii. Documentation:

Accessible components and devices logged for:

1. Test results
2. Any discrepancies found noted (individually and on a separate summary page)

Inspection documentation shall be provided to MTS.

iii. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
BACKFLOW SYSTEM		
Backflow Preventer-Fire	2	Quarterly

g. NOVEC 1230 Fire Suppression System Testing and Inspection_– Other Suppression

i. Test and Inspection:

Contractor shall perform inspections and diagnostic tests for the accessible special hazards fire suppression devices listed and currently connected to special hazards fire suppression system. Tests will be scheduled in advance. For the Eastside and Westside Electrical rooms and the Communication room

ii. Documentation:

Accessible components and devices logged for:

1. Location of each device tested, including system address or zone location
2. Test results and applicable voltage and pressure readings
3. Required device tags
4. Any discrepancies found noted (individually and on a separate summary page)

Inspection documentation shall be provided to MTS signed and dated for each location.

iii. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
Sapphire System (NOVEC 1230)	3 Locations	Semi-Annual

h. Smoke Detector Cleaning – 100% Of Device Annual

i. Detector Cleaning Smoke Detectors:

Accessible smoke detection devices will be cleaned using manufacturer's recommended procedures, but not less than once a year. Devices may be dismantled to expose the smoke chamber (where applicable.) NOTE: Certain types of analog smoke sensors will be cleaned as needed per panel readings.

i. Elevator Phone Monitoring

Emergency phone initiates a call to central station. Contractor shall endeavor to notify the appropriate party in accordance with Customer instructions. (For ADA

compliance then Customer must provide elevator telephone hardware with ANI (Automatic Number Identification) capability and one POTS (Plain Old Telephone Service) telephone line per elevator.) This service includes toll free signal transmission. This service excludes the telephone equipment, elevator signage and telephone line.

i. Parts and Service Frequency:

Service/Product Description	Quantity	Frequency
ALARM & DETECTION MONITORING		
Elevator Phone Monitoring	1	Monthly
Fire Alarm Management System AM1010/2020	1	Monthly

j. 24/7 Service

24-hour/7-day Service (Provided 24 hours a day, 7 days a week, including holidays). This service includes labor, travel, and mileage charges for repairs associated with normal wear and tear. Contractor shall provide emergency service within 24 hours of notification unless a different response time has been outlined in the agreement.

k. Additional Requirements and Services

- i. Sprinkler Inspections to be performed quarterly – 3 quarterly and 1 annual inspection.
- ii. Pre-Action System (2 systems) Inspections to be performed quarterly – includes annual trip test.
- iii. Fire Backflow (2 fire backflows) Inspection to be performed annually. 1 – 100% inspection to be performed upon presentation of City Department paperwork given to SimplexGrinnell from MTS.
- iv. Fire Alarm System Inspection to be performed quarterly – 4 – 25% inspections to include any necessary smoke detector cleaning.
- v. Protector Wire Systems (quantity 2) to be performed annually -- 1 - 100% inspection.
- vi. Elevator Recall Assistance to be performed annually. Service to be coordinated by MTS between Elevator Company & SimplexGrinnell.

4. EMERGENCY AND NON-EMERGENCY CALL BACK SERVICES

a. Non-Emergency Repair Services:

- i. Arrival on site, within eight (8) hours of notice from the MTS Project Manager, under normal conditions, of an aerial lift, operator, and crew.

b. Emergency Repair Call Back Services:

- i. Arrival on site, within two (2) hours of notice from the MTS Project Manager, under storm and/or emergency conditions, as determined by the Project Manager, of an aerial lift, operator and crew.
- ii. Travel time is not billable. Hours billed may be for onsite work only.

c. General Requirements

- i. Contractor shall comply with all City, County, State, or Federal building laws, regulations, and code requirements in the performance of their work.
- ii. Contractor shall be responsible for diagnosing the problem and making the necessary repairs.
- iii. Contractor shall only perform work that is approved by MTS. Approval by the MTS Project Manager is required prior to any work being performed.
- iv. Prior to performing any repair services, Contractor shall provide a quote for the services to be performed. The quote shall include at minimum the following information:
 - Estimated hour(s) and hourly rate
 - At cost part(s) amount
 - Part percentage mark up
 - Date the service is to be performed and completed
- v. Any work in excess \$5,000 requires approval from MTS Procurement prior to commencement of services.
 - Contractor shall perform and complete each work order in the agreed upon manner and time period.
 - In the event of accidental site damage by the Contractor, Contractor shall be responsible to return the site to its original condition at no cost to MTS.
 - Contractor shall remove all debris generated while making repairs, replacement, or installation and leave the work area clean, "broom swept" state.
 - Unless otherwise stated, Contractor shall remove all equipment, materials, etc. as directed by MTS.
 - Contractor is responsible for clarifying with the MTS Project Manager any questions regarding the work that is to be performed.

d. Hourly Rates

All estimated travel subsistence costs (i.e. mileage, fuel surcharge, etc.), projected to be utilized by the Contractor during the term of performance of any resultant Contract are to be absorbed, amortized, and incorporated into the Proposer's fully burdened unit per hour rates as set forth in the Cost Proposal Form.

For item 3,a, "Fire Alarm Test and Inspect - Parts and Labor (Panel & Peripherals) - Simplex 4100es Fire Alarm Management Panel," all parts and labor for as-needed repairs shall be included in the test and inspect for the monthly fee.

- i. Emergency and Non-Emergency Call Back Services shall be billed at the labor rates as set forth in the Cost/Price Proposal for the following categories:

- (1) Single Man Crew - Straight Time Hourly Rate
- (2) Two Man Crew - Straight Time Hourly Rate
- (3) Single Man Crew - Outside of MTS Normal Business Hours (evenings, weekends and holidays) Hourly Rate.
- (4) Two Man Crew - Outside of MTS Normal Business Hours (evenings, weekends and holidays) Hourly Rate

e. Replacement Parts

In the event that the Contractor need to purchase replacement parts (not covered in the scope of the contract) to repair an elevator and/or escalator, parts, materials and supplies shall be reimbursed by MTS based on actual cost plus the percent provided in the proposer's proposal. All pass-through expenses must be authorized by the designated MTS Project. The maximum cost plus percent allowed shall not be more than a 5% mark-up expense.

Contractor must attach supporting documentation that proves actual purchase price of parts with the invoice to show actual cost paid/final sale for parts or materials obtained from its suppliers.

Contractor shall also certify that the original equipment manufacturer's major components and other special parts, not stocked locally, can be delivered within forty-eight (48) hours should emergency conditions warrant. Any such deliveries shall, however, be at no additional cost to MTS.

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a one (1) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

5. LIQUIDATED DAMAGES

Introduction

Liquidated damages (LDs) shall be assessed at the discretion of MTS for tasks and responsibilities not performed in a timely manner under the contract terms. LDs are a reasonable estimate of actual damages or costs intended to compensate MTS for real

economic damages and are not intended to be a penalty to the Contractor. LDs shall be deducted from the Contractor's monthly invoice.

In the case that the Contractor is unable to complete a task in a timely manner or within the scope of work outlined in the contract, MTS will provide notice to the contractor that outlines the deficiency that resulted in an inadequate Contractor performance. The Contractor shall receive this written notice from MTS's Contract Manager or Passenger Facilities Supervisor. Upon notice, the Contractor shall correct the deficiency immediately and in accordance with the scope of services. If the deficiency is not corrected, the Contractor will be assessed liquidated damages once per day and for each task until the issue or issues are corrected. Weekly, monthly or bi-annual tasks may be assessed a one-time liquidated damage charge if a deficiency is not corrected accordingly.

Rates

- a. The Contractor shall pay MTS the sum of the total rate of the task completed by a third-party contractor, plus MTS staff time to organize and hire a contractor. At no point will this payment exceed 125% of the Contractor's total fee of the original contract rate. This assessment may be applied for each calendar day and for each task that is not complete as outlined above.
- b. The rates are those that MTS would reasonably expect to incur if it had to contract with another vendor. LDs would be based on a labor rate ranging between \$20 and \$250 per hour for the task, plus an MTS administrative fee of \$35/hr, which is the labor rate MTS personnel would spend to ensure the deficiency is rectified.
- c. Rates take into account that the newly hired contractor or firm may not be familiar with MTS's operation. The \$20-\$250 rate is obtained by surveying rates in San Diego.
- d. $(\$20 \text{ to } \$250) + \$35/\text{hr} = \text{Range of } \$55 \text{ to } \$285 \text{ per incident, per day}$
- e. LDs will be capped at no more than 125% of the original total contract amount for each issue.

Example

Scheduled cleaning for 18 locations on Monday. LDs for this task would be calculated as such:

$$(18 \text{ locations} \times \$20/\text{ea daily}) + (\$35 \text{ per hr staff time} \times 3 \text{ hrs}) = (\$360.00 + \$105.00) = \$465.00.$$

Appeal Process

If the Contractor feels liquidated damages are being imposed unjustly the Contractor can file an appeal with the MTS Project Manager within twenty-four (24) hours of the MTS notification of impending liquidated damages. The letter must provide details of the

situation and why the Contractor feels the liquidated damages are unjust. The MTS Project Manager shall review the situation and if necessary, meet with the Contractor to provide an opportunity to state their reasons why liquidated damages should not be assessed. The MTS Project Manager shall render a written decision to the Contractor.

If the Contractor feels the decision is not acceptable and the situation warrants further consideration, appeal reconsideration may be filed in writing with the MTS Manager of Procurement within forty-eight (48) hours of receiving the Project Manager's written decision. The MTS Manager of Procurement shall review the reconsideration and a final determination shall be made in writing. The decision of the MTS Manager of Procurement shall be final. No other appeals shall be heard for this particular incident.

During the appeal process, the Contractor shall continue to diligently perform per the requirements of the contract including those in dispute.

6. UNAUTHORIZED WORK

Any services not required by the terms of this Contract that are performed by the Contractor without written authority from MTS will be considered as unauthorized and at the sole expense of the Contractor.

Services so performed will not be paid for and no extension in the period of performance shall be granted on account thereof.

7. NO RIGHTS TO ADVERTISE

The Contractor shall not utilize or lease space on its BRT Stations and Transit Centers and enclosures on MTS property for the display of advertising. MTS has the exclusive right under this agreement to post advertisements on its properties.

8. CONTRACTOR PRIMARY CONTACT AND BACK-UP

The Contractor shall provide one primary customer contact to MTS for the purpose of reporting necessary repairs or scheduling maintenance work. Names, phone numbers, and emails shall be provided in writing with a first and second level backup contact. Any change to these designations shall be effective immediately upon transmittal in writing by Contractor.

The Contractor's primary contact shall also be the Contractor's representative for the administration of the contract and supervision of any contract related work. In all matters relating to the performance of the work, payment, and in all situations involving actual, recommended, or proposed changes, MTS shall accept commitments and instructions from the Contractor's primary contact.

The Contractor shall notify MTS immediately in writing of any change in the staffing of its MTS account.

9. INVOICES

Invoices must be emailed to the MTS Accounting Department, ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Contractors must also indicate if any of the invoiced amount is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in Section 6 Prompt Progress Payments of the Standard Conditions.

10. MTS CONTACT INFORMATION

Contacts for San Diego Trolley, Inc. SDSU & Graphic Command Center:

Fred Byle, Superintendent of Wayside Maintenance 619-595-4937

fred.byle@sdmts.com.

Alex Pereya, Assistant Superintendent of Wayside Management 619-595-4938

alex.pereyra@sdmts.com.

David Bagley, System Safety Manager 619-595-4946 david.bagley@sdmts.com.

Steve Augustyn, Procurement Specialist 619-557-4576 steve.augustyn@sdmts.com.



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

REVISIONS TO SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS)
ORDINANCE NO. 11

RECOMMENDATION:

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

- 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 and County 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, grant the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.

Taxicab Advisory Committee (TAC) Recommendation

At its December 2, 2019 meeting, the TAC voted to approve the proposed revisions to MTS Ordinance No. 11 by a 12 to 0 vote. Committee Members Mr. Abraham, Mr. Banks, Mr. Hilemon, Mr. Hueso, Mr. Hussein, Mr. Nahavandian, Mr. Nicols, Mr. Palmeri, Ms. Tanguay, Mr. Tasem, Mr. Tehrani, and Chair Mr. Ward voted in favor; and Mr. Chasteen, Mr. Mayekawa, Mr. Majid, and Mr. Morquehco were absent.

Budget Impact

None with this action.



DISCUSSION:

MTS Ordinance No. 11 provides for the licensing and regulation of taxicab and other for-hire transportation services. MTS Taxicab Administration staff work with the taxicab industry to identify regulatory changes that can benefit taxicab operators without impacting public safety. The proposed revisions to MTS Ordinance No. 11 are as follows:

MTS Ordinance No. 11, Section 2.2(a) (see page A-29)

Currently, MTS Ordinance No. 11, Section 2.2(a) states that MTS shall establish the maximum rates of fare for for-hire vehicles but will not establish the maximum rates of fare for trips originating from San Diego International Airport. The proposed revisions will remove that exception, as MTS Taxicab Administration calculates the maximum rates of fare for both trips originating from the airport and trips originating from city/non-airport.

MTS Ordinance No. 11, Section 2.2(j) (see page A-31)

Currently, MTS Ordinance 11, Section 2.2(j) allows a permit holder or driver from agreeing with prospective passenger(s) to a rate of fare which is less than the permit holder's posted rates of fare if the agreement is entered into in advance of the passenger hiring the taxicab.

The proposed revisions would expressly allow for dispatch services, in addition to permit holders and drivers, to provide up-front trip pricing to prospective passengers so long as it is equal to or less than the maximum rates of fare. The proposed revisions would also require the taximeter flag to remain recording at the termination of each and every trip, for the purpose of allowing the passenger(s) to verify the up-front trip or agreed fare price is lower than the maximum rate.

MTS Ordinance No. 11, Section 2.3(h) (see page A-33)

Currently, MTS Ordinance No. 11, Section 2.3(h) only allows the permit holder or dispatch service to be the merchant of record associated with the vehicle's electronic credit card acceptance device. The proposed revision would also allow the driver operating the taxicab to be the merchant of record associated with the credit card acceptance device.

/s/ Sharon Cooney for
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Revisions to MTS Ordinance No. 11 (red-lined version)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~October 10~~December 12, 2019)

An Ordinance Providing for the Licensing and the Regulating of
Transportation Services Within the City and County by the Adoption of
a Uniform Paratransit Ordinance

MTS CODIFIED ORDINANCE NO. 11

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CODIFIED ORDINANCE NO. 11

(as amended through ~~October, 10~~December 12, 2019)

An Ordinance Providing for the Licensing and the Regulating
of Transportation Services Within the City and County By the Adoption of
a Uniform Paratransit Ordinance

SECTION 1.0 - GENERAL REGULATIONS

Section 1.1 - Definitions

The following words and phrases, wherever used in this section, shall be construed as defined in this section, unless from the context a different meaning is intended, or unless a different meaning is specifically defined and more particularly directed to the use of such words or phrases.

(a) "Board" shall mean the Board of Directors of the San Diego Metropolitan Transit System.

(b) "Charter vehicle" shall mean every vehicle which:

(1) Transports passengers or parcels or both over the public streets of the City;

(2) Is routed at the direction of the hiring passenger;

(3) Is prearranged in writing for hire;

(4) Is not made available through "cruising"; and

(5) Is hired by and at the service of a person for the benefit of himself or herself or a specified group.

(c) "Chief Executive Officer" shall mean the Chief Executive Officer of MTS or his or her designated representative.

(d) "City" and "Cities" shall mean the incorporated areas of the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee and any other City that has entered into a contractual agreement with MTS for the licensing and regulation of transportation services.

(e) "Compensation" shall mean any money, thing of value, payment, consideration, reward, tip, donation, gratuity or profit paid to, accepted, or received by the driver or owner of any vehicle in exchange for transportation of a person, or persons; whether paid upon solicitation, demand or contract, or voluntarily, or intended as a gratuity or donation.

(f) "County" shall mean the unincorporated area of the County of San Diego located within MTS's jurisdictional boundaries. Only the sections of MTS Ordinance No. 11 that apply to taxicab permit holders and taxicab drivers shall be applicable to the County of San Diego.

(g) "Cruising" shall mean the movement over the public streets of a taxicab or low-speed vehicle (LSV) in search of prospective passengers; except the term does not include either the travel of a taxicab or LSV proceeding to answer a call for service received by telephone or radio

from an intended passenger or the travel of such a vehicle, having discharged a passenger or passengers, returning to the owner's place of business or to its established point of departure.

(h) "Days" shall mean working days, exclusive of weekends and holidays for which MTS offices are closed.

(i) "Doing business" shall mean accepting, soliciting or transporting passengers for hire or compensation in a City or County.

(j) "Driver" shall mean every person operating any for-hire vehicle.

(k) "Driver's identification card" shall mean license, issued pursuant to this Ordinance, which permits a person to drive a for-hire vehicle within the City or County.

(l) "Employ" as used in this Ordinance includes any form of agreement or contract under which the driver may operate the permit holder's for-hire vehicle.

(m) "Exclusive ride" shall mean exclusive use of a for-hire vehicle by one or more related passengers at a time.

(n) "For-hire vehicle" shall mean every vehicle, other than public transit vehicles or vehicles involved in an organized carpool not available to the general public, which is operated for any fare for compensation and used for the transportation of passengers over public streets, irrespective of whether such operations extend beyond the boundary limits of said City or County. Such for-hire vehicles shall include taxicabs, vehicles for charter, jitneys, nonemergency medical vehicles, sightseeing vehicles, and LSVs.

(o) "Group ride" shall mean shared use of a taxicab or LSV where a group of related passengers enter at the same point of origin and disembark at the same destination and pay a single fare for the trip.

(p) "Hearing officer" shall mean any person or entity that meets the requirements of this Ordinance and that has been retained to conduct administrative hearings.

(q) "Jitney" shall mean every vehicle which:

(1) Transports passengers or parcels or both over the public streets of the City;

(2) Follows a fixed route of travel between specified points with the fare based on a per capita charge established in its permit; and

(3) Is made available to boarding passengers at specified locations along its route on a variable schedule.

(r) A "low-speed vehicle" or "LSV" is a motor vehicle, other than a motor truck, having four wheels on the ground and an unladen weight of 1,800 pounds or less, that is capable of propelling itself at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour, on a paved level surface. For the purposes of this section, a "low-speed vehicle" or "LSV" is not a golf cart, except when operated pursuant to California Vehicle Code Section 21115 or 21115.1.

(s) "Medallion" shall mean the numbered plate, sticker, or decal issued by MTS to the permit holder which is displayed on a for-hire vehicle to indicate the authorized use or uses of that vehicle.

(t) "MTS" shall mean the San Diego Metropolitan Transit System, a public agency created pursuant to Public Utilities Code Section 120050 et seq.

(u) "MTS inspector" shall mean those individuals, regardless of job title, who are authorized by the Board, by ordinance, to enforce the provisions of this Ordinance.

(v) "Nonemergency medical vehicle" shall mean every vehicle which: transports persons, regardless of whether specialized transportation equipment or assistance is needed, for primarily medical purposes, over the public streets of the City. Medical purposes is defined as providing transportation services to or from the following places: hospitals, convalescent homes, retirement homes, homes receiving funding for the board and care of residents living in those homes, medical or rehabilitation clinics, senior citizen centers, and any other like social service category, over the public streets of the City. It shall be the responsibility of the transportation provider to determine if the service is primarily for medical purposes.

(w) "Operate" or "Operating" shall refer to the solicitation or acceptance of a fare within City or County for compensation or providing passenger transportation for compensation, regardless if such compensation is obtained from the passenger or a third party. It shall also include, as the context may require, the act of driving, managing or directing the utilization of one or more for-hire vehicles.

(x) "Owner" shall mean the person, partnership, association, firm or corporation that is the registered owner of any for-hire vehicle and that holds the right to use the vehicle for its advantage.

(y) "Passenger" shall mean every occupant other than the driver of the for-hire vehicle.

(z) "Permit" shall mean the authority under which a person, firm, partnership, association, or corporation may operate a for-hire vehicle as a business.

(aa) "Permit holder" shall mean any person or approved entity operating a business under a for-hire vehicle permit.

(bb) "Shared ride" shall mean nonexclusive use of a for-hire vehicle by two or more unrelated passengers traveling between different points of origins and/or destination, and traveling in the same general direction.

(cc) "Shifts" shall mean the minimum number of hours a permit holder or driver operates a for-hire vehicle.

(dd) "Sightseeing vehicle" shall mean every vehicle which:

(1) Transports passengers for sightseeing purposes of showing points of interest over the public streets of the City; and

(2) Charges a fee or compensation therefor; regardless of whether any fee or compensation is paid to the driver of such sightseeing vehicle, either by the passenger or by the owner or by the person who employs the driver or contracts with the driver or hires such sightseeing vehicle with a driver to transport or convey any passenger; and irrespective of

whether or not such driver receives any fee or compensation for his or her services as driver.

(ee) "Stands" shall mean public areas designated for specific use of for-hire vehicles.

(ff) "Street" shall mean any place commonly used for the purpose of public travel.

(gg) "Substantially Located" shall mean where the primary business address of the taxicab permit holder is located and/or the jurisdiction where the largest share of the taxicab permit holder's total number of prearranged and non-prearranged trips originate over the previous calendar year, as determined annually. Trip logs and/or other documentation shall be used to substantiate the jurisdiction where the largest share of taxicab permit holder's total number of originating trips occur over the applicable time period.

(hh) "Taxicab" shall mean every vehicle other than a vehicle-for-charter, a jitney, a nonemergency medical vehicle, a sightseeing vehicle, or LSV which:

(1) Carries not more than eight (8) passengers excluding the driver;

(2) Transports passengers or parcels or both over City or County public streets;

(3) Is made available for hire on call or demand through "cruising," at taxi stands or by telephone or other communication devices to destination(s) specified by the hiring passenger; and

(4) Is Substantially Located within the jurisdiction of City and/or County.

(ii) "Taximeter" shall mean any instrument, appliance, device, or machine by which the charge for hire of a passenger-carrying vehicle is calculated, either for distance traveled or time consumed, or a combination of both, and upon which such charge is indicated by figures. Includes both a Hard Meter and a Soft Meter.

(1) A Hard Meter is a Taximeter that has a prefixed fare with an external seal approved by the County of San Diego Agriculture, Weights and Measures and mileage is calculated based on distance and time.

(2) A Soft Meter is a Taximeter that is provided through a smartphone or tablet that uses GPS or other on-board diagnostics approved by the California Department of Food and Agriculture Division of Measurement Standards to calculate distance and rates.

(jj) "Vehicle" is a device by which any person or property may be propelled, moved, or drawn upon a street, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks.

(kk) "Vehicle for Developmentally Disabled Persons (VDDP) driver certificate" shall mean certificate issued by California Highway Patrol pursuant to Vehicle Code section 12523.6, which is required for any driver who primarily transports persons with developmental disabilities on a for-hire basis. A VDDP driver certificate with a commercial driver's license may be used in lieu of a driver identification card to drive a for-hire vehicle within the City or County, unless for a taxicab.

(Section 1.1 amended 10/10/2019)

(Section 1.1 amended 2/14/2019)

(Section 1.1 amended 11/8/2018, effective 1/1/2019)
(Section 1.1 amended 9/20/2018)
(Section 1.1 amended 12/14/2017)
(Section 1.1 amended 5/12/2016)
(Section 1.1 amended 8/7/2003)
(Section 1.1 amended 11/14/2002)
(Section 1.1 amended 6/24/1999)
(Sections 1.1(d), 1.1(R)(1) amended 6/22/1995)
(Section 1.1 amended 1/12/1995)
(Section 1.1 amended 6/27/1991; effective 7/27/1991)
(Section 1.1 amended 5/23/1991; effective 6/23/1991)

Section 1.2 - Operating Permits

(a) No person shall engage in the business of operating any for-hire vehicle or in the business of providing any vehicle for the operation of vehicle for-hire services within the Cities or County without first having obtained an operating permit from the Chief Executive Officer or designated representative, which permit has not been revoked, suspended or otherwise canceled or terminated by operation of law or otherwise. A separate permit is required for each for-hire vehicle operated or provided for operation.

(b) An operating permit represents the granting of a privilege to operate a for-hire vehicle within the Cities, County or zones specified by the permit for the purpose of the public convenience and necessity. This privilege may be rescinded at any time by operation of law or otherwise.

(c) A person who obtains an operating permit shall be responsible for the provision of vehicle-for-hire services in accordance with the provisions of this Ordinance and shall exercise due diligence to assure that drivers of the permitted vehicles adhere to all pertinent requirements of this ordinance.

(Section 1.2 amended 11/8/2018, effective 1/1/2019)
(Section 1.2 amended 12/14/2017)
(Section 1.2 amended 8/7/2003)
(Section 1.2 amended 11/14/2002)
(Section 1.2 amended 6/24/1999)

Section 1.3 - Application for Permit

(a) All persons applying to the Chief Executive Officer for new permit(s) for the operation of one or more for-hire vehicles shall file with the Chief Executive Officer a proposal to meet San Diego City Council Policy 500-02 requirements, and a sworn application therefore on forms provided by the Chief Executive Officer, stating as follows:

(1) The applicant name, company name, doing business as ("DBA") name if different than company name, mailing and business address (a business address or mailing address is not a Post Office [PO] Box or dispatch service address), and business telephone number of the permit applicant. If a taxicab permit applicant, the business address will also serve the purpose of establishing where Substantially Located;

(2) The number of permitted vehicles actually owned and operated by such owner on the date of application, if any;

- (3) The name and address of all legal and registered owner(s) of the vehicle(s);
- (4) The name and address of each person with a financial interest in the business which operates the vehicle;
- (5) Data sufficient to establish the applicant's financial responsibility;
- (6) The number of vehicle(s) for which a permit(s) is desired;
- (7) Proof that vehicle(s) meet California Air Resources Board criteria for zero emissions/low emissions, are ADA-compliant, are no older than 10 years of the model age and do not have a "salvage" title, and are equipped with a Global Positioning System (GPS);
- (8) The rates of fare which the applicant proposes to charge for vehicle-for-hire services. This requirement does not apply to taxicab permit applicants;
- (9) A description of the proposed vehicle design;
- (10) Where the application is for a limited permit or LSV, a detailed description of the geographic area in which said permit shall be in existence;
- (11) Such other information as the Chief Executive Officer may in his or her discretion require;
- (12) Provide evidence of at least six-months' experience driving a taxicab, transportation network vehicle, charter party carrier services, or similar service oriented transportation or managing a demand responsive transportation service, or similar service oriented business;
- (13) Provide a customer service and a customer complaint plan;
- (14) Provide a plan for administrative functions, vehicle maintenance, and off-street storage for vehicle when not in use; and
- (15) Provide a dispatch service plan incorporating 24 hour staffing and computerized dispatch utilizing GPS technology, if a taxicab permit applicant.

(b) The applicant shall also submit, with the application, a nonrefundable application fee prior to the permit approval. Upon issuance of the permit, the applicant shall also pay an initial nonrefundable permit vehicle regulatory fee to be determined by the Chief Executive Officer in order to recover the cost of processing such applications.

(Section 1.3 amended 11/8/2018, effective 1/1/2019)

(Section 1.3 amended 12/14/2017)

(Section 1.3 amended 2/12/2015)

(Section 1.3 amended 11/15/2012)

(Section 1.3 amended 8/7/2003)

(Section 1.3 amended 11/14/2002)

Section 1.4 - Issuance of Permit

(a) Based on San Diego City Council Policy 500-02 requirements, the Chief Executive Officer shall determine the number of permits to be granted any applicant(s) and approve permits

for any applicant(s) subject to such conditions as the Board and San Diego City Council Policy 500-02 may deem advisable or necessary in the public interest. Before a permit may be approved, the applicant shall pay an initial regulatory fee in an amount to be determined by the Chief Executive Officer.

(b) The Chief Executive Officer shall deny the approval of a permit upon making a finding:

(1) That the applicant is under twenty-one (21) years of age; or

(2) That within the five (5) years immediately preceding the processing of the application, the applicant has been convicted of, or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation reasonably and rationally pertaining to the same or similar business operation which would have resulted in suspension or revocation of the permit in accordance with Section 1.13 of this Ordinance. For purposes of this section, a plea or verdict of guilty, a finding of guilty by a court, a plea of nolo contendere or a forfeiture of bail shall be deemed a conviction; or

(3) That the applicant provided false information of a material fact in an application within the past five (5) years.

(c) All permits issued after April 1, 2015 shall be renewable annually upon evidence San Diego City Council Policy 500-02 requirements are being met, that if a taxicab permit holder they are Substantially Located within City or County, and payment of a regulatory fee in an amount and on a date to be determined by the Chief Executive Officer.

(d) No permit issued after April 1, 2015 shall be approved or renewed for any person who has not fully complied with all of the requirements of this Ordinance, San Diego City Council Policy 500-02, and all other applicable laws and/or regulations necessary to be complied with before commencement of the operation of the proposed service.

(e) Permits held prior to April 1, 2015 by corporations and LLCs shall meet all of the screening criteria included in San Diego City Council Policy 500-02 by February 12, 2020. However, upon issuance of any new permits to said corporation or LLC, or upon the transfer of a permit to said corporation or LLC, the corporation or LLC shall need to be in compliance with requirements of this Ordinance and San Diego City Council Policy 500-02 for the new permit(s).

(f) When the permit has been approved and upon determination by the Chief Executive Officer that the for-hire vehicle, after appropriate inspection, meets the requirements of this Ordinance, the Chief Executive Officer will issue a numbered medallion(s) to be affixed to the for-hire vehicle.

(Section 1.4 amended 11/8/2018, effective 1/1/2019)

(Section 1.4 amended 12/14/2017)

(Section 1.4 amended 2/12/2015)

(Section 1.4 amended 11/15/2012)

(Section 1.4 amended 11/14/2002)

Section 1.5 - Transfer and Administration of Permits

(a) Each permit issued pursuant to the provisions of this section is separate and distinct and shall be transferable from the permit holder to another person or entity only with the approval of

the Chief Executive Officer, and upon meeting the requirements of this Ordinance and San Diego City Council Policy 500-02 including, but not limited to:

(1) Provide evidence of at least six-months' experience driving a taxicab, transportation network vehicle, charter party carrier services, or similar service oriented transportation or managing a demand responsive transportation service, or similar service oriented business.

(2) Vehicle(s) must meet California Air Resources Board criteria for zero emissions/low emissions, be ADA-compliant, be equipped with a Global Positioning System (GPS), be no older than 10 years of the model age and not have a "salvage" title, if a taxicab.

(3) Provide a customer service plan that demonstrates, a requirement for drivers to accept credit cards, detailed record keeping of all calls for service, trips provided, and a customer service complaint resolution plan.

(4) Provide a plan for administrative functions, vehicle maintenance, and off-street storage for vehicle when not in use.

(5) Provide a Dispatch service plan incorporating 24 hour staffing and computerized dispatch utilizing GPS technology, if a taxicab.

(b) Permits held prior to April 1, 2015 shall be in compliance with San Diego City Council Policy 500-02 Screening Criteria by February 12, 2020. Whenever a corporation or LLC is issued any new permits, then it shall be in compliance with requirements of this Ordinance and San Diego City Council Policy 500-02.

(c) The proposed transferee shall file with the Chief Executive Officer a sworn application for the transfer and shall comply with the requirements of Section 1.3. The permit holder shall certify in writing that the permit holder has notified the proposed transferee of the requirements of this section pertaining to the transfer of a permit. Whenever an application for a transfer of permit is filed, the Chief Executive Officer shall process the application for transfer in accordance with Section 1.4 of this Ordinance.

(d) The Chief Executive Officer shall charge regulatory fees to affect the full cost recovery of activities associated with the administration, regulation, issuance, or transfer of for-hire vehicle permits and associated records.

(1) Changes in fee schedules affecting permits shall be mailed to all permit holders. Changes shall be effective thirty (30) calendar days thereafter.

(2) Any person objecting to a particular fee or charge may file, within ten (10) days of the mailing of such changes, an appeal for review with the Chief Executive Officer who shall thereafter process it in accordance with Section 1.17; provided, however, that the sole issue to be determined on review is whether the fee or charge exceeds the reasonable costs for personnel salaries and administrative overhead associated with the particular administrative service or function.

(Section 1.5 amended 11/8/2018, effective 1/1/2019)

(Section 1.5 amended 12/14/2017)

(Section 1.5 amended 2/12/2015)

(Section 1.5 amended 8/7/2003)

(Section 1.5 amended 11/14/2002)

Section 1.6 - Blank

The text of Section 1.6 is deleted in its entirety effective February 12, 2015.

(Section 1.6 deleted 2/12/2015)

(Section 1.6 amended 11/14/2002)

Section 1.7 - Blank

The text of Section 1.7 is deleted in its entirety effective October 24, 1998.

(Section 1.7 was deleted 9/24/1998)

Section 1.8 - Equipment and Operating Regulations

(a) No medallion shall be issued for a vehicle unless the vehicle conforms to all the applicable provisions of this Ordinance.

(b) The privilege of engaging in the business of operating a for-hire vehicle in a City or County granted in the permit is personal to the permit holder, who must be the owner of the for-hire vehicle. The rights, requirements, and responsibilities which attach to the permit remain with the holder at all times the for-hire vehicle is operated under the authority of the permit. These rights, requirements and responsibilities, which include, but are not limited to, the requirements of this Ordinance, will remain unaffected by any agreement or contractual arrangement between the permit holder and those persons who operate for-hire vehicles, irrespective of the form or characterization of the agreement under which the driver operates the for-hire vehicle.

(c) The permit holder shall maintain a business address, a mailing address where he or she can accept mail directed to his or her company, and a business telephone in working order which must be answered during normal business hours, Monday through Friday, and during all hours of operation. A post office box or dispatch service address shall not be used for the business address or mailing address. The permit holder shall, in the case of any change in his or her business address, mailing address, or business telephone, notify the Chief Executive Officer in writing of such change within forty-eight (48) hours of the effective date of this change.

(d) Before a for-hire vehicle is placed in service and at least annually thereafter, the for-hire vehicle shall be delivered to a place designated by the Chief Executive Officer for inspection. All new permit holders are required to observe at least one full vehicle inspection as part of the initial permit issuance. MTS inspectors shall inspect the for-hire vehicle and its equipment to ascertain whether the vehicle complies with the provisions of this Ordinance. Failure to produce the vehicle for inspection shall be cause for suspension or revocation of the permit for such vehicle.

(e) Any MTS inspector or peace officer, after displaying proper identification, may make reasonable and periodic inspections of any for-hire vehicle operating under an MTS permit for the purpose of determining whether the vehicle is in compliance with the provisions of this Ordinance.

(f) Any for-hire vehicle which fails to meet the requirements of the California Vehicle Code or this section after inspection shall be immediately ordered out-of-service by an MTS inspector or peace officer if it is unsafe for service. Ordering a vehicle out-of-service does not constitute a suspension or revocation of the permit. A vehicle is deemed unsafe for service when any of the following conditions exists:

- (1) Tires fail to meet the requirements of the California Vehicle Code;
- (2) Headlights, taillights or signal lights are inoperable during hours of darkness (sunset to sunrise);
- (3) Windshield wipers are inoperable during rainy conditions;
- (4) Taximeter is not working, the Taximeter displays signs of tampering, the seal of a Hard Meter is broken, the County of San Diego seal of a Hard Meter is more than thirteen (13) months old from the date of issuance, a Service Agent's temporary seal of a Hard Meter is more than ninety (90) days old from the date of issuance, or a Soft Meter displays technology not approved by the California Department of Food and Agriculture Division of Measurement Standards or does not appear to be operating as is intended or approved;
- (5) Brakes, brake lights or brake system are inoperable or otherwise fail to meet the requirements of the California Vehicle Code;
- (6) Excessive play in steering wheel exceeding three (3) inches;
- (7) Windshield glass contains cracks or chips that interfere with driver's vision;
- (8) Any door latch is inoperable from either the interior or exterior of the vehicle;
- (9) Any seat is not securely fastened to the floor;
- (10) Seat belts, when required, fail to meet requirements of the California Vehicle Code;
- (11) Either side or rearview mirrors are missing or defective;
- (12) Any vehicle safety system light is activated; and
- (13) Any other condition which reasonably and rationally pertains to the operating safety of the vehicle or to passenger or pedestrian safety.

(g) If the vehicle is not unsafe but is unsuitable or otherwise in violation of this Ordinance or any vehicle condition/equipment section of the California Vehicle Code, the operator or permit holder, as appropriate, shall be subject to a seventy-two (72) hours correction notice.

(1) Failure to correct such violation within the seventy-two (72) hours shall then be cause to order the vehicle out-of-service. When a vehicle is ordered out-of-service, the medallion shall be immediately removed.

(2) Before the vehicle may again be placed in service, the violation shall be corrected and the vehicle shall be inspected by an MTS inspector.

(3) The medallion shall be reaffixed when the MTS inspector finds that the vehicle meets prescribed standards.

(h) The interior and exterior of the for-hire vehicle shall be maintained in a safe and efficient operating condition, and meet California Vehicle Code requirements and the requirements

of this Ordinance at all times when in operation. The following minimum vehicle standards must be maintained to comply with this section:

(1) Wheels. Hubcaps or wheel covers shall be on all wheels for which hubcaps or wheel covers are standard equipment.

(2) Body Condition. There shall be no tears or rust holes in the vehicle body and no loose pieces hanging from the vehicle body. Fenders, bumpers, and light trim shall be securely fixed to the vehicle. No extensive unrepaired body damage shall be allowed and exterior paint shall be free from excessive fading. The vehicle shall be equipped with front and rear bumpers. The exterior of the vehicle shall be maintained in a reasonably clean condition so as not to obscure approved vehicle markings.

(3) Lights. Headlights shall be operable on both high and low beam. Taillights, parking lights, signal lights, and interior lights shall all be operable.

(4) Wipers. Each vehicle shall be equipped with adequate windshield wipers maintained in good operating condition.

(5) Brakes. Both the parking and hydraulic or other brake system must be operable.

(6) Steering. Excessive play in the steering mechanism shall not exceed three (3) inches free play in turning the steering wheel from side to side.

(7) Engine. The engine compartment shall be reasonably clean and free of uncontained combustible materials.

(8) Mufflers. Mufflers shall be in good operating condition.

(9) Windows. The windshield shall be without cracks or chips that could interfere with the driver's vision. All other windows shall be intact and able to be opened and closed as intended by the manufacturer. The windows and windshield shall be maintained in a reasonably clean condition so as not to obstruct visibility.

(10) Door Latches. All door latches shall be operable from both the interior and exterior of the vehicle.

(11) Suspension. The vehicle's suspension system shall be maintained so that there are no sags because of weak or broken springs or excessive motion when the vehicle is in operation because of weak or defective shock absorbers.

(12) Seats. All seats shall be securely fastened. Seat belts, when required by the California Vehicle Code, shall be installed. The upholstery shall be free of grease, holes, rips, torn seams, and burns.

(13) Interior. The interior of each vehicle and the trunk or luggage area shall be maintained in a reasonably clean condition, free of foreign matter, offensive odors, and litter. The seats shall be kept reasonably clean and without large wear spots. The door handles and doors shall be intact and clean. The trunk or luggage area shall be kept empty except for spare tire and personal container for the driver not exceeding one (1) cubic foot in volume and emergency equipment, to allow maximum space for passenger luggage and belongings.

(i) Each for-hire vehicle, except taxicabs and Low Speed Vehicles, shall contain:

(1) A fire extinguisher of the dry chemical or carbon dioxide type with an aggregate rating of at least 5 B/C units and a current inspection card affixed to it.

(2) A minimum of three (3) red emergency reflectors.

(3) A first-aid kit containing medical items to adequately attend to minor medical problems.

(j) In the event that a for-hire vehicle for which a permit has been approved is taken out of service, by the permit holder for maintenance or any purpose, other than a violation of any provision of this Ordinance, a spare vehicle operating permit may be granted. The spare vehicle operating permit shall only be valid for the vehicle for which it was issued. The permit holder may only utilize a spare for-hire vehicle which has been duly inspected by an MTS inspector and approved prior to use. The permit holder must immediately inform an MTS inspector when a spare for-hire vehicle is in use and the location of the disabled vehicle. The spare vehicle will be issued a "spare vehicle" sticker which must be affixed to the left rear portion of the for-hire vehicle for which it is approved, in plain view from the rear of the for-hire vehicle. The permit holder may utilize one (1) spare for-hire vehicle for a period not to exceed thirty (30) calendar days from the date of issuance. This subsection shall not be construed, nor deemed to replace, those provisions in this Ordinance which apply to permanent replacement of a for-hire vehicle.

(k) The medallion issued to the permit holder must be affixed by an MTS inspector on the for-hire vehicle for which the permit is approved in plain view from the rear of the for-hire vehicle. The permit holder must immediately report the loss, destruction, or defacing of a medallion to the Chief Executive Officer. Except as provided in Subsection (j), it shall be unlawful to operate a for-hire vehicle without the medallion affixed and visible.

(l) There shall be displayed in the passenger compartment of each for-hire vehicle between the sun visors, in full view of the passengers in the front and rear seats, a card not less than ten (10) inches wide by six (6) inches high in size. Posted on this card, utilizing "Universe" font in black ink on white background, shall be:

1) The first line of the card, 3/4 inch in height, shall say one of the following according to permit type: TAXICAB, SIGHTSEEING, CHARTER, NONEMERGENCY, LOW-SPEED VEHICLE, OR JITNEY LOST AND FOUND.

2) Below this, the card shall include the vehicle medallion number in three-inch numerals.

3) Below the medallion number, the name, address, and phone number of the MTS Taxicab Administration and the permit holder and/or permit holder trade name shall be printed, 1/4-inch in height.

4) Without approval from MTS, no other signs, markings, lettering, decals, or any type of information shall be displayed within 18 inches around the card.

(m) Advertisements, whether displayed on the inside or outside of the vehicle, shall be posted in accordance with MTS Board Policy No. 21, Revenue-Generating Display Advertising, Concessions, and Merchandise, any guidelines developed by the Chief Executive Officer, and the

provisions of this Ordinance. Advertisements shall not be displayed without prior approval from MTS.

(n) The driver of each for-hire vehicle may either carry: a map of the City or County, published within the past two (2) years; or an electronic device equipped with a GPS enabled map, which shall be displayed to any passenger upon request.

(o) The maximum rates of fare charged for for-hire vehicle services shall be clearly and conspicuously displayed in the passenger compartment, unless if a taxicab which shall be in compliance with Section 2.2(d) of this Ordinance.

(p) Each for-hire vehicle licensed to operate in the City or County shall have located on the passenger side dashboard area a driver identification card provided by the County of San Diego Sheriff or provide upon a request a valid VDDP driver certificate with a commercial driver's license. The driver identification card shall have no alterations or information covered. The driver identification card shall be visible to passengers, peace officers and MTS inspectors so they can easily view the driver identification card from either inside or outside the vehicle. The driver identification card issued by the Sheriff shall bear the following information:

- (1) The number of the license of the driver;
- (2) The name and business address of the driver;
- (3) The name of the owner of the vehicle; and
- (4) A small photograph of the driver.

(q) Each for-hire vehicle shall be equipped with a rearview mirror affixed to the right side of the vehicle, as an addition to those rearview mirrors otherwise required by the California Vehicle Code.

(r) The driver shall offer each passenger a printed receipt upon payment of the fare. The receipt shall accurately show the date, the amount of the fare, the driver's name and ID number, the taxicab number, the company (DBA) name, and the dispatch service name with phone number if a taxicab.

(s) All disputes to fare shall be determined by the peace officer or MTS inspector most readily available where the dispute is had. It shall be unlawful for any person to fail or refuse to comply with such determination by the peace officer or MTS inspector.

(t) It is unlawful for any person to refuse to pay the lawful fare of a for-hire vehicle after employing or hiring the same.

(u) The driver of any for-hire vehicle shall promptly obey all lawful orders or instructions of any peace officer, fire fighter, or MTS inspector.

(v) No driver of any for-hire vehicle shall transport any greater number of persons, including the driver, than the manufacturer's rated seating capacity for the vehicle.

(w) It shall be unlawful for any person to solicit business for a for-hire vehicle by making a contract or agreement with any owner of any hotel, apartment house, motel, inn, rental units, restaurant, or bar, or with the agent or employees of such owner, by which the owner, agent or employee receives any type of payment or commission for recommending or directing any

passenger to a specific for-hire vehicle or company. It shall be unlawful for any permit holder, association, or driver to have or make a contract or agreement with any owner of any hotel, apartment house, motel, inn, rental units, restaurant, or bar, or with the agents or employees of such owner, by which the permit holder, association or driver receives any type of payment or commission for recommending or directing any passenger to an establishment operated by a specific owner.

(x) The driver of a for-hire vehicle shall wear, in a manner clearly visible on their person, an identification card approved by the Chief Executive Officer.

(y) The Board specifically finds that the dress, grooming, and conduct of for-hire vehicle drivers affect the public health and safety, particularly as it relates to visitors and the tourist industry. Therefore, while driving or operating a for-hire vehicle, drivers shall be hygienically clean, well-groomed, and neat and suitably dressed. Violations of this subsection are administrative in nature and shall not be the subject of criminal prosecution.

(1) The term "hygienically clean" shall refer to that state of personal hygiene, body cleanliness, and absence of offensive body odor normally associated with bathing or showering on a regular basis.

(2) The term "well-groomed" shall mean that male drivers shall be clean-shaven, except for those parts of the face where a beard or mustache is worn and their hair shall be neatly trimmed; beards or mustaches shall be groomed and neatly trimmed at all times in order not to present a ragged appearance. For all drivers, it shall mean that scalp or facial hair shall be combed or brushed and that all clothing is clean, free from soil, grease and dirt, and without unrepaired rips or tears.

(3) The term "neat and suitably dressed" shall be interpreted to require that a driver shall be fully covered by clothing at a minimum from a point not to exceed four (4) inches above the center of the kneecap to the base of the neck, excluding the arms. Drivers shall wear shoes. It shall not be permissible for any driver to wear as an outer garment any of the following: undershirt or underwear, tank tops, body shirts (see-through mesh), swim wear, jogging or warm-up suits or sweatshirts or similar attire, jogging or bathing shorts or trunks, or sandals. Trouser-type shorts that are no shorter than four inches above the center of the kneecap are permissible.

(z) For-hire vehicles shall comply with the California Vehicle Code, e.g., not impede traffic, and, where applicable, not operate on streets where posted speed limits are above 35 miles per hour. For-hire vehicle drivers, including taxicab, shall not load or unload passengers in traffic lanes.

(aa) Smoking is not permitted at any time inside a MTS-permitted vehicle.

(bb) A driver or permit holder shall not prejudice, disadvantage, or require a different rates or provide different service to a person because of race, national origin, religion, color, ancestry, physical disability, medical condition, occupation, marital status or change in marital status, sex or any characteristic listed or defined in Section 11135 of the Government Code.

(cc) A driver shall not use rude or abusive language toward a passenger(s) or conduct any physical action that a reasonable person would construe as threatening or intimidating.

(dd) A driver may refuse a fare if it is readily apparent that the prospective or actual fare is a hazard to the driver or operator. A driver is not obligated to transport any person who is verbally

or otherwise abusive to the driver. Such incidents shall also be noted on the trip log and notification shall be immediately sent to the dispatch service organization, if a taxicab, which shall record the incident and keep the record for the minimum of 6 months.

(ee) No driver shall stop, park, or otherwise leave standing any MTS permitted vehicle within fifteen (15) feet of any fire plug except as modified in Section 2.5 of this Ordinance.

(ff) No driver shall stop, park or otherwise leave standing any MTS permitted vehicle in a disabled parking zone except as authorized per California Vehicle Code section 22507.8.

(Section 1.8 amended 10/10/2019)
(Section 1.8 amended 11/8/2018, effective 1/1/2019)
(Section 1.8 amended 12/14/2017)
(Section 1.8 amended 10/13/2016)
(Section 1.8 amended 5/12/2016)
(Section 1.8 amended 2/12/2015)
(Section 1.8 amended 8/7/2003)
(Section 1.8 amended 11/14/2002)
(Section 1.8 amended 9/24/1998)
(Section 1.8 amended 2/13/1997)
(Section 1.8 amended 6/24/1993)

Section 1.9 - Public Liability

(a) It shall be unlawful to operate a for-hire vehicle unless the permit holder establishes and maintains in effect one of the forms of financial responsibility specified in this section.

(1) This requirement may be met by maintaining a valid policy of insurance executed and delivered by a company authorized to carry on an insurance business, the financial responsibility of which company has been approved by the Chief Executive Officer. The terms of the policy shall provide that the insurance company assumes financial responsibility for injuries to persons or property caused by the operation of the for-hire vehicle in an amount determined by the Chief Executive Officer.

(2) The permit holder may also meet this requirement by obtaining a certificate of self-insurance for a specified amount approved by the Board and pursuant to the applicable provisions of the California Vehicle Code.

(b) A valid proof of insurance issued by the company providing the insurance policy required under Subsection (a) (1) of this section shall be filed with and approved by the Chief Executive Officer. This certificate shall provide that MTS is a named certificate holder and shall be placed in each vehicle, per California Vehicle Code Section 16020. It shall also provide that the insurer will notify MTS of any cancellation and that the cancellation notice shall be in writing and shall be sent by registered mail at least thirty (30) days prior to cancellation of the policy. The certificate shall also state:

- (1) The full name of the insurer;
- (2) The name and address of the insured;
- (3) The insurance policy number;
- (4) The type and limits of coverage;
- (5) The specific vehicle(s) insured;
- (6) The effective dates of the certificate; and
- (7) The certificate issue date.

(Section 1.9 amended 9/17/2015)
(Section 1.9 amended 11/14/2002)

Section 1.10 - Financial Ownership and Operating Records: Reporting Requirements

(a) Every person engaged in the business of operating a for-hire vehicle within the City under a permit granted by the Chief Executive Officer shall maintain:

(1) Financial records, including but not limited to the current executed taxicab driver lease agreement that includes all aspects of the business relationship between the permit holder and the lessee, and written receipts of all payments from lessee in accordance with good accounting practices;

(2) Ownership records; and

(3) Operating records in a form, and at intervals, which shall be determined from time to time by the Chief Executive Officer.

(b) Ownership and operating records shall be made available to the Chief Executive Officer upon demand at any reasonable time. The permit holder shall retain operating records for a minimum of six (6) months from the date the records are created.

(c) For purposes of this section, ownership records shall include, but are not limited to, the following:

(1) Copies of the Articles of Incorporation as filed with the Secretary of State of California;

(2) Records identifying all corporate officers and members of the corporation's Board of Directors. A corporation shall report any change in corporate officers or members of its Board of Directors to MTS within ten (10) days of the effective date.

(3) A stock register recording the issuance or transfer of any shares of the corporate stock; and

(4) The registration cards issued by the State of California Department of Motor Vehicles to the vehicle owner for all for-hire vehicles operated under the authority of an MTS for-hire vehicle permit. Valid proof of registration shall be maintained in the vehicle at all times.

(d) For purposes of this section, operating records shall include, but are not limited to, the following:

(1) Typed or written dispatch records for taxicab companies which operate their own dispatch service;

(2) Any logs which a for-hire vehicle driver keeps describing the trips carried by a for-hire vehicle other than a taxicab;

(3) Copies of the daily trip log required by taxicab or LSV drivers under Section 2.4 (o); and

(4) Any other similar records.

(e) Between January 1 and December 31 of each calendar year, every permit holder shall file with the Chief Executive Officer a signed statement which shall report and attest to the accuracy of the following information:

(1) The individual name(s), business name, business address, and telephone number of the permit holder(s);

(2) The name and address of all legal and registered owner(s) of the for-hire vehicle(s);

(3) The name and address of each person with a financial interest in the business which operates the vehicle(s); and

(4) The year, manufacturer, model, vehicle identification number, license plate, and medallion number affixed to the permitted vehicle(s).

(f) If the permit holder is an individual, the permit holder must email, mail or appear in person in the offices of MTS to file the statement; if the permit holder is a partnership, one of the partners must email, mail or appear in person in the offices of MTS to file the statement; if the permit holder is a corporation or LLC, an officer of the corporation, or a member of the LLC, authorized to represent the company, must email, mail or appear in person in the offices of MTS to file the statement and provide evidence San Diego City Council Policy 500-02 requirements are being met. If email or mail is used, the email address or mailing address used by the permit holder must be an email address or mailing address that is on file with the Chief Executive Officer.

(Section 1.10 amended 11/8/2018, effective 1/1/2019)

(Section 1.10 amended 5/12/2016)

(Section 1.10 amended 2/12/2015)

(Section 1.10 amended 8/7/2003)

(Section 1.10 amended 11/14/2002)

(Section 1.10 amended 6/24/1993)

Section 1.11 - Destruction, Permanent Replacement, Retirement or Inactive Status of For-Hire Vehicles

(a) Whenever a for-hire vehicle is destroyed, rendered permanently inoperative, is sold, or the permit holder is no longer the owner of the for-hire vehicle, the permit holder shall notify the Chief Executive Officer in writing within forty-eight (48) hours.

(b) If a taxicab permit holder plans to change where it is Substantially Located, the permit holder shall notify the Chief Executive Officer and the new jurisdiction in which it will become Substantially Located within six (6) months or as soon as practicable prior to making that change.

(c) A permit holder may place a for-hire vehicle under inactive status after written permission is obtained from the Chief Executive Officer. The following guidelines are to be used in granting permission for a for-hire vehicle to be placed and kept on inactive status:

(1) No laps in payment of annual regulatory fees during any time of inactive status;

(2) Permit must be in good standing (e.g. no pending disciplinary or enforcement action); and

(3) Annual statement must be filed in accordance with Section 1.10(e).

(d) At any time a permit holder may bring a for-hire vehicle under inactive status back into service after written permission is obtained from the Chief Executive Officer. The following guidelines are to be used in granting permission to return a for hire vehicle under inactive status back to service:

- (1) Permit holder must notify Chief Executive Officer in writing of their intent to place their vehicle back into service;
- (2) Permit holder must show proof of a valid vehicle insurance policy as required by Section 1.9;
- (3) Permit holder must show proof of current vehicle registration;
- (4) Permit holder must show proof of current subscription to a dispatch service organization, if a taxicab; and
- (5) Vehicle must pass MTS required inspection.

(e) The Chief Executive Officer shall, as a matter of owner right, allow the replacement of a vehicle which is destroyed, rendered inoperative, sold or transferred, provided that the permit holder has complied with, and the for-hire vehicle is in conformance with, all applicable provisions of this Ordinance. An owner must remove the markings from the vehicle that indicate it is a taxicab or LSV before the owner disposes of it.

(Section 1.11 amended 2/14/2019)
(Section 1.11 amended 10/13/2016)
(Section 1.11 amended 8/7/2003)
(Section 1.11 amended 11/14/2002)
(Section 1.11 amended 2/13/1997)

Section 1.12 - Driver's Identification Cards

(a) No person shall drive or operate any for-hire vehicle under the authority of a permit granted under this Ordinance unless such person: displays a valid driver's identification card obtained annually through the Sheriff of the County of San Diego; or provides upon request a VDDP driver certificate with a commercial driver's license.

(b) No permit holder shall employ as a for-hire vehicle driver or operator any person who has not obtained a for-hire vehicle driver's identification card through the Sheriff of the County of San Diego or VDDP driver certificate with a commercial driver's license.

(c) No permit holder shall employ as a driver or operator any person whose privilege to operate a for-hire vehicle within the City has expired, or has been revoked, denied or suspended or prohibited.

(d) A driver may drive for more than one permit holder. The driver must, however, have on file with and accepted by the Sheriff of the County of San Diego, a separate application on forms provided by the Sheriff, for each permit holder with whom he has a current driving agreement. A

driver may have on file with the Sheriff a maximum of four (4) such applications at any one time. It shall be unlawful for a driver to accept or solicit passengers for hire in the City or County while operating the taxicab or LSV of any permit holder for whom the driver does not have such an application on file with the Sheriff.

(e) No person shall drive or operate any for-hire vehicle, under the authority of a permit granted under this Ordinance unless such person has successfully completed an MTS-approved driver safety training course concerning driver safety rules and regulations, map reading, crime prevention, courtesy and professionalism, compliance with ADA, and a corresponding qualification examination.

(f) No person who has received a notice of prohibition pursuant to Section 1.14, or whose privilege to operate a for-hire vehicle within the City has expired, or has been suspended, revoked or denied by the Sheriff, California Highway Patrol, or the Chief Executive Officer shall drive or operate a for-hire vehicle within the City.

(g) No for-hire vehicle driver's identification card shall be issued or renewed by the Sheriff to any of the following persons:

(1) Any person under the age of twenty-one (21) years.

(2) Any person who has been convicted of a felony involving a crime of force or violence against any person, or the theft of property, unless five (5) years have elapsed since his or her discharge from a penal institution or satisfactory completion of probation for such conviction during which period of time his or her record is good.

(3) Any person who has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any infraction, misdemeanor, or felony involving force and violence, or any crime reasonably and rationally related to the paratransit industry or any similar business operation which bears upon the integrity or ability of the driver to operate a for-hire vehicle business and transport passengers, unless five (5) years shall have elapsed from the date of discharge from a penal institution or the satisfactory completion of probation for such conviction.

(4) Any person who, within the five (5) years immediately preceding the processing of the application, has been convicted of or held by any final administrative determination to have been in violation of any statute, ordinance, or regulation reasonably and rationally related to the for-hire vehicle industry or any similar business operation which would have authorized the suspension or revocation of the driver's identification card in accordance with Section 1.14 of this Ordinance.

(5) Any person who is required to register as a sex offender pursuant to the California Penal Code.

(6) Any person who has provided false information of a material fact in their application within the past five (5) years.

(7) No person shall obtain or renew a driver's identification card unless such person has successfully completed a driver safety training course approved by the Chief Executive Officer.

(8) When a driver permanently no longer drives for an MTS Taxicab Administration permit holder, the permit holder shall report this to the Sheriff's Department within ten (10) calendar days.

(h) The Sheriff is authorized to issue temporary for-hire vehicle driver identification cards pending the approval or denial of an application for a regular for-hire vehicle driver identification card. No temporary for-hire vehicle driver identification card shall be issued without the satisfactory completion of a local law enforcement agency record check of the applicant. Any temporary identification card so issued shall be valid for a period not to exceed ninety (90) days or until the date of approval or denial of the application for a regular for-hire vehicle driver identification card, whichever shall occur first. The issuance of a temporary identification card hereunder shall not authorize the operation of a for-hire vehicle following the denial of the application while pending the resolution of any appeal otherwise provided for in Section 1.16 of this Ordinance. The Sheriff or the Chief Executive Officer shall establish nonrefundable filing fees to defray the costs of processing regular and temporary driver identification cards.

(Section 1.12 amended 10/10/2019)

(Section 1.12 amended 11/8/2018, effective 1/1/2019)

(Section 1.12 amended 12/14/2017)

(Section 1.12 amended 5/12/2016)

(Section 1.12 amended 11/15/2012)

(Section 1.12 amended 8/7/2003)

(Section 1.12 amended 11/14/2002)

(Section 1.12 amended 9/24/1998)

(Section 1.12 amended 10/30/1997)

(Section 1.12 amended 11/9/1995)

Section 1.13 - Suspension and Revocation of Permit

(a) Permits may be suspended or revoked by the Chief Executive Officer at any time in case:

(1) The Chief Executive Officer finds the permit holder's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance.

(2) The permit holder fails to comply with the applicable provisions of this Ordinance.

(3) The drivers of the for-hire vehicle or vehicles fail to act in accordance with those provisions of this Ordinance which govern driver actions. The permit holder shall have strict liability in this regard; however, this provision shall not restrict the Chief Executive Officer's ability to penalize a driver for violations of those provisions of this Ordinance which govern driver actions.

(4) The owner ceases to operate a for hire vehicle without having obtained written permission from the Chief Executive Officer.

(5) The permit holder is found to be operating a for-hire vehicle that is under inactive status.

(6) The for-hire vehicle or vehicles, if operated as other than a taxicab, are operated at a rate of fare other than those fares on file with the Chief Executive Officer.

(7) The for-hire vehicle or vehicles, if operated as a LSV, are operated at a rate of fare greater than those fares on file with the Chief Executive Officer or posted on the taxicab or LSV pursuant to Section 2.2 (b) of this Ordinance.

(8) The for-hire vehicle or vehicles, if operated as a taxicab, are operated at a rate of fare greater than current maximum rate established by the Board pursuant to Section 2.2(a) of this Ordinance or the applicable rate provided to passenger pursuant to Section 2.4 (q) of this Ordinance.

(9) The permit holder fails to begin operating the for-hire vehicle for which the permit is first approved within ninety (90) days after the approval date.

(10) The permit holder has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any infraction, misdemeanor, or felony involving force and violence, or any crime reasonably and rationally related to the paratransit industry or any similar business operation which bears upon the integrity or ability of the applicant or permit holder to operate a for-hire vehicle business and transport passengers, unless five (5) years shall have elapsed from the date of discharge from a penal institution or the satisfactory completion of probation for such conviction.

(11) The permit holder has been convicted of a crime that would require a person to register as a sex offender under the California Penal Code. For purposes of this section, a plea or verdict of guilty, a finding of guilt by a court, a plea of nolo contendere or a forfeiture of bail shall be considered a conviction.

(b) A permit holder shall be notified in writing within 10 working days when a credible complaint has been filed with the Chief Executive Officer by a member of the public where such complaint involves the permit holder, the driver of the permitted for-hire vehicle, or the dispatch service to which the permit holder is subscribed. It shall be the responsibility of the permit holder to investigate the complaint and report in writing to the Chief Executive Officer within 30 days the result of the investigation and any corrective action taken or proposed. Where the complainant has agreed to the sharing of their identity, the results of the investigation, findings, and actions shall be communicated to the complainant.

(c) In the event the Chief Executive Officer finds a permit holder has failed to responsibly respond to notification of complaints or to initiate corrective action, the Chief Executive Officer shall issue a notice of proposed adverse action to the permit holder. If the circumstances of the complaint or subsequent investigation so warrant, the Chief Executive Officer may issue a notice of adverse action to a driver independently of or in conjunction with any adverse action proposed to the permit holder. The Chief Executive Officer shall refer to the Administrative Penalty Guidelines in determining a proposed adverse action.

(d) The permit holder or driver in receipt of a notice of proposed adverse action shall be given the opportunity to appear for an informal hearing before the Chief Executive Officer or designated representative. Failure to appear will constitute waiver of the hearing. Following the hearing or waiver thereof, the Chief Executive Officer shall issue the notice of adverse action if justified by the facts. If the Chief Executive Officer determines that the performance of the permit holder or driver involves criminal activity or constitutes a serious degradation of the public safety, convenience, or necessity, a notice of adverse action may be issued and the action effected without hearing.

(e) Upon a finding by the Chief Executive Officer that a permit holder falls within the provisions of this section, the permit holder or driver shall be notified that his or her permit has been subjected to an adverse action and that the matter is such that the action may be appealed. In lieu of an action provided for in the Administrative Penalty Guidelines, the Chief Executive Officer may impose a fine or a fine and a period of suspension for any violation(s) of this Ordinance.

(Section 1.13 amended 2/14/2019)

(Section 1.13 amended 11/8/2018, effective 1/1/2019)

(Section 1.13 amended 12/14/2017)

(Section 1.13 amended 10/13/2016)

(Section 1.13 amended 5/12/2016)

(Section 1.13 amended 8/7/2003)

(Section 1.13 amended 11/14/2002)

(Section 1.13 amended 6/24/1999)

Section 1.14 - Suspension and Revocation of Driver's Identification Cards

(a) Driver's identification cards issued by the Sheriff may be suspended or revoked by the Chief Executive Officer at any time in case:

(1) The Chief Executive Officer finds the driver's past record to be unsatisfactory with respect to satisfying the provisions of this Ordinance; or

(2) The driver fails to comply with the applicable provisions of this Ordinance; or

(3) Circumstances furnish grounds for the denial, suspension, revocation or refusal to renew the driver's identification card by the Sheriff under the terms of the applicable Ordinance of the County of San Diego; or

(4) His/her California Driver's License is revoked or suspended; or

(5) The driver is convicted of reckless driving or driving while under the influence of intoxicating liquors and/or narcotics; or

(6) The driver has been convicted of assault, battery, resisting arrest, solicitation of prostitution, any crime involving force and violence, or reasonably and rationally is related to the ability or integrity of the driver to operate a for-hire vehicle or transport passengers; or

(7) The driver has ever been convicted of a crime that requires registration under the California Penal Code as a sex offender.

(b) For purposes of Subsections (a) (1) through (a) (6) of this section, a plea of nolo contendere, or a forfeiture of bail shall be considered a conviction if it occurred within the five (5) years immediately preceding the date of application for a permit or identification card.

(c) Notwithstanding a driver's possession of a valid taxicab or LSV driver identification card, the Chief Executive Officer may deny, suspend, revoke, or refuse to renew the driver's privilege to operate a for-hire vehicle in the City if the driver falls within the provisions of this section. The Chief Executive Officer shall send a notice of prohibition the date postmarked to operate a taxicab or LSV to any holder of a Sheriff's driver identification card who is ineligible under Subsection (a) to operate a for-hire vehicle within the City limits. The notice of prohibition shall be appealable in accordance with Section 1.16.

(Section 1.14 amended 10/10/2019)

(Section 1.14 amended 5/12/2016)

(Section 1.14 amended 8/7/2003)

(Section 1.14 amended 11/14/2002)

(Section 1.14 amended 6/24/1999)

Section 1.15 - Surrender of Medallion

(a) When a permit has been suspended or revoked, the operation of any for-hire vehicle authorized by such permit shall cease, and its medallion surrendered immediately to the Chief Executive Officer.

(Section 1.15 amended 11/14/2002)

Section 1.16 - Right of Administrative Appeal from Denial, Suspension or Revocation of Permit or Driver's Identification Card or Related Adverse Action

(a) The permit holder or driver shall be notified that he or she may file with the Chief Executive Officer a written administrative appeal ten (10) days after delivery of the notice of revocation or suspension, or the denial of a license, permit, or driver's identification card issued by the Sheriff, the notice of prohibition to operate or the imposition of a fine. The permit holder or driver shall set forth in the appeal the reasons why such action is not proper.

(b) If no administrative appeal is filed within the proper time, the permit or driver's identification card issued by the Sheriff shall be considered revoked, suspended or denied, and shall be surrendered, the fine be imposed, as applicable, or the notice of prohibition to operate take effect.

(c) Except as provided in Subsection (d), once an administrative appeal is filed, the revocation or suspension of the permit or driver's identification card issued by the Sheriff, the effect of the notice of prohibition to operate, or the imposition of the fine shall be stayed pending the final determination of the administrative appeal.

(d) If, in the Chief Executive Officer's opinion, the continued operation of a for-hire vehicle or possession of a driver's identification card issued by the Sheriff represents an unsafe condition for any passenger or pedestrian, the revocation or suspension of the related permit, driver's identification card, or the effect of any notice of prohibition to operate shall not be stayed. A revocation or suspension of a permit imposed for failure to comply with Section 1.8 (f) or Section 1.9 is rebuttably presumed to represent an unsafe condition pending the determination of the appeal or the correction of the violation, whichever shall occur first. Notwithstanding, no medallion shall be reaffixed to a vehicle until the violation under Sections 1.8 (f) or 1.9 has been corrected.

(Section 1.16 amended 10/10/2019)

(Section 1.16 amended 8/7/2003)

(Section 1.16 amended 11/14/2002)

Section 1.17 - Procedure Upon Administrative Appeal

(a) When an appeal is filed, the Chief Executive Officer shall review the appeal, and based on additional information provided therein, may revise the findings and penalty; in accordance with the additional information provided; or cause the appeal to be assigned to a Hearing Officer, who shall expeditiously schedule the hearing before him/her.

(1) The Chief Executive Officer shall use California Department of General Services, Office of Administrative Hearings Administrative Law Judges as Hearing Officers. The assignment of Administrative Law Judges as Hearing Officers shall be determined by the California Department of General Services, Office of Administrative Hearings.

(2) The Hearing Officer shall be a member of the California State Bar and shall not be an MTS employee.

(b) The appellant and the Chief Executive Officer or designate shall each have the right to appear in person and be represented by legal counsel, to receive notice, to present evidence, to call and cross-examine witnesses under oath, and to present argument.

(c) An appellant may select an individual to interpret for them. MTS will not pay any costs or be held responsible for any aspect of the interpreter's ability to accurately interpret the hearing.

(1) The Hearing Officer shall have the power to compel attendance of witnesses and documents by subpoena, in accordance with state law.

(2) The formal rules of evidence need not apply, and any relevant evidence that is the sort of evidence upon which responsible persons are accustomed to rely in the conduct of serious affairs shall be admissible. Hearsay evidence may be considered by the Hearing Officer, but no findings may be based solely on hearsay evidence unless supported or corroborated by other relevant and competent evidence. The formal exceptions to the hearsay rule shall apply.

(d) The Chief Executive Officer shall promulgate supplementary rules and procedures for the conduct of the hearing, the forms of notice and proceedings, and the preparation and submission of the record.

(e) The decision of the Hearing Officer shall be the final administrative remedy and shall be binding upon the parties to the appeal.

(f) If the Hearing Officer decides to suspend or revoke a permit or driver's identification card, the appellant shall immediately surrender the medallion or driver's identification card to the Chief Executive Officer.

(Section 1.17 amended 5/12/2016)

(Section 1.17 amended 11/15/2012)

Section 1.18 - Exceptions to Provisions

(a) The provisions of this Ordinance do not apply to:

(1) a vehicle properly licensed under the jurisdiction of the California Public Utilities Commission (CPUC) unless such vehicle also provides transportation services regulated by MTS under this Ordinance;

(2) public transit vehicles owned, operated, or contracted for by MTS and operators and drivers of such vehicles;

(3) a vehicle properly licensed by the State or County as an ambulance, and its driver if properly licensed by the California Highway Patrol pursuant to Vehicle Code section 12527 (i.e. for-hire driver for an ambulance); or

(4) a vehicle properly regulated by the California Highway Patrol pursuant to Vehicle Code sections 34500 et seq. (i.e. bus, schoolbuses, school pupil activity buses, or youth buses), and its driver if properly licensed by the California Highway Patrol pursuant to Vehicle Code sections 12523.6 (i.e. for-hire driver of vehicles for developmentally disabled) or 12517.3 (i.e. for-hire driver for a schoolbus, school pupil activity bus, or youth bus).

(b) For compliance purposes, MTS inspectors may inspect all vehicles listed in Section 1.18 (a) to ensure they are not exceeding the authority granted by their license or operating as unlicensed private- hire transportation provider.

(Section 1.18 amended 10/10/2019)

(Section 1.18 amended 12/14/2017)

(Section 1.18 amended 5/12/2016)

(Section 1.18 amended 11/15/2012)

(Section renumbered to 1.18 9/24/1998)

(Section 1.17 amended 1/12/1995)

(Section 1.17 amended 6/24/1993)

Section 1.19 - Chief Executive Officer's Authority to Adopt Rules and Promulgate a Schedule of Fines

(a) Except where Board action is specifically required in this Ordinance, the Chief Executive Officer may adopt any rules and regulations reasonable and necessary to implement the provisions of this Ordinance. The Chief Executive Officer shall promulgate a schedule of administrative fines and penalties for violations of this Ordinance in lieu of the revocation or suspension of a permit or identification card issued by the Sheriff, a copy of which schedule shall be filed with the Clerk of the Board.

(Section 1.19 amended 10/10/2019)

(Section renumbered to 1.19 9/24/1998)

Section 1.20 - Americans with Disabilities Act

(a) Permit holders, vehicles, and drivers are required to comply with the requirements of the federal Americans with Disabilities Act (ADA), and ADA regulations are hereby incorporated into MTS Ordinance No. 11 by reference. A violation of ADA requirements is a violation of this Ordinance and subject to a fine or suspension or revocation or a combination.

(Section renumbered to 1.20 9/24/1998)

(Section 1.19(a) was added 4/10/1997)

SECTION 2.0 - TAXICABS AND/OR LSVs

Section 2.1 - Types of Service

(a) A taxicab or LSV is authorized to provide exclusive ride and group ride service.

(Section 2.0 and 2.1 amended 8/7/2003)

Section 2.2 - Rates of Fare

(a) After a noticed and open public hearing of the Taxicab Advisory Committee, MTS shall establish a maximum rate of fare for exclusive ride and group ride hire of taxicabs and/or LSVs ~~except for trips from San Diego International Airport~~. A permit holder may petition the Board for any desired change in the maximum taxicab or LSV rates for exclusive ride and/or zone rates and group ride hire.

(b) Taxicab trips from San Diego International Airport shall not be charged more than the authorized maximum rate of fare. Notwithstanding, rates for trips originating at the airport may include an extra charge equal to the Airport Access Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. The extra charge may only be charged to the passenger by visually identifying the Airport Access Fee on the taxicab meter. A driver may not verbally request payment. All taxicabs utilizing the Airport Access Fee must have a decal, approved by the Chief Executive Officer and the County of San Diego Office of Weights and Measures. The decal shall identify and accurately describe the extra charge consistent with regulatory requirements.

(c) All taxicabs shall accept major credit cards including, but not limited to, VISA, MasterCard, American Express, and Discover. Credit Card fees shall not be passed onto passengers.

(d) The taxicab permit holder or taxicab driver shall disclose fares, fees or rates to the passenger. The taxicab permit holder or taxicab driver may disclose by website, mobile telephone application or telephone orders.

(e) It shall be unlawful for a permit holder or driver to operate any taxicab in the City or County, unless the vehicle is equipped with a Taximeter that meets the requirements of the State of California.

(1) If Hard Meter, each taxicab permit holder shall have the Taximeter set by properly licensed personnel for the rate that he/she will charge and have the Taximeter sealed and inspected.

(2) If Soft Meter, a certificate of approval must be provided by the California Department of Food and Agriculture Division of Measurement Standards

(3) The Taximeter shall calculate fares upon the basis of a combination of mileage traveled and time elapsed. When operative with respect to fare indication, the fare-indicating mechanism shall be actuated by the mileage mechanism whenever the vehicle is in motion at such a speed that the rate of mileage revenue equals or exceeds the time rate, and may be actuated by the time mechanism whenever the vehicle speed is less than this, and when the vehicle is not in motion.

(4) Waiting time shall include all time when a taxicab occupied or engaged by a passenger is not in motion or is traveling at a speed which is slow enough for the time rate to exceed the mileage rate. Waiting time will also include the time consumed while standing at the direction of the passenger or person who has engaged the taxicab.

(5) It shall be the duty of every permit holder operating a taxicab to keep the Taximeter in proper condition so that the Taximeter will, at all times, correctly and accurately

indicate the charge for the distance traveled and waiting time. The Taximeter shall be at all times subject to the charge for the distance traveled and waiting time.

(6) The Taximeter shall be at all times subject to inspection by an MTS inspector or any peace officer. The MTS inspector or peace officer is hereby authorized at his or her instance or upon complaint of any person to investigate or cause to be investigated the Taximeter, and upon discovery of any inaccuracy in the Taximeter, or if the Taximeter is unsealed, to remove or cause to be removed the vehicle equipped with this taximeter from the streets of the City until the Taximeter has been correctly adjusted and sealed. Before being returned to service, the vehicle and Taximeter must be inspected and approved by the Chief Executive Officer.

(7) Any device repairperson who places into service, repairs, or recalibrates a Taximeter shall record the tire size and pressure of the drive wheels of that vehicle, as tested, on the repair person's sticker.

(8) It shall be the duty of the permit holder to ensure the proper device repair person's sticker is affixed to the Taximeter and to ensure the tires are the proper size.

(f) It shall be unlawful for any driver of a taxicab, while carrying exclusive or group ride passengers, to display the flag or device attached to the Taximeter in such a position as to denote that the vehicle is for hire, or is not employed, or to have the flag or other attached device in such a position as to prevent the Taximeter from operating. It shall be unlawful for any driver to throw the flag into a position which causes the Taximeter to record when the vehicle is not actually employed, or to fail to throw the flag or other device into non-recording position at the termination of each and every service.

(g) The Taximeter shall be so placed in the taxicab that the reading dial showing the amount of fare to be charged shall be well-lighted and easily readable by the passenger riding in such taxicab.

(h) It shall be unlawful for any permit holder and/or driver of a taxicab or LSV to demand of a passenger a charge for hire which is greater than the current maximum rate approved by the Board pursuant to Section 2.2 (a) or (b) of this Ordinance.

(i) Except as provided in this section, it shall be unlawful for any permit holder and/or driver to demand of a passenger a charge for hire which is greater than the permit holder's meter rate pursuant to Sections 2.1 (a), or 2.2 (c) of this Ordinance.

(j) Nothing in this Ordinance shall preclude a dispatch service, permit holder, or driver from agreeing with prospective passenger(s) to a rate of fare which is equal to or less than the permit holder's posted maximum rates of fare if the agreement is entered into in advance of the passenger(s) hiring the taxicab for the trip. To ensure the fare agreement is equal to or less than the maximum rates of fare, the taximeter shall remain in recording position until the termination of the trip.

(Section 2.2 amended 12/12/2019)

-(Section 2.2 amended 11/8/2018, effective 1/1/2019)

(Section 2.2 amended 12/14/2017)

(Section 2.2 amended 5/12/2016)

(Section 2.2(c)(2)amended 11/15/2012)

(Section 2.2(b) amended 4/19/2012)

(Section 2.2 amended 8/7/2003)

(Section 2.2 amended 5/8/2003)
(Section 2.2 amended 11/14/2002)
(Section 2.2 amended 6/24/1999)
(Section 2.2 amended 9/24/1998; Section 2.2c operative May 1, 1999)
(Section 2.2 amended 10/30/1997)
(Section 2.2 amended 4/10/1997)

Section 2.3 - Equipment and Specifications

(a) No taxicab shall be operated until the taximeter thereon has been inspected, tested, approved and sealed, if applicable, by an authorized representative of the State of California, and thereafter so maintained in a manner satisfactory to the Chief Executive Officer.

(b) Each taxicab may be equipped with a device which plainly indicates to a person outside the taxicab whether the taximeter is in operation or is not in operation.

(c) Mandatory Exterior Markings: The permit holder must display one of the following exterior markings schemes on each taxicab:

(1) Exterior Marking Scheme 1: The following must be displayed if in use of Exterior Marking Scheme 1:

(A) The permit holder's trade name shall be painted or permanently affixed in letters and numerals four (4) inches high all on one line on the upper third part of both rear doors or both rear quarter panels utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the trade name does not fit on one line utilizing four (4) inch lettering, the trade name lettering must be as large as possible, up to four (4) inches in height, to enable the trade name to fit on one line.

(B) The medallion number shall be painted or permanently affixed, on both rear doors or both rear quarter panels, one (1) inch below the permit holder's trade name, six (6) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(2) Exterior Marking Scheme 2: The following must be displayed if in use of Exterior Marking Scheme 2:

(A) The permit holder's trade name shall be painted or permanently affixed in letters and numerals four (4) inches high all on one line on the upper third part of both front doors utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the trade name does not fit on one line utilizing four (4) inch lettering, the trade name lettering must be as large as possible, up to four (4) inches in height, to enable the trade name to fit on one line.

(B) The medallion number shall be painted or permanently affixed, on both front doors, one (1) inch below the permit holder's trade name, six (6) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(C) The permit holder's trade name and medallion number shall be painted or permanently affixed on the rear of the taxicab, four (4) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability. In the event the rear of the vehicle does not have four inches of vertical space for the trade name and medallion number, the rear lettering may be less than four inches, provided that it is easily readable from a distance of 50 feet.

(d) Optional Exterior Vehicle Markings. The permit holder has the option of choosing to post any combination of the below-listed five options on his or her taxicab which must be posted only at the specific location and in the size noted.

(1) Trade Name Logo. If the permit holder chooses to display his or her trade name logo, the trade name logo shall be posted only on the rear portion of both side rear quarter panels.

(2) Dispatch Service Provider. If the permit holder chooses to display the dispatch service provider name or logo, the dispatch service provider name or logo cannot utilize the words "cab" or taxi." The dispatch service provider name or logo must be displayed only on the rear portion of both side rear quarter panels.

(3) Telephone Number. If permit holder chooses to display a telephone number, the telephone number must be no more than three (3) inches in height and posted only on the top front portion of both front side quarter panels.

(4) "Driver Carries Only \$_____ Change". If the permit holder chooses to post "Driver Carries only \$_____ Change", postings must be located only on rear quarter panels near the rear door but clear of the rates of fare.

(5) "Leased to Driver". If permit holder chooses to post "Leased to Driver," it must be posted only on both side rear quarter panels near the rear door but clear of the rate of fares in lettering no larger than 1 inch.

(6) Body Numbers. If the permit holder chooses to post an internally assigned body number, different from the medallion number, the body number shall be posted in one (1) inch numerals on the front and rear bumpers.

(e) All other exterior vehicle markings are prohibited unless they are directly related to the permit holder's business and pre-approved by the Chief Executive Officer.

(f) All taxicabs shall be equipped and operated so that they may be dispatched by two-way radio or two-way electronic communication, monitored by a dispatcher, in response to a telephone or other request for service by a prospective passenger.

(1) Means of dispatch device must be turned on, and audible to driver, at all times the taxicab is in service.

(2) Dispatch equipment, such as a two-way radio, cellular phone or tablet, shall be securely mounted within the vehicle in such a way to be visible to peace officers and MTS inspectors and allow for hands-free operation while the vehicle is in motion.

(g) If radio dispatch capability is utilized, the dispatch service must abide by the following: the radio dispatch capability described in paragraph (d) of this section must be provided so as to conform to the regulations of the Federal Communications Commission (FCC) pertaining to Land Transportation Radio Services. Failure to conform to those regulations will additionally constitute a failure to meet the requirements of this section.

(1) The current valid FCC license shall be on file with MTS.

(2) Taxicab permit holder shall provide current proof the radio or electronic device has passed inspection by an MTS-approved inspector.

(3) Taxicab radios shall have the capability to receive or transmit only on frequencies specified in the FCC license of the radio service subscribed to by the permit holder.

(h) Each permit holder shall equip each permitted taxicab with a device capable of electronically processing credit card transactions. The device must be visible to all passengers and must allow the passenger to operate the payment device independently of the driver, without having to hand the credit card to the driver. The device must be fully operational at all times. The permit holder ~~or dispatch service~~ or driver shall be the merchant of record associated with the device. Any means of electronic credit card acceptance is acceptable so long as it complies with the provisions set forth in Section 1.8 (r).

(Section 2.3 amended 12/12/2019)

(Section 2.3 amended 11/8/2018, effective 1/1/2019)

(Section 2.3 amended 12/14/2017)

(Section 2.3 amended 10/13/2016)

(Section 2.3 amended 5/12/2016)

(Section 2.3 amended 2/12/2015)

(Section 2.3 amended 11/15/2012)

(Section 2.3 amended 6/27/2002)

(Section 2.3 amended 9/24/1998; Section 2.3c operative May 1, 1999)

(Section 2.3 amended 6/27/1991; effective 7/27/1991)

(Section 2.3 amended 4/10/1997)

Section 2.4 - Operating Regulations

(a) Operating regulations shall be promulgated and adopted from time to time by resolution of the Board. These resolutions will have the force of law and will be published and processed as though set forth in this Ordinance.

(b) Any driver employed to transport passengers to a definite point shall take the most direct route possible that will carry the passenger to the destination safely and expeditiously.

(c) A failure of the driver of any taxicab or LSV to assist a passenger with the loading or unloading of a reasonable size, number, and kind of passenger luggage or other items, when requested to do so, shall be specifically defined as a violation of this section.

(1) A driver is not required to lift any single piece of passenger luggage or other item that exceeds 25 pounds in weight. The requirement for loading or unloading assistance shall be limited to retrieval from or deposit onto the nearest curbside adjacent to the legally parked taxicab or LSV. A sign in the form of a transparent decal may be affixed to the rear-

door, side window stating that, "DRIVER IS NOT REQUIRED TO LOAD LUGGAGE IN EXCESS OF 25 POUNDS PER ITEM OR OF A SIZE OR KIND THAT WILL NOT SAFELY FIT IN THE DESIGNATED LUGGAGE AREA OF THIS VEHICLE."

(2) A driver with a lawful disability that prevents him/her from handling items as defined in subsection (2) above is, upon submission of proof of such disability, relieved of responsibility for the requirements of subsection (2). A driver so situated may affix a small sign either in the passenger section of the vehicle to be clearly visible to a rear seat passenger or on the inside of the trunk cover lid stating that, "DRIVER HAS DISABILITY THAT PREVENTS HANDLING OF LUGGAGE."

(d) It shall be unlawful for taxicab operators to refuse or discourage a prospective or actual fare based upon trip length within City or County, or method of payment. Driver shall not refuse payment by credit card.

(1) A vehicle designated as an LSV may refuse a prospective or actual fare if the trip distance is outside allowed areas of operations.

(2) A failure to promptly dispatch (within the standards required by Sections 2.6(a)(1), (2), and (3) of this Ordinance), or any action by a driver of any taxicab or LSV to refuse or discourage a prospective or actual passenger who must transport foodstuffs or who must meet a medical appointment, irrespective of trip length, shall be specifically defined as a violation of this section so long as that prospective passenger has notified the dispatch service of this circumstance at the time a request for taxi service was made.

(e) No driver of any taxicab or LSV shall stop, park, or otherwise leave standing a taxicab or LSV on the same side of the street in any block in which taxicabs or LSVs are already stopped, parked, or otherwise standing except the taxicab or LSV may actively unload in a passenger loading zone or be parked in a marked taxi/LSV stand.

(f) No driver shall stop, park or otherwise leave standing a taxicab or LSV within one-hundred (100) feet of any other taxicab or LSV except in a marked taxi/LSV stand or while actively loading or unloading passengers.

(g) An out-of-service sign must be displayed when the taxicab or LSV is not available for hire and is being operated or is lawfully parked for purposes of maintenance, inspection, or personal use. The sign must be placed in a location in the vehicle that is clearly visible from the exterior of the vehicle. The sign must be of durable material and written in block letters in black ink and easily readable from a distance of not less than ten (10) feet.

(h) A taxicab driver may seek passengers by driving through any public street or place without stops, other than those due to obstruction of traffic, and at such speed as not to interfere with or impede traffic.

(i) It shall be unlawful, however, for the driver to seek passengers by stopping at or driving slowly in the vicinity of an entertainment center or transportation center or any other location of public gathering, in such a manner as to interfere with public access to or departure from that center or location, or so as to interfere with or impede traffic.

(j) It shall also be unlawful for a taxicab or LSV driver, having parked and left his or her taxicab or LSV, to solicit patronage among pedestrians on the sidewalk, or at any entertainment center, transportation center, or other location of public gathering.

(k) No person shall solicit passengers for a taxicab or LSV other than the driver thereof; however, the Chief Executive Officer may authorize a dispatcher to solicit passengers and assist in loading passengers at such times and places as, in his or her discretion, public service and traffic conditions require.

(l) It shall be unlawful for the driver or operator of any taxicab or LSV to remain standing in any established taxicab or LSV stand or passenger loading zone, unless the driver or operator remains within twelve (12) feet of his or her taxicab or LSV, except when the driver or operator is actually engaged in assisting passengers to load or unload.

(m) Only paying passengers and persons specifically authorized by the Chief Executive Officer may occupy a taxicab or LSV that is already occupied by a paying passenger. No driver, once a paying passenger has occupied the taxicab or LSV, shall permit any other nonpaying passenger to occupy or ride in the taxicab or LSV.

(n) It shall be unlawful to respond to a call for service dispatched to another operator except when an LSV refers service to another operator because the trip distance is outside of the approved area of jurisdiction.

(o) The taxicab or LSV driver shall maintain a daily trip log which shall be available for inspection upon request by any peace officer or MTS inspector. The trip log will accurately show the driver's name, taxicab or LSV number, date, time, beginning odometer reading, starting and ending locations, type of service provided, and fare paid for each trip provided.

(1) The daily trip log shall consist, at a minimum, of a five- by seven-inch paper form retained on a stiff-board writing surface with ruled lines and columns sufficient to contain the required information. All entries will be in black or dark blue ink, block letters, and be clearly legible. Colored paper that is lightly shaded is allowed provided there is sufficient contrast for entries to be easily read. Onboard electronically generated reports that meet the legibility requirements are acceptable.

(2) The driver shall deliver trip logs to the permit holder upon request or at a weekly interval, whichever is less.

(3) If a taxicab, the trip log shall be retained for at least 18 months.

(p) All operating regulations set forth in Section 1.8 apply.

(q) The permit holder or the driver of the taxicab shall notify the passenger of the applicable rate prior to the passenger accepting the ride for walkup rides and street hails. The rate may be provided on the exterior of the vehicle, with an application of a mobile phone, device, or other internet-connected device, or be clearly visible in either print or electronic form inside the taxicab.

(Section 2.4 amended 11/8/2018, effective 1/1/2019)

(Section 2.4 amended 12/14/2017)

(Section 2.4 amended 10/13/2016)

(Section 2.4 amended 5/12/2016)

(Section 2.4 amended 2/12/2015)

(Section 2.4 amended 11/15/2012)

(Section 2.4 amended 8/7/2003)

(Section 2.4 amended 11/14/2002)

(Section 2.4 amended 6/24/1999)

(Section 2.4 amended 2/13/1997)

(Section 2.4 amended 6/27/1991; effective 7/27/1991)

Section 2.5 - Stands

(a) The Chief Executive Officer may establish, locate and designate shared use taxicab/LSV stands for one or more taxicabs/LSVs, which stands when so established shall be appropriately designated "Taxis/LSVs Only." The operating regulations of this Ordinance shall apply to such stands and to taxicab/LSV stands established by the San Diego Unified Port District in areas under its jurisdiction within the City.

(b) Each taxicab or LSV stand established hereunder may be in operation twenty-four (24) hours of every day, unless otherwise specified by the Chief Executive Officer.

(c) Any individual, partnership, association, or other organization may petition MTS requesting that a new taxicab/LSV stand be established, or that the location of an existing taxicab/LSV stand be changed to another location. A nonrefundable filing fee to be determined by the Chief Executive Officer must be paid at the time the petition is submitted.

(d) It shall be unlawful for a vehicle other than a taxicab or LSV with a proper MTS taxicab or LSV permit to occupy a taxi/LSV stand.

(e) LSVs may only occupy taxicab stands that are specially signed, designated their approved use.

(Section 2.5 amended 11/15/2012)

(Section 2.5 amended 8/7/2003)

Section 2.6 - Dispatch Services

(a) In order to provide taxicab dispatch service required by Section 2.3(d, e), the dispatch service organization adding or changing subscribers after July 1, 1991 shall establish and conform to written policies and procedures concerning the following:

- (1) Standard time elapse for answering the telephone service-request line(s).
- (2) Standard time elapse for the taxicab's arrival at requested pick-up location.
- (3) Passenger's request for a specific driver ("personals").
- (4) Additional two-way communication devices (mobile or cellular phones) in taxicabs
- (5) Lost and found for passengers' items.
- (6) Assignment of vehicle body numbers.
- (7) Immediately notify the permit holder of all lost items and inquiries.

Current written policies and procedures shall be available to subscribers from the radio dispatch organization, and on file with MTS.

(b) Taxicab service organizations shall, 24 hours a day, have dispatch staff on duty at the business location, which must be a preapproved physical address, answer telephone- request line(s), properly dispatch those requests to all members, provide radio response to all licensed radio frequencies/channels, and respond to direct requests from drivers, permit holders, and MTS as well as law enforcement and local regulatory agencies.

(c) Taxicab dispatch services shall keep written records of all requests for taxi service, calls dispatched, and the time(s) each taxicab goes in and out of service. These records shall be kept on file for a minimum of six (6) months, and made available to MTS, upon request.

(d) No person, partnership, corporation, association, other organization providing radio or other dispatch service shall dispatch a request for service to a driver, owner, or vehicle unless the driver, owner, and vehicle are properly licensed to provide the service requested.

(e) The Chief Executive Officer may, at any time, revoke or suspend the taxicab privileges of or fine any person, partnership, corporation, association, other organization providing radio or other dispatch service that violates a provision of this ordinance.

(Section 2.6 amended 11/8/2018, effective 1/1/2019)

(Section 2.6 amended 12/14/2017)

(Section 2.6 amended 10/13/2016)

(Section 2.6 amended 11/15/2012)

(Section 2.6 amended 8/7/2003)

(Section 2.6 amended 9/24/1998)

(Section 2.6 added 6/27/1991; effective 7/27/1991)

Section 2.7 - Driver Safety Requirements

(a) No taxicab vehicle shall be operated unless such vehicle is equipped with an emergency signaling device approved by the Chief Executive Officer.

(b) No taxicab vehicle may be operated with window tinting, shades, or markings that could interfere with a clear view of the cab interior from the outside, unless equipped by the vehicle manufacturer and approved by an MTS inspector.

(c) Taxicab dispatch services required by Section 2.3 shall at all times have a dispatch staff person on duty who has successfully completed a driver safety training course approved by the Chief Executive Officer.

(d) The use of a cellular phone or other similar electronic device by drivers is prohibited at all times when the vehicle is in motion. Otherwise, California Vehicle Code rules apply.

(Section 2.7 amended 11/8/2018, effective 1/1/2019)

(Section 2.7 amended 12/14/2017)

(Section 2.7 amended 10/13/2016)

(Section 2.7 amended 5/12/2016)

(Section 2.7 amended 11/15/2012)

(Section 2.7 amended 8/7/2003)

(Section 2.7 added 9/24/1998)

Section 2.8 – Prearranged Trips by Taxicabs

(a) A Prearranged Trip shall mean a trip using an online enabled application, dispatch or Internet Web site.

(b) A MTS taxicab permit holder may provide Prearranged Trips anywhere within San Diego County.

(c) A taxicab not permitted by MTS, but permitted by another authorized agency within San Diego County, may provide Prearranged Trips within City or County. MTS will not require such a taxicab to apply for a permit with MTS if the taxicab is not Substantially Located in City or County. MTS will require such a taxicab to comply with mechanical safety regulations within Section 1.8 (f) as a public health, safety and welfare measure.

(Section 2.8 amended 2/14/2019)

(Section 2.8 added 11/8/2018, effective 1/1/2019)

SECTION 3.0 - CHARTER VEHICLES

Section 3.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for charter services.

(b) If a permit holder desires to change the rates of fare being charged for charter services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for charter services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(d) The rates of fare shall be established by a prearranged written contract on a per-mile or per-hour basis.

(Section 3.1 amended 4/10/1997)

Section 3.2 - Operating Regulations

(a) It shall be unlawful for any charter vehicle to remain standing on any public street in the City, except such reasonable time necessary when enabling passengers to load or unload.

(b) It shall be unlawful for any person, either as owner, driver, or agent, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway or airport, or light rail transit station.

(c) The charter for-hire vehicle driver shall maintain a daily trip log which shall be available for inspection upon request by any peace officer or MTS inspector. The trip log will accurately show the driver's name and the medallion number on the vehicle. In addition, the trip log shall identify the scheduling parties by name, date, and time of the prearranged hire. If the trip is medical in nature, the passenger's name may be omitted.

(d) All other operating regulations defined in Section 1.8 apply.

(Section 3.2 amended 12/14/2017)
(Section 3.2 amended 11/14/2002)

SECTION 4.0 - SIGHTSEEING VEHICLES

Section 4.1 - Rates of Fare

- (a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder of sightseeing vehicle services.
- (b) If a permit holder desires to change the rates of fare being charged for sightseeing services during any calendar year, the permit holder shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said changes.
- (c) No permit holder shall charge any rate of fare for sightseeing services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.
- (d) The rate of fare shall be established on a per capita or per event basis.

(Section 4.1 amended 11/8/2018, effective 1/1/2019)
(Section 4.1 amended 4/10/1997)

Section 4.2 - Operating Regulations

- (a) It shall be unlawful for any sightseeing vehicle to remain standing on any public street in the City, except such reasonable time necessary when enabling passengers to load or unload.
- (b) It shall be unlawful for any person, either as owner, driver, or agent, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway or airport, or light rail transit station.
- (c) All other operating regulations defined in Section 1.8 apply, except Section 1.8 (v).

SECTION 5.0 - NONEMERGENCY MEDICAL VEHICLES

Section 5.1 - Rates of Fare

- (a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for nonemergency medical vehicle services.
- (b) If a permit holder desires to change the rates of fare being charged for nonemergency medical vehicle services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.
- (c) No permit holder shall charge any rate of fare for nonemergency medical vehicle services unless said rates are on file with the Chief Executive Officer as aforesaid.

(d) The rate of fare for exclusive ride service shall be established on a per capita plus per mile basis.

(e) The rates of fare for shared ride service shall be established on a per capita plus per mile basis, or on a per capita plus per zone basis.

(Section 5.1 amended 12/14/2017)

(Section 5.1 amended 4/10/1997)

Section 5.2 - Operating and Equipment Regulations

(a) It shall be unlawful for any nonemergency medical vehicle to remain standing on any public street in the City, except when enabling passengers to load or unload.

(b) All other operating regulations defined in Section 1.8 apply.

(c) Special equipment on a nonemergency medical vehicle shall, at all times the vehicle is in operation, be in proper working order. Such vehicles equipped with wheelchair ramps or lifts shall have proper device(s) to secure each wheelchair on board.

(d) The permit holder is responsible for ensuring that the driver of a nonemergency medical vehicle is properly trained:

(1) in the use of any of the vehicle's special equipment;

(2) concerning supervision of or assistance to the disabled passengers whom the driver is to transport.

(Section 5.2 amended 6/22/1995)

(Section 5.2 amended 6/24/1993)

Section 5.3 - Driver Identification Cards

In addition to the requirements set forth in Section 1.12, nonemergency medical vehicle drivers shall acquire and maintain valid proof of proper first-aid and CPR training.

(Section 5.3 added 6/24/1993)

SECTION 6.0 - JITNEY VEHICLES

Section 6.1 - Rates of Fare

(a) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for jitney services.

(b) If a permit holder desires to change the rates of fare being charged for jitney services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(c) No permit holder shall charge any rate of fare for jitney services unless said rates are on file with the Chief Executive Officer and duly displayed.

- (d) The rates of fare shall be established on a per capita basis.

(Section 6.1 amended 11/8/2018, effective 1/1/2019)

(Section 6.1 amended 4/10/1997)

Section 6.2 - Jitney Routes

(a) A permit holder who wishes to provide a fixed route service shall apply to the Chief Executive Officer for authorization to serve a defined route with a specific vehicle. No for-hire vehicle may be operated as a jitney until it has met all other requirements of this Ordinance and has been approved for service on a specific fixed route. A jitney may be authorized to serve more than one route; however, a jitney may provide fixed route service on only those routes which the Chief Executive Officer has approved in writing for that vehicle.

(b) The application for a fixed route shall be in writing and shall contain the following information:

- (1) A description of the vehicle(s) which will be utilizing the route;
- (2) A detailed written description of the route, to include starting location, ending location, and the street name and direction of travel for all streets to be used in the route;
- (3) A map in sufficient detail to clearly indicate the proposed route;
- (4) The fare to be charged; and
- (5) Such other information as the Chief Executive Officer may, in his or her discretion, require.

(c) Upon approval of a fixed route by the Chief Executive Officer, the permit holder shall display a representation of the route, the fare, and the permit holder's trade name on each side of the vehicle in letters large enough to be easily read by potential customers in accordance with the standards established by the Chief Executive Officer under Section 6.5 of this Ordinance. Only one (1) route may be displayed on a vehicle at any time.

(d) If a permit holder wishes to alter his or her approved fixed route(s), he or she must apply in writing to the Chief Executive Officer, submitting the information required in Section 6.2 (b).

(e) The Chief Executive Officer may, in his or her discretion, place conditions on the approval of fixed routes.

(f) The Chief Executive Officer may change a route that has been approved previously when the Chief Executive Officer finds it necessary to do so. A change of route may be necessary when a street has been closed temporarily or permanently because of construction, or the direction of a street has been changed, or a street has been vacated, or for similar reasons as determined by the Chief Executive Officer. The Chief Executive Officer shall notify in writing any permit holder whose route has been changed. The Chief Executive Officer's change of a route is subject to appeal under Section 1.16 of this Ordinance.

(g) Except as provided for within this subsection, an approved fixed route may not be transferred to another vehicle or permit holder. A permit holder may receive approval for a vehicle that is replacing a jitney already in service to use the approved fixed routes of the replaced vehicle.

(Section 6.2 amended 11/14/2002)

Section 6.3 – Operating Regulations

(a) It is unlawful for any jitney to remain standing on any public street in the City, except when enabling passengers to load or unload, or except when standing in a jitney holding zone for the time period established by MTS.

(b) It is unlawful for any person including, but not limited to, a jitney owner, driver, or agent thereof, to approach and solicit patronage upon the streets, sidewalks, in any theater, hall, hotel, public resort, railway, airport, or light rail transit station.

(c) A peace officer or MTS inspector may authorize a dispatcher to solicit passengers and assist with loading passengers at such times and places as, in his/her discretion, public service and traffic conditions require.

(d) Except when a driver or operator is actually engaged in assisting passengers to load or unload, a jitney driver or operator must remain within twelve (12) feet of his/her jitney while the jitney is in service.

(e) It is unlawful for a jitney vehicle to operate a fixed route service on other than that route designated by the Chief Executive Officer.

(f) It shall be unlawful for a jitney driver to load or unload passengers in any place other than an authorized jitney stop, bus stop, or passenger loading zone.

(g) All other operating regulations defined in Section 1.8 apply.

(Section 6.3 amended 11/14/2002)

Section 6.4 - Jitney Holding Zones

(a) The Chief Executive Officer may, by resolution, locate and designate holding zones for one (1) or more jitneys, which holding zones when so established, shall be designated by appropriate signs. The operating regulations of Section 6.3 shall apply to any holding zones so established, and to holding zones established by the San Diego Unified Port District in areas under its jurisdiction. The Chief Executive Officer may, by his or her discretion, establish the maximum number of jitneys permitted to remain standing at one time in a holding zone.

(b) Each holding zone established hereunder shall be in operation twenty-four (24) hours of every day, unless otherwise specified by the Chief Executive Officer. The Chief Executive Officer shall adopt written standards to determine whether to allow holding zones to be in operation fewer than twenty-four (24) hours every day. If a holding zone is to be in operation fewer than twenty-four (24) hours every day, the Chief Executive Officer shall cause signs to be posted at or near the holding zone indicating the hours and days of operation.

(c) The Chief Executive Officer may, on his or her own motion, establish holding zones.

(d) Any individual, partnership, corporation, association or other organization may petition MTS requesting that a new holding zone be established. The petition must be filed in

writing with the Chief Executive Officer or his/her designee. The petition must state the reason for the request and the proposed location(s). The Board may approve, deny, or modify the request.

(e) Whether initiated by the Chief Executive Officer under Subsection (c) of this section or by persons described in Subsection (d) of this section, before any holding zone is established, the proposed location of any holding zone must be reviewed by the Traffic Engineer of the City. The Traffic Engineer shall report his/her recommendations to approve, deny, or modify the proposed location in writing to the Chief Executive Officer. The Traffic Engineer's report shall include a statement of reasons supporting the recommendation to the Chief Executive Officer.

(f) The Chief Executive Officer shall, by resolution, establish a maximum time limit for individual jitneys to remain standing in any holding zone. The time limit shall apply uniformly to all holding zones.

(g) It shall be unlawful for a vehicle other than a jitney with a proper MTS jitney permit to occupy a jitney holding zone.

(Section 6.4 amended 11/15/2012)

Section 6.5 - Equipment and Specifications

(a) Each jitney shall bear on the outside, signs clearly designating the route which it serves. The specifications of the sign are subject to the approval of the Chief Executive Officer. The Chief Executive Officer shall adopt written standards for approval or denial of the size of the signs, the location of the signs on the vehicle, the size of the lettering or graphics on the signs, and other specifications that the Chief Executive Officer finds necessary.

(b) All jitney vehicles must bear a trade name and shall be assigned a body number by the permit holder. The trade name and body number so assigned shall be placed on the vehicle in accordance with written standards adopted by the Chief Executive Officer.

Any violation of this Ordinance shall constitute an infraction unless otherwise specified.

SECTION 7.0 – LOW-SPEED VEHICLES

Section 7.1 – Low-Speed Vehicle (LSV) Definition

Low-Speed Vehicles (LSV) shall mean every vehicle that is designated per the requirements of Ordinance No. 11, Section 1.1(r). LSVs may operate by zones and/or a prearranged basis as set forth in Section 1.1 (b) (1)-(5).

(Section 7.1 amended 2/14/2019)

(Section 7.1 amended 11/8/2018, effective 1/1/2019)

(Section 7.0 and 7.1 added 8/7/2003)

Section 7.2 – Establishment of Zones

The Chief Executive Officer shall establish and authorize the use of zones of operation.

(Section 7.2 added 8/7/2003)

Section 7.3 – Zone Rates of Fare

(a) All vehicles permitted as LSV may use two methods of seeking compensation, either by zone rates or on a prearranged basis. Either method may be used when working inside of an approved zone. However, when operating on a prearranged charter basis, within an approved zone, no operator may exceed the maximum number of vehicles that are permitted.

(b) Within thirty (30) calendar days following the issuance of a permit by the Chief Executive Officer, each permit holder shall file a document with the Chief Executive Officer reflecting the rates of fare being charged by said permit holder for LSV services.

(c) When a permit holder desires to change the rates of fare being charged for LSV services during any calendar year, he shall first file a document with the Chief Executive Officer indicating said changes, and no change shall be effective until fourteen (14) days following the filing of said change.

(d) No permit holder shall charge any rate of fare for LSV services unless said rates are on file with the Chief Executive Officer as aforesaid, and duly displayed.

(e) The rates of fare shall be established by a zone and/or prearranged written contract on a per-mile or per-hour basis.

(f) The maximum rates of fare shall be established pursuant to Section 2.2.

(Section 7.3 amended 10/13/2016)

(Section 7.3 added 8/7/2003)

Section 7.4 – Spare Vehicle Policy

(a) The following sets out procedures for LSV permit holders to place a spare vehicle into service as either a temporary replacement for a permitted vehicle that is out of service for recharging or mechanical problems.

(1) Spare LSVs must be marked with the approved company markings.

(2) In place of the medallion number, the spare LSV must be marked "Spare LSV." Where more than one spare LSV is being requested, under the provisions of paragraph 9, the LSVs will be marked "Spare LSV 1," "Spare LSV 2," and so on. The "Spare LSV" marking should be sized to fit in approximately the same space as the medallion number would otherwise be placed with legibility and visibility being the primary criteria.

(3) Spare LSVs must be inspected upon initial issuance and annually thereafter.

(4) All spare LSVs must meet all MTS insurance requirements.

(5) To use a spare LSV that meets the requirements of 1 through 4 above, the permit holder must communicate in writing (facsimile is acceptable), a request to place a spare LSV into service.

The request must state:

(A) the medallion number of the LSV being taken out of service, the reason for being out of service, and the location of the out-of-service LSV; and

(B) the estimated time the spare LSV will be in use.

(6) When the out-of-service LSV is ready to re-enter service, the permit holder must immediately notify MTS in writing (facsimile is acceptable).

(7) The out-of-service LSV may not be required to be reinspected to be placed back into service.

(8) The spare LSV must be removed from service at the time the LSV it has been replacing is placed back into service.

(9) Under normal circumstances, a permit holder may utilize spare LSVs. Permit holders may utilize spare LSVs in a ratio of 3:1 permits held.

(10) Spare LSVs that are placed in service may only operate inside of the MTS-approved zone or zones. A permit holder shall not operate more spare vehicles than he/she has regular permitted vehicles.

(11) A permit holder found to have operated a spare LSV in deliberate violation of these procedures will be subject to immediate suspension/revocation of the permit and the loss of the spare LSV utilization privilege.

(Section 7.4 amended 10/13/2016)

(Section 7.4 amended 10/16/2003)

(Section 7.4 added 8/7/2003)

Section 7.5 – LSV Driver Identification Cards

(a) Refer to Section 1.12 of this Ordinance to reference driver and permit holder ID requirements.

(Section 7.5 added 8/7/2003)

Section 7.6 - Equipment and Specifications

(a) Each LSV shall display whether out of service in accordance with section 2.4 (g) of this Ordinance, which shall indicate to a person outside the LSV whether the LSV is in operation or is not.

(b) Exterior Markings

(1) Mandatory Exterior Vehicle Markings. The medallion number shall be painted or permanently affixed, on the front of the vehicle, one (1) inch below the permit holder's trade name, two (2) inches high, utilizing "Univers" or other Chief Executive Officer pre-approved font in black or white lettering to produce maximum contrast adequately spaced for maximum readability.

(2) Optional Exterior Vehicle Markings. The permit holder has the option of choosing to post any combination of the below-listed five options on his or her LSV which must be posted only at the specific location and in the size noted and are subject to the Chief Executive Officer's approval.

(A) Trade Name Logo. If the permit holder chooses to display his or her trade name logo, the trade name logo shall be posted only on the rear portion of both side rear quarter panels.

(B) Radio Service Provider. If the permit holder chooses to display the radio service provider name or logo, the radio service provider name or logo cannot utilize the words "cab" or taxi." The radio service provider name or logo must be displayed only on the rear portion of both side rear quarter panels.

(C) Telephone Number. If permit holder chooses to display a telephone number, the telephone number must be no more than two (2) inches in height and posted only on the top front portion of both front side quarter panels.

(D) "Driver Carries Only \$ _____ Change". If the permit holder chooses to post "Driver Carries only \$ _____ Change", postings must be located only on panels near the rear door but clear of the rates of fare.

(E) "Leased to Driver". If permit holder chooses to post "Leased to Driver," it must be posted only on both rear quarter panels near the rear door area but clear of the rate of fares in lettering no larger than 1 inch.

(3) All other exterior vehicle markings are prohibited unless they are directly related to the permit holder's business and pre-approved by the Chief Executive Officer.

(c) All LSVs shall be equipped and operated so that they have adequate means of electronic communication during business hours. The LSV company business address shall serve as the storefront for the purpose of handling lost and found items. All other operational requirements she be met as set forth in section 1.8 (c).

(Section 7.6 amended 11/8/2018, effective 1/1/2019)

(Section 7.6 amended 12/14/2017)

(Section 7.6 amended 10/4/2016)

(Section 7.6 added 8/7/2003)

SECTION 8 - EFFECTIVE DATE OF ORDINANCE

This Ordinance shall be effective 30 days after adoption, and before the expiration of 15 days after its passage, this Ordinance shall be published once with the names of the members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

Amended:12/12/2019

Amended: 10/10/2019

Amended: 2/14/2019

Amended: 11/8/2018

Amended: 9/20/2018

Amended: 12/14/2017

Amended: 10/13/2016

Amended: 5/12/2016

Amended: 9/17/2015

Amended: 2/12/2015

Amended: 11/15/2012

Amended: 4/19/2012

Amended: 10/16/2003
Amended: 8/7/2003
Amended: 5/8/2003
Amended: 11/14/2002
Amended: 6/27/2002
Amended: 5/23/2002
Amended: 6/24/1999
Amended: 9/24/1998
Amended: 10/30/1997
Amended: 4/10/1997
Amended: 2/13/1997
Amended: 11/9/1995
Amended: 6/22/1995
Amended: 1/12/1995
Amended: 6/24/1993
Amended: 6/27/1991
Amended: 5/23/1991
Amended: 10/11/1990
Repealed & Readopted: 8/9/1990
Amended: 4/12/1990
Amended: 4/27/1989
Adopted: 8/11/1988



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

REVISIONS TO MTS BOARD POLICY NO. 34, "FOR HIRE VEHICLE SERVICES"

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the proposed revisions to MTS Board Policy No. 34 "For Hire Vehicle Services" (Attachment A).

MTS Taxicab Advisory Committee (TAC) Recommendation

At its December 2, 2019 meeting, the TAC voted to approve the proposed revisions to MTS Board Policy No. 34 by an 11 to 1 vote. Committee Members Mr. Abraham, Mr. Banks, Mr. Hilemon, Mr. Hueso, Mr. Hussein, Mr. Nahavandian, Mr. Nicols, Mr. Palmeri, Ms. Tanguay, Mr. Tehrani and Chair Mr. Ward voted in favor; Committee Member Mr. Tasem voted against; and Mr. Chasteen, Mr. Mayekawa, Mr. Majid, and Mr. Morquehco were absent.

Budget Impact

None with this action.

DISCUSSION:

In accordance with MTS Board Policy No. 34, MTS Taxicab Administration conducts annual calculations to determine the maximum rates of fare for trips originating from San Diego International Airport, and all other city/nonairport originated trips.

Currently, for city/nonairport originated trips, the maximum rate of fare may not exceed 20% more than the weighted average of fares. The fare structure consists of the dollar amounts charged by permit holders for the flag drop, the per-mile charge, and waiting time charge. The weighted average of fares is calculated by adding each flag drop, per-



mile and waiting time charge resulting in a weighted average for each of these three categories, and dividing it by the total number of active permits.

Airport-originated trip fare calculations are made in accordance with the change in the Annual All Urban Western Transportation Consumer Price Index (CPI) for the San Diego region. Historically, airport rate calculations based on the CPI have been 10% to 15% lower than the city/nonairport trip fare rates calculated under the weighted average method.

To reduce customer confusion with using two different rates and the concern that a dual rate of fare would not be generally good for the taxicab industry, on April 16, 2015, the MTS Board of Directors approved unifying the rates of fare for both airport and city/nonairport trips at the current airport rate (i.e. CPI rate). Thus, although there are two separate rates of fare calculations listed in MTS Board Policy No. 34 depending on the trip origin, there is only one maximum rate of fare currently for taxicabs.

Due to the loss of market share and increased competition with Transportation Network Companies (TNCs), the TAC has recommended each year since (in 2016, 2017, and 2018) to stabilize and maintain the maximum rates of fare as they were in 2015. Therefore, the maximum rates of fare remain the same since 2015 and are as follows:

Current Maximum Rates of Fare

\$2.80 flag drop 1/10 of a mile

\$3.00 per mile

\$24.00 per-hour waiting time

Since the implementation of Assembly Bill (AB) 1069 in January 1, 2019, MTS Taxicab Administration is restricted to only establishing the maximum rate of fare. MTS Taxicab may not establish a minimum rate of fare. Taxicab operators thus have the ability to continuously adjust trip fares, up or down, so long as the fare is lower than the maximum rate of fare.

Recently, a proposal was received to review whether to increase the maximum rates of fare to help offset costs experienced by taxicab drivers. No annual calculation of maximum rates of fare has occurred for 2019 as of yet. In order to ensure any change to the maximum rates of fare are appropriate, it is being recommended to waive a 2019 annual calculation and first review whether updates to the calculation methods required under MTS Board Policy No. 34 are necessary and then conduct an annual maximum fare calculation in early 2020.

I. Proposed Revision – Calculating Maximum Rate of Fare using CPI

As discussed above, the taxicab fare structure consists of the dollar amounts charged by permit holders for the flag drop, the per-mile charge, and waiting time charge. The weighted average of fares is calculated by adding each segment of each respective charge and dividing it by the number of taxicab permits. However, this current weighted average method to calculate maximum rate of fare for city/nonairport trips may no longer be the most appropriate calculation method.

Since the implementation of AB 1069, taxicab operators have the discretion to continuously adjust trip fares, up or down, so long as lower than the maximum allowed rate. Taxicab operators need not inform MTS Taxicab Administration of these adjustments. Since the weighted calculation method uses the maximum rate of fare the permit holders file with MTS Taxicab Administration, and not the actual amount charged day to day by taxicabs, the weighted average calculation provides imprecise results.

Also, as permit holders continue to adopt the maximum allowed rate for the applicable year, which is used in the weighted average calculation, the rate of fare will always increase for future calculations. Lastly, due to the gradual attrition of taxicab permits since 2016, the number by which the rates are averaged continues to lower, resulting in exponentially higher rates for future year calculations.

It is recommended that the current weighted average of fares calculation method for city/nonairport trips be replaced with the yearly change in the Annual All Urban Western Transportation CPI for the San Diego region. With this proposed change, there would no longer be two separate rates of fare calculations for city/nonairport trips and airport trips. There would only be one maximum rate of fare, with no differentiation between if coming from the airport or a city/nonairport location. Regardless of where the trip originated, the maximum rate of fare would be calculated based on CPI and no longer the weighted average method. Taxicab operators could choose to adopt this maximum rate of fare calculated by CPI and charge anything equal to or less than this amount.

The CPI method, provided by the U.S. Bureau of Labor Statistics, is based on verifiable, up to date economic data related to the transportation industry. The CPI measures the average change in prices over time that consumers pay for transportation and helps measure inflation. It provides for a more realistic maximum fare calculation method allowing the taxicab industry to better compete with TNC's and other types of for-hire transportation services.

II. Proposed Revision – Provide a Separate Maximum Rate of Fare for Taxicabs Equipped with Point of Sale Devices Electronically Connected to the Taximeter Capable of Printing or Electronically Conveying Receipts

Currently, taxicabs are required by MTS Ordinance No. 11 to comply with the following payment device requirements: requiring a driver to offer a printed receipt upon request; requiring a permit holder to equip each permitted taxicab with a device capable of electronically processing credit card transactions; requiring the payment device be visible to all passengers; requiring that the passenger be able to operate the payment device independently of the driver; and requiring that the payment device be operational at all times.

Consistent with other small businesses, many taxicab drivers use the Square as a payment device, which is connected to a cell phone, and not to the taximeter. Drivers manually enter the amount displayed on the taximeter into the Square application. Unless a credit card reader connected via Bluetooth is being utilized, the driver must hand over their cell phone to the passenger in order for the passenger to finalize the transaction. Many drivers prefer Square over other types of payment devices because it charges a lower credit card transaction fee.

At the September 11, 2019 TAC Meeting, Taxicab Administration staff proposed requiring that the payment device be electronically connected to the taximeter. The reasoning was to reduce complaints of the taxicab driver manually entering the wrong amount into the payment device than what was displayed on the taximeter. TAC did not approve the proposed revisions and recommended that it be reviewed further by the TAC subcommittee, Workshop on Regulatory Affairs (WORM). Feedback from the meeting overwhelming stated that requiring the payment device be electronically connected to the taximeter would increase operating costs for drivers, as payment devices that can be connected to the taximeter have higher credit card transaction fees than Square.

To incentivize the implementation of new technologies in taxicabs, but to still allow drivers the option of using Square-like payment devices, it is recommended that an optional, higher maximum rate of fare be offered for taxicabs equipped with point of sale devices connected to the taximeter that are capable of printing or electronically conveying receipts.

The proposed revisions would allow taxicabs equipped with such point of sale devices to charge a maximum rate of fare of 6% more than the maximum rates of fare for taxicabs without such point of sale devices. The additional 6% results in an approximately \$0.20 increase to both the flag drop and per mile rates and a \$2.00 increase for the waiting time.

This optional, higher maximum rate of fare would still result in one maximum rate of fare that the taxicab would adopt. It is just a larger maximum rate of fare structure than what would be applicable for a taxicab without such point of sale device.

Offering a higher maximum rate of fare for taxicabs with a point of sale device connected to the taximeter may offset the additional costs associated with maintaining a payment device with higher credit card transaction fees. These point of sale devices may improve the customer experience by: electronically displaying the trip total calculated on the taximeter on the payment device; allow for more secure payment options (e.g. chip reader); allow for passengers to pay and select a tip amount without having to hand over their credit card to the driver; and that can either print a receipt or electronically send a receipt.

III. Annual Calculation of Maximum Rate of Fare

Per MTS Board Policy No. 34, the Chief Executive Officer calculates annually the maximum rates of fare. Per MTS Ordinance No. 11, the Chief Executive Officer presents the annual calculations at a noticed, public meeting of the TAC and the rates become effective immediately. No approval by the TAC or the MTS Board of Directors is necessary for the annual calculations. If the above proposed revisions to the calculation of the maximum rate of fare are approved by the MTS Board of Directors, the new 2020 Maximum Rate of Fare will be presented by the Chief Executive Officer at the next TAC meeting (to be scheduled for early 2020).

The 2019 annual CPI data is not yet available until early next year. Below is the maximum rate calculation using 2018 annual CPI data as reference only. It is

anticipated that the below maximum rates of fare calculation using 2018 annual CPI data will likely be the same using the 2019 annual CPI data, once available.

Current Maximum Rates of Fare

\$2.80 flag drop 1/10 of a mile
\$3.00 per mile
\$24.00 per-hour waiting time

Proposed Maximum Rates if
Using 2018 Annual CPI Rates

\$2.90 flag drop 1/10 of a mile
\$3.10 per mile
\$25.00 per-hour waiting time

Proposed Maximum Rates for
Taxicabs with Point of Sale Devices
if Using 2018 Annual CPI Rates

\$3.10 flag drop 1/10 of a mile
\$3.30 per mile
\$27.00 per-hour waiting time

If the above described proposed revisions to MTS Board Policy No. 34 are not approved by the MTS Board of Directors, the Chief Executive Officer will calculate the 2020 maximum rates of fare using the weighted average method for city/nonairport trips and CPI method for airport trips and present the calculation at the next TAC meeting in early 2020. Unless the MTS Board of Directors chooses to unify the rates, there would again be a dual rate system depending on where the trip originated. All taxicabs authorized to provide airport originated trips would have the option to re-program their taximeters to add the nonairport/city rate to be selected whenever operating in the city.

IV. Proposed Revision –Cities MTS Taxicab Administration Regulates

MTS began regulating taxicabs and other for-hire vehicles for the City of Chula Vista in 2018 and City of National City in 2017. The proposed revisions will reflect the addition of Chula Vista and National City to the cities for which MTS provides regulation of for-hire vehicle services.

/s/ Sharon Cooney for
Paul C. Jablonski
Chief Executive Officer

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

Attachments: A. Red-Line Proposed Revisions to MTS Board Policy No. 34
B. Annual All Urban Western Transportation CPI / San Diego
C. 2019 CPI Maximum Fare Calculation (Reference Only)

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Policies and Procedures

No. 34

Board Approval: ~~04/16/15~~ 12/12/2019

SUBJECT:

FOR-HIRE VEHICLE SERVICES

PURPOSE:

To establish a policy with guidelines and procedures for the implementation of MTS Ordinance No. 11.

BACKGROUND:

Regulation of for-hire vehicle service is in the interest of providing the citizens and visitors to the MTS region and particularly the Cities of Chula Vista, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, and Santee, with a good quality local transportation service. Toward this end, MTS finds it desirable to regulate the issuance of taxicab permits, to establish maximum rates of fare, and to provide for annual review of cost-recovery regulatory fees.

POLICY:

34.1 City of San Diego Entry Policy

New City of San Diego taxicab permits will be issued in accordance with San Diego City Council Policy No. 500-02, "Taxicab Permits".

34.2 Maximum Rates of Fare Policy

~~Pursuant to MTS Ordinance No. 11, Section 2.2(a) and after a duly noticed and open public hearing, MTS determined that the M~~maximum rate of fare for exclusive ride and group ride hire of taxicabs shall be made ~~that fare~~ in accordance with the change in the Annual All Urban Western Transportation Consumer Price Index (CPI)/San Diego. ~~that does not exceed twenty percent (20%) more than the weighted average of fares as established in accordance with this policy.~~ The fare structure shall consist of the dollar amounts charged by permit holders for the flag drop, the per-mile charge, waiting-time charge, first zone, and each additional zone charge. The maximum rates of fare shall be computed annually by the Chief



Executive Officer and presented at a noticed public hearing of the Taxicab Advisory Committee.

34.2.1 Maximum Rates of Fare Determination

Unless Section 34.2.2 applies, the maximum fare determination shall be adjusted annually based on the 1990 Western transportation CPI/San Diego amounts of \$1.40 flag drop, \$1.50 per mile, and \$1-2.00 per hour waiting. Adjustments shall be rounded up or down, as appropriate, to the nearest even \$0.10 increment.

34.2.24 Maximun Rates of Fare Determination — Only for Taxicabs Equipped with Point Of Sale Devices Electronically Connected to the Taximeter and Equipped with Printed or Electronically Conveyed Receipt Capability

Taxicabs equipped with point of sale devices electronically connected to the taximeter and capable of printing or electronically conveying receipts may charge the an increase of 6% more than the Maximun Rates of Fare for Taxicabs without such devices, as determined pursuant to Section 34.2.1. Adjustments shall be rounded up or down, as appropriate, to the nearest \$0.10 increment.

34.2.21 ——— Maximum Fare Determination

The weighted average of fares shall be computed by the Chief Executive Officer and duly promulgated in writing upon the passage of this policy and thereafter each year by averaging each segment of the fare structure of all MTS taxicab permit holders. The fare structure shall consist of the dollar amounts charged by said permit holders for the flag drop, the per-mile charge, waiting-time charge, first zone, and each additional zone charge. The weighted average of these charges shall be arrived at by adding each segment of each respective charge and dividing it by the total number of taxicabs holding effective permits.

34.2.2 The Chief Executive Officer will use his discretion when the maximum rates of fare and the uniform rates of fare for trips from Lindbergh Field airport are incompatible. The Chief Executive Officer may adjust the maximum rates of fare so that the uniform rates of fare, based on the change in the Annual All Urban Western Transportation Consumer Price Index, do not exceed the maximum rates allowed in accordance with Section 34.2.1.

34.3 Airport Taxicab Fare Policy

Rates of fare for trips from Lindbergh Field Airport shall be uniform.

In the event an owner chooses a different rate for nonairport trips for taxicabs authorized to service the airport, two meters or a multirate meter shall be installed and identified. The meter(s) shall be activated according to the proper rate for the

~~trip's origin, and it shall be clearly visible to the passenger which rate is being charged.~~

~~34.3.1 The uniform rates of fare for taxicab trips from Lindbergh Field Airport are initially established at \$1.40 flag drop, \$1.50 per mile, and \$12.00 per hour, effective June 1, 1990.~~

~~The airport rates shall be reviewed annually, beginning in January 2009, by the Chief Executive Officer. Airport rates shall be adjusted based on the 1990 amounts, in accordance with the change in the Annual All Urban Western Transportation Consumer Price Index/ San Diego. Adjustments shall be rounded up or down, as appropriate, to the nearest even \$0.10 increment.~~

In addition to the applicable airport uniform maximum rate of fare described in Section 34.2.1, a taxicab operator may charge an "extra" equal to the Airport Trip Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority. The extra charge may only be charged to the customer by utilizing the extra button on the taxicab meter. A driver may not verbally request payment.

34.4 Regulatory Fee Review

The following procedures will be utilized for the establishment of for-hire vehicle regulatory fees.

34.4.1 In accordance with State of California Public Utilities Code Section 120266, MTS shall fully recover the cost of regulating the taxicab and other for-hire vehicle industry. Pursuant to MTS Ordinance No. 11, Sections 1.3(b), 1.4(a), 1.4(d)(c), and 1.5(d), the Chief Executive Officer establishes a fee schedule to effect full-cost recovery and notify affected permit holders of changes in the fee schedule.

34.4.2 The procedure for establishing a regulatory fee schedule will include an annual review of the audited expenses and revenue of the previous fiscal year associated with MTS for-hire vehicle activities. The revised fee schedule will be available for review by interested parties in November each year and is subject to appeal as provided for in Ordinance No. 11, Section 1.5(d).

34.4.3 A fee schedule based on previous year expenses and revenue amounts will be put into effect each January.

POLICY.34.FOR-HIRE VEHICLE SERVICES

This policy was originally adopted on 12/8/88.
This policy was amended on 7/26/90.
This policy was amended on 5/9/91.
This policy was amended on 6/13/91.

This policy was amended on 1/28/93.
This policy was amended on 5/11/95.
This policy was amended on 10/31/02.
This policy was amended on 4/24/03.

This policy revised on 3/25/04.

This policy was amended on 4/26/07.

This policy was amended on 7/17/08.

This policy was amended on 4/19/12.

This policy was amended on 4/16/15.

This policy was amended on 12/12/2019.

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CPI for All Urban Consumers (CPI-U)

Series Id: CUUSS49ESAT

Not Seasonally Adjusted

Series Title: Transportation in San Diego-Carlsbad, CA, all urban consumers, not seasonally adjusted**Area:** San Diego-Carlsbad, CA**Item:** Transportation**Base Period:** 1982-84=100Download: [.xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	HALF1	HALF2
2009													184.717	177.071	192.364
2010													200.398	198.572	202.224
2011													222.685	222.913	222.457
2012													227.691	229.775	225.608
2013													225.570	227.028	224.112
2014													223.308	228.254	218.362
2015													214.442	213.587	215.297
2016													205.271	205.418	205.124
2017											216.601		213.424	213.765	213.083
2018	220.368		225.661		229.934		229.921		229.015		228.504		227.594	226.494	228.694
2019	225.073		225.313		240.940		234.757		234.106					232.005	

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2019 CPI Maximum Fare Calculation (Reference)

Instructions on how calculate rates of fare:

EXAMPLE ONLY:

227.594 (Annual Consumer Price Index report value for 2018)

-121.000 (1990 Value)

106.594 (Replace "Y" with the subtracted value)

Flag Drop

Step 1- $\$1.40 \times 106.594(Y) = 149.2316$ convert it into a dollar amount \$1.492316

Step 2- $\$1.40 + 1.492316 = \2.892316 round up/down to the nearest .10 cent = **\$2.90** flag drop

Per Mile

Step 1- $\$1.50 \times 106.594(Y) = 159.891$ convert it into a dollar amount \$1.59891

Step 2- $\$1.50 + 1.59891 = \3.09891 round up/down to the nearest .10 cent = **\$3.10** per mile

Wait Time

Step 1- $\$12.00 \times 106.594(Y) = 1279.128$ convert it into a dollar amount \$12.79128

Step 2- $\$12.00 + 12.79128 = \24.79128 round up/down to the nearest \$1.00 = **\$25.00** wait time

Fraction Calculation

Step 1- $\$3.10 \text{ (per mile)} / .10 \text{ cent (fraction in which the meter clicks)} = 31 = 1/31^{\text{th}}$ fraction

The Time It Takes For Each Fraction to Click the Meter

Step 1- $\$25.00 / .10 \text{ cent (or } 1/10^{\text{th}} \text{ in which the meter clicks)} = 250$

Step 2- $3600 \text{ (seconds per hour)} / 250 = 14.4$ seconds the meter will click 1/10th of a mile every 14.4 seconds the taxicab moves



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

FASHION VALLEY ELEVATOR PROJECT – 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. PWL289.0-20 (in substantially the same format as Attachment A), with Conan Construction, Inc., in the amount of \$2,416,906.76 for constructing a second elevator at the Fashion Valley Station ("Project").

Budget Impact

The total cost of this Agreement will not exceed \$ 2,416,906.76 for the duration of the second elevator installation. This includes the \$2,197,187.76 bid amount by Conan Construction, Inc., plus an additional 10% for Construction Contingency in the amount of \$219,719.00. Funding for the project is allocated under MTS Capital Improvement Project (CIP) Budget No. 2004001902.

DISCUSSION:

The Fashion Valley Trolley Station is one of MTS's most highly traveled stations with more than 6,000 passengers per day. The station platforms are elevated above the surface parking lot and include an existing elevator/stair core to the east and a stair core to the west, both providing vertical circulation from grade to the platforms. A second elevator will reduce the demand on the stations' current single elevator and allow an elevator to remain in service during routine elevator maintenance at the station.

The bid from Conan also included an alternate price to perform a major rehabilitation of the existing elevator at the Fashion Valley station. The CIP budget for FY 20 and FY 21 does not provide funding for this work and therefore will not be executed at any time.



All modifications to the station and associated construction staging would occur within the existing station footprint and would have no adverse effects to traffic circulation.

On August 22, 2019, MTS issued an Invitation for bids (IFB). One (1) bid was received on October 24, 2019. MTS staff conducted a single bid survey as required and based on the results determined that there were no restrictive elements in the scope of work and the solicitation was conducted in a fair and open manner.

After a review for responsiveness and responsibility, staff determined that Conan Construction Inc. was responsive and the bid amount \$2,197,187.76 (not inclusive of 10% contingency) was fair and reasonable.

FASHION VALLEY ELEVATORS	
COMPANY NAME	BID AMOUNT (not including contingency)
<i>Conan Construction</i>	\$2,197,187.76
<i>ICE</i>	\$1,776,083

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL289.0-20 (in substantially the same format as Attachment A), with Conan Construction Inc., for installation of a second elevator at the Fashion Valley Station in the amount of \$2,416,906.76.

/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. PWL289.0-20

**STANDARD CONSTRUCTION AGREEMENT
FOR
FASHION VALLEY ELEVATOR REPLACEMENT**

PWL289.0-20 CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2017, 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: Conan Construction Inc. _____ Form of Business: Corp. _____ (Corporation, Partnership, Sole Proprietor, etc.)	Address: <u>5937 Darwin Ct. Ste. 103</u> <u>Carlsbad, CA 92008</u>
---	---

Telephone: 760-512-1188 Email Address: smaurer@conanconstruction.com

Authorized person to sign contracts: _____	Shannon Maurer	President
	Name	Title

The specified Contract Documents are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:

Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, plant, services, engineering, testing and/or any other act or thing required to diligently and fully perform and complete the Project as specified in the Scope of Work (Exhibit A), Bid Proposal (Exhibit B), and in accordance with the Standard Construction Agreement and Special Conditions (Exhibit C).

SCOPE OF WORK

Contractor, for and in consideration of the payment to be made to Contractor as hereinafter provided, shall furnish all plant, labor, technical and professional services, supervision, materials and equipment, other than such materials and equipment as may be specified to be furnished by MTS, and perform all operations necessary to complete the Work in strict conformance with the Contract Documents (defined below) for the following public work of improvement:

FASHION VALEY ELEVATOR REPLACEMENT

Contractor is an independent contractor and not an agent of MTS. The Contractor and its surety shall be liable to MTS for any damages arising as a result of the Contractor's failure to comply with this obligation.

CONTRACT TIME

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within 551 calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE

MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of **Two million one hundred ninety seven thousand one hundred eighty seven dollars and 76 cents.**____ (\$2,197,187.76). Payment shall be made as set forth in the General Conditions.

LIQUIDATED DAMAGES

It is agreed that the Contractor will pay MTS the sum of **\$1650** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

COMPONENT PARTS OF THE CONTRACT

The "Contract Documents" include the following:

Invitation for Bids (IFB)	Performance Bond
Information and Instructions for Bidders	Payment (Labor and Materials) Bond
Contractor's Bid Forms	General Conditions
Bid Bond	Special Provisions (or Special Conditions)
Designation of Subcontractors	Technical Specifications prepared by JACOBS, dated 7-30-2019
Designation of Other Third Party Contractors	Standard Specifications (Excluding sections 1-9 in their entirety)
Information Required of Bidders	Addenda
Non-Collusion Declaration Form	Plans prepared by JACOBS , dated 7-30-2019
Iran Contracting Act Certification	Change Orders as executed by MTS
Public Works Contractor Registration	
Certification	

The Contractor shall complete the Work in strict accordance with all of the Contract Documents.

This Contract shall supersede any prior agreement of the parties.

PROVISIONS REQUIRED BY LAW

Each and every provision of law required to be included in these Contract Documents shall be deemed to be included in these Contract Documents. The Contractor shall comply with all requirements of the California Labor Code applicable to this Project.

INDEMNIFICATION

Contractor shall provide indemnification as set forth in the General Conditions.

PREVAILING WAGES

Contractor shall be required to pay the prevailing rate of wages in accordance with the Labor Code which such rates shall be made available at MTS's Administrative Office or may be obtained online at <http://www.dir.ca.gov> and which must be posted at the job site

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



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

EXTENSION OF GAS SERVICE PROVIDER (GSP) CONTRACT – CONTRACT
AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment 9 to MTS Doc. No. G1268.0-09 (in substantially the same format as Attachment A), with BP Energy Company (BP), in the amount of \$55,000 for the extension of GSP services for an additional two and a half year period.

Budget Impact

The total estimated cost of the extension of GSP services would not exceed \$55,000 and is funded through the operating budget (315014-542100, 801012-542100, 820012-542100).

DISCUSSION:

Contract Background

In February 2009, the MTS Board approved the Natural Gas Hedge Program and adopted the Natural Gas Hedge Policy to administer that program (MTS Board Policy No. 59). This program enabled MTS to purchase natural gas via a competitive-bidding process. MTS staff estimates that this program saves MTS over \$400,000 annually by allowing MTS to purchase the natural gas commodity directly from the market through GSP/BP rather than through San Diego Gas and Electric (SDG&E). Gas is still delivered from the national natural gas pipeline by SDG&E, so there is no operational impact as a result of this payment structure. The cost of the commodity is billed through the GSP/BP, and the gas used by MTS is backfilled into the national natural gas pipeline by the GSP/BP.



MTS conducted competitive-bid processes in 2009 and 2010 to select its GSP, and BP was the low bidder in each case. The 2010 agreement was for one year with 2 one-year options—the last of which was set to expire on June 30, 2013. That agreement was extended to June 30, 2020 by the Board in February 2013. Today's proposed action would extend the BP contract to December 31, 2020.

Energy Credit Background

The California Air Resources Board (CARB) created the Low Carbon Fuel Standard (LCFS) designed to reduce greenhouse gas emissions associated with the life cycle of transportation fuels used in California. Each type of fuel has been assessed a carbon intensity (CI) score. Fuel providers are required to ensure their overall CI score meets the annual CI target. The LCFS program has incentives in the form of credits that are generated, tracked, and can be traded to obligated entities. MTS is not an obligated entity, but does generate LCFS credits as a transportation provider that utilizes alternative fuels.

On the federal side, Congress enacted the Energy Policy Act of 2005, which required a mandated volume of biofuel use in the United States called the Renewable Fuel Standard (RFS). The Energy Independence and Security Act of 2007 increased the overall RFS and created sub-mandates for advanced biofuels, biomass-based diesel, and certain cellulosic biofuels. The obligated parties are petroleum refiners and importers (i.e. BP, Shell, etc.) and not end users (i.e. not MTS). Renewable Identification Numbers (RINs) are the mechanism used to make sure each of the obligated parties meet its share of all of the mandates. These RINs generated as renewable fuels are sold and can be traded like any other commodity. This allows obligated parties to purchase RINs from outside sources in order to meet their obligation.

As part of the 2013 BP contract extension, MTS was able to purchase and utilize biogas, which is natural gas that is produced from landfills or from the processing of animal waste, sewage, crop waste, and cellulosic crops. The utilization of this renewable fuel allows MTS to generate state LCFS and federal RIN energy credits. MTS has been utilizing biogas to fuel its vehicles since September 2014, and through June 30, 2019 has realized over \$20.8 million in energy credits as a result of this contract and the utilization of biogas.

The generation of energy credits brings along with it many compliance requirements from both the Environmental Protection Agency (EPA) as well as CARB. CARB reauthorized and amended the LCFS program in January 2019, with many new legislative requirements that will go into effect for calendar year 2020, most notably the requirement of external third party audits. The level of effort to comply with these regulations is still to be determined. MTS and BP have worked together over these last six years to determine the appropriate processes required to meet all legislative requirements that are in place.

Contract extension

Staff determined the current pricing to be fair and reasonable and in the best interest of the agency. Staff also determined the sharing percentages of the value of federal and state energy credits to be fair and reasonable. Any disruption to this supply will be a loss

of \$4-6 million in annual energy credit operating revenue, depending on the energy credit prices. There are other entities that can offer MTS biogas supplies, but there is typically a transition period while that project/supply would have to be brought online. Since these energy credits are so valuable, there are not many biogas projects that are generating gas and not already matched up with a potential buyer well in advance. Without a stable biogas supply, MTS cannot generate energy credits at the same level we are at today.

MTS has been satisfied with the past and current performance from BP and BP has shown the ability to perform successfully under the terms and conditions of this agreement.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment 9 to MTS Doc. No. G1268.0-09 with BP Energy Company (BP) for the extension of GSP services for an additional two and a half year period.

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

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

Attachment: A. Amendment 9 to MTS Doc. No. G1268.0-09.

**SECOND AMENDED AND RESTATED
TRANSACTION CONFIRMATION
FOR IMMEDIATE DELIVERY**

Date:

Contract: 7848916

Confirmation Number: 8543069,10026294,8238343

This Second Amended and Restated Transaction Confirmation between Seller and Buyer shall supersede and replace TC 7848916 dated June 27, 2013, first amended on April 28, 2014, second amended on March 16, 2015, third amended on April 8, 2015, fourth amended on September 25, 2015, fifth amended on May 25, 2016, and amended and restated December 11, 2017, for the Delivery Period January 1, 2018 through the end of the Delivery Period and shall be subject to the Base Contract between Seller and Buyer dated May 1, 2013 and the Biogas Supply Addendum between Seller and Buyer dated May 1, 2013 (the "Biogas Addendum").

SELLER:**BP Energy Company**

18101 Von Karman Ave, Suite 920
Irvine, CA 92612

Attn: Sean Reavis
Phone: 312-594-6777

Base Contract No. 1704331

Transporter: _____

Transporter Contract Number: _____

SELLER'S AFFILIATE:**BP Products North America Inc.**

30 S. Wacker Drive, Suite 900
Chicago, IL 60606

GOA Legal Notices:
goalegalnotices@bp.com

BUYER:**Metropolitan Transit System**

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Attn: Mike Thompson
Phone: 619-557-4557

Base Contract No. ____ TBD _____

Transporter: _____

Transporter Contract Number: _____

Contract Price (\$/MMBtu):

- 1. Biogas Contract Price:** The Contract Price for RIN-qualified Biogas quantities delivered to Buyer by Seller at the Delivery Point shall be paid as set forth below and shall be equal to (i) the Posted Price plus (ii) \$0.02/MMBtu less (iii) the RIN Discount Allocation (which shall be converted to \$/MMBtu value utilizing the conversion of 11.727 gallons / MMBtu) plus (iv) the transfer of 100% of LCFS Credits generated from Biogas ("Seller's LCFS Credits") to Seller's Affiliate.

Biogas: The Posted Price portion of the Biogas Contract Price for Biogas quantities delivered to Buyer by Seller at the Delivery Point shall be paid to Seller by Buyer.

RINs: The RIN Discount Allocation portion of the Biogas Contract Price for RINs related to Biogas quantities delivered to Buyer by Seller shall be paid to Buyer by Seller's Affiliate.

LCFS Credits: Seller's LCFS Credits shall be transferred to Seller's Affiliate. Seller's Affiliate shall pay the Buyer's LCFS Value to Buyer as calculated below in Section 5 of the Special Conditions.

- 2. Gas Contract Price:** The Contract Price for Gas quantities delivered to Buyer by Seller at the Delivery Point shall be equal to (i) the Posted Price plus (ii) \$0.02/MMBtu plus (iii) the LCFS Credit 2.

Definitions:

- The "**Posted Price**" for daily Biogas deliveries (\$/MMBtu) shall be the SoCal Border First of the Month Index ("SoCal Border") as published by Natural Gas Intelligence ("NGI") or any successor thereto plus SoCal Backbone Transmission System Tariff ("BTS") plus Fuel. "Fuel" means the cost for incremental quantity of Gas consumed by a local distribution company, in this case, SoCal Gas, in transporting Gas and includes any provision by such SoCal Backbone Transmission System Tariff for lost and unaccounted for Gas, as determined in accordance with the approved pipeline tariff or governing documents of such pipeline or local distribution company.
- The **RIN Discount Allocation** The RIN discount allocation ("RIN Discount Allocation") shall mean, for each Month in which RINs are generated, eight percent (8%) of the RIN Price Basis as defined below. Payment of the RIN Discount Allocation as part of the Biogas Contract Price is contingent upon Seller buying Biogas sold under this Transaction Confirmation from the Biogas Supply Source cited in Paragraph 3 of the Special Conditions in this Transaction Confirmation and the production of RINs from such Biogas that is converted to a Vehicle Fuel.

(a) **RIN Discount Allocation Calculation.** RIN valuations for calculating the RIN Discount Allocation, as defined below, shall be based on RIN prices that are reflective of the D3 Cellulosic Biofuel RIN ("D3 RIN") prices during the Month in which the Seller delivers Biogas ("RIN Price Basis") as specified below. The RIN Price Basis shall be determined based on the following hierarchy: (1) the Argus D3 Index (as defined below) during the Month in which the Biogas is delivered; provided that such index is Validated (as defined below in (b) **Clarification**), (2) cash revenue realized by Seller's Affiliate from the sale of D3 RINs associated with such Month, or (3) if the Argus D3 Index is not Validated as set forth in (1) and to the extent that (2) is not achievable in whole or in part in a commercially reasonable manner, the greater of (a) ninety percent (90%) of the Argus D3 Index during the Biogas delivery Month or (b) the average of the daily posted mid-point prices for the Argus D5 Advanced Biofuel RIN Index ("Argus D5 Index") during the Biogas delivery Month.

(b) **Clarification.**

- 1) The Argus D3 Index shall be considered validated ("Validated") with respect to a Biogas delivery Month if the Argus D3 RIN Index has traded, as supported by published trades in the *Argus US Products* daily report, for any ten (10) Business Days in the twenty (20) consecutive Business Day period that immediately precedes the Advance Notice Deadline applicable to such Month. Once the Argus D3 Index is validated, then it shall remain validated for RINs generated in the then-current vintage year for a three month period starting in the month following the validation. If the Argus D3 Index is Validated with respect to a Biogas delivery Month, then the RIN Price Basis shall be equal to the daily Argus D3 RIN Price for such Biogas delivery Month based on the daily Argus D3 Index, regardless of whether there are supporting daily D3 RIN trades in the Argus US Products daily report.
- 2) If the Argus D3 Index is not Validated with respect to a Biogas delivery Month, then Seller's Affiliate shall use commercially reasonable and good faith efforts to maximize the value of the D3 RINs by selling such D3 RINs to an unaffiliated third party or by purchasing such RINs directly. The RIN Price Basis with respect to such D3 RINs sold in accordance with the preceding sentence shall be equal to the volume-weighted average cash price realized by Seller's Affiliate from the sale of its portfolio D3 RINs applicable to such Biogas delivery Month, which portfolio may include D3 RINs related to agreements with third parties.
- 3) If Seller's Affiliate is unable to sell all or a portion of the D3 RINs in accordance with clause (2) above by the end of the applicable Biogas delivery Month, then with respect to such unsold D3 RINs the RIN Price Basis shall be equal to the greater of (a) ninety percent (90%) of the Argus D3 Index calculated with respect to the Biogas delivery Month or (b) the Argus D5 Index during the Biogas delivery Month.

(c) **Changes to Pricing Publications.** If any prices or publications used to determine the RIN Price Basis are changed, discontinued or replaced in any manner that makes the determination of the RIN Price Basis impossible, the parties shall determine the applicable RIN Price Basis using the methodology in Section 14 of the Base Contract.

(d) **RIN Market and Trades.** For the avoidance of doubt, Buyer acknowledges and agrees that (i) the market for RINs may lack liquidity, (ii) Seller's Affiliate shall at all times retain control over the evaluation of potential sales of D3 RINs and the ultimate sale of D3 RINs into the market, and (iii) Buyer shall have no right to participate in or direct the sales of D3 RINs.

- The "**Buyer's LCFS Value**" shall mean the value as calculated in Section 5 of the Special Conditions below.¹
- The "**LCFS Credit 2**" shall mean the cash value of Seller's Affiliate's LCFS Credit Allocation based on the sale of Gas to Buyer divided by the Gas quantity purchased by Buyer in the applicable month.^{2,3}

¹Buyer's LCFS Value shall be paid in April, July, October and January for the preceding Calendar Quarter. A "Calendar Quarter" shall mean the periods, January 1 through March 31, April 1 through June 30, July 1 through September 30 and October 1 through December 31 during any calendar year period.

²LCFS Credit 2 shall be paid in April, July, October and January for the preceding Calendar Quarter.

³In the event that Seller's Affiliate elects to receive its share of the LCFS Credits in-kind, the LCFS Credit 2 shall no longer be an element of the Gas Contract Price. Upon such an election by the Seller's Affiliate, if the Buyer elects to have Seller's Affiliate also monetize Buyer's share of the LCFS Credits, the Gas Contract Prices shall be as follows.

Gas Contract Price = Posted Price (\$/MMBtu) + \$0.02/MMBtu

– LCFS Discount 2

"LCFS Discount 2" shall mean fifty-five percent (55%) of the Monthly Average of the Daily Midpoint prices for LCFS Credits as published by Oil Price Information Service or any successor thereto ("OPIS Index") multiplied times the total number of LCFS Credits created in the applicable month divided by the Gas quantity purchased by Buyer in the applicable month.

Delivery Period: Begin: July 1, 2013

End: [NEW End Date]

Performance Obligation: Seller will make Firm delivery of Biogas or Gas to the Delivery Point(s) throughout the Delivery Period and shall serve as Buyer's sole contracted marketer on SDG&E system.

The Biogas component of this transaction is contingent upon the operation of the Biogas Supply Source and the Buyer's Vehicle Fuel facilities which create Vehicle Fuel from Biogas received at the Delivery Points consistent with Articles III and IV of the Biogas Addendum.

Contract Quantity:

Baseload Quantity: 2,800 MMBtu/Day consisting of either all Biogas or a combination of Biogas and Gas. Baseload Quantity is defined in Paragraph 1 of the Special Conditions below. If the Biogas quantity is X MMBtu, then the Gas quantity shall be (2,800 – X) MMBtu.

Delivery Point(s):

Buyer's meters, as set forth below, at the SoCal Gas Citygate.

<u>Meter Number</u>	<u>Address</u>
01000670	1213 N Johnson Ave A, El Cajon, CA 92020
00968018	3650 Main Street, Chula Vista, CA 91911
00847747	4630 Ruffner Street, San Diego, CA 92111
00968019	3650 Main Street, Chula Vista, CA 91911
00962517	122 16th Street, San Diego, CA 92101
01052825	120 16th Street, San Diego, CA 92101

Special Conditions:

1. **Monthly Nominations and Scheduling.** On the twentieth (20th) Day of each month, Buyer shall provide a schedule of monthly nominations for each Delivery Point based on Buyer's projected demand at the Delivery Points on a daily basis (the "Baseload Quantities").

2. **Balancing:**

(a) For each month that Buyer's Gas consumption exceeds the nominated Baseload Quantity, Buyer shall purchase the incremental Gas quantity from Seller at the applicable Spot Price plus \$ 0.02/MMBtu.

(b) For each month that Buyer's Gas consumption is less than the nominated Baseload Quantity for such month, Buyer shall pay an amount to Seller equal to the difference between the nominated Baseload Quantity for such month and the actual Gas consumed at the respective Delivery Point multiplied by the applicable Spot Price plus \$0.000/MMBtu.

(c) "Spot Price" as used in (a) and (b) shall mean the Monthly Average of the Gas Daily Midpoint ("GDD Average") price as published in Gas Daily Publication or any successor thereto, Daily Price Survey, Citygates – SoCal Gas Citygate Midpoint.

(d) Seller shall provide all Gas necessary to meet Buyer's demand at the Delivery Points up to 2,800 MMBtu to the extent that Biogas is not available in sufficient volume to meet the daily demand. All management and balancing of the Biogas and Gas supply to the Delivery Points will be managed by Seller without charge to Buyer. Seller shall be responsible for any Imbalance Charges imposed by SDG&E if the delivered Biogas and Gas quantity is greater than 2,800 MMBtu.

3. **Biogas Supply Source.** Biogas delivered to the Delivery Points shall be sourced from the following Project(s). In the event that Seller needs to source Biogas from other projects not listed, Seller shall send an updated listing to Buyer listing the additional projects, which may be sent by email. Notwithstanding Section 15.4 of the Base Contract, this update to this Section 3 will be deemed accepted unless objected to by Buyer in writing within ten (10) Business Days of receipt.

Biogas Supply Source	Location	Owner	Comment(s):
Port of Morrow	Port of Morrow, Oregon	Novus Energy, LLC	none
Cedar Hills Landfill	Maple Valley, Washington	Bio Energy, LLC	Bio Energy LLC has a long term off-take contract with Puget Sound Energy (local utility)
McCarty Road Landfill	Houston, TX	GSF Energy, LLC	None
LES SWACO	Columbus, OH	LES Renewables NG, LLC	None
LES Seneca	Waterton, NY	Seneca Energy II, LLC	None
EIF KC Landfill Gas	Shawnee, KS	EIF KC Landfill Gas, LLC	None
BFI Usine de Triage Lachenaie Ltd.	Quebec	Complexo Environmental	None
Monroeville Landfill	Monroeville, PA	Monroeville LFG, LLC	None

RiverBirch Landfill	Avondale, LA	RiverBirch, LLC	None
Renewable Dairy Fuels	Fair Oaks, IN	AMP Americas, LLC	None
Rumpke Landfill	Cincinnati, OH	GSF Energy, LLC	Biogas purchased from Iogen D3 Biofuel Partners, LLC
Kolb Meyer Bioenergy NM I, LLC	Rosewell, NM	Kolb Meyer Bioenergy NM I, LLC	None
EBI Energie Inc. Biomethane Plant	Quebec	EBI Energie	None

4. LCFS Credit Sharing for Gas and Obligations with Regards to LCFS Credits Generally.

a. The LCFS Credits created by the sale of Gas under this transaction shall be shared between Buyer and Seller's Affiliate with the Buyer receiving fifty-five percent (55%) of the LCFS Credits ("Buyer's LCFS Credit Allocation") and the Seller's Affiliate receiving forty-five percent (45%) of the LCFS Credits ("Seller's Affiliate's LCFS Credit Allocation"). Seller's Affiliate shall receive the value of Seller's Affiliate's LCFS Credit Allocation from the proceeds of LCFS Credit sales by Buyer unless and until Seller's Affiliate provides written notice to Buyer of its desire to receive LCFS Credits in-kind. In the event that Seller's Affiliate elects to not participate in the LCFS Credit market, Buyer shall be entitled to one-hundred percent (100%) of the LCFS Credits that can be created under this Transaction Confirmation, (ii) the value of Seller's LCFS Credits, LCFS Credit 2, and LCFS Discount 2 shall be zero and (iii) subsections 4(b), 4(c) and 4(d) of the Special Conditions herein shall not apply.

b. Buyer is obligated to

i. create all LCFS Credits associated with the LCFS-qualified Biogas and Gas purchases that Buyer is able to create consistent with the Low Carbon Fuel Standard set forth in Title 17, California Code of Regulations.

ii. transfer Seller's LCFS Credits generated from Biogas to Seller's Affiliate;

iii. sell LCFS credits generated from Gas in this transaction (unless Seller elects to take LCFS Credits in-kind) to the extent possible and share the proceeds of such sales as set forth in (a); and

iv. retain title to the Seller's Affiliate's LCFS Credits generated from Gas that Buyer is not able to sell. No later than the fifth (5th) Business Day of each month following Gas or Biogas delivery, Buyer shall send Seller's Affiliate a statement detailing the number of LCFS Credits generated during the prior month, the number of LCFS Credits transferred to Seller's Affiliate during the prior month, the number of LCFS credits sold during the prior month, the price at which such LCFS credit were sold and the cumulative number of Seller's Affiliate's outstanding LCFS Credits retained by Buyer ("LCFS Statement"). The LCFS Statement shall be subject to audit by Seller's Affiliate. Seller's Affiliate shall work with Buyer to help facilitate and monetize LCFS credits to the extent possible so long as LCFS Credits are being actively traded and upheld in the California judicial system. Buyer and Seller's Affiliate shall settle LCFS Credits quarterly based on the LCFS Statements in the January, April, July and October invoices.

c. Buyer and Seller's Affiliate will share CARB registration and ongoing reporting costs related to LCFS Credits equally.

d. Buyer and Seller's Affiliate acknowledge that creation of LCFS Credits is contingent upon Buyers registration with CARB under the Low Carbon Fuel Standard set forth in Title 17, California Code of Regulations in §§ 95480-95490 and that LCFS Credits cannot be created in retroactively after registration is completed with CARB.

5. LCFS Value for Biogas

a. In exchange for all Seller's LCFS Credits, the Buyer shall receive a quarterly payment of "Buyer's LCFS Value" that is sum of the three Monthly LCFS Value in that quarter. "Monthly LCFS Value" is the product of (i) Monthly Biogas Quantity, (ii) Buyer LCFS Conversion Rate, (iii) Buyer LCFS Percentage, and (iv) Monthly LCFS Market Price.

b. "Monthly Biogas Quantity" shall be the actual volume of Biogas delivered to and dispensed as a qualifying vehicle fuel at Buyer's station in a given month, as required in the California Low Carbon Fuel Standard Final Regulation Order as defined under title 17 of the California Code of Regulations (CCR), sections 95480-95503 ("LCFS Regulation") that is in effect at the time of delivery. Buyer and Seller acknowledge that the LCFS Regulation may be amended, modified, or repealed by CARB, the California legislature, or other means (for example, legal challenge) and that Buyer and Seller will perform all calculations related to LCFS (including LCFS credit quantities and LCFS pathway Carbon Intensity) based on the formula for generating credits defined therein.

c. "Buyer LCFS Conversion Rate" shall be the formula found in the LCFS Regulation, section §95486.1. Generating and Calculating Credits and Deficits Using Fuel Pathways, where within the Credit generating formula,

(i) "XD" shall in all cases refer to "diesel";

(ii) CI of the fuel is defined to be the Pathway Fixed Carbon Intensity defined under this Agreement;

(iii) EdisplacedXD shall be for a single MMBtu (LHV) of fuel, defined to be 1055 MJ/MMBtu.

d. "Pathway Fixed Carbon Intensity" shall be the simple average of the Carbon Intensity of the pathways defined in Appendix 1 of this Transaction Confirmation. In the event that CARB implements changes to the approved method for calculating Pathway Carbon Intensity (e.g. a new GREET model) as required under the LCFS Regulation, then the Pathway Fixed Carbon Intensity shall be recalculated based on the new Carbon Intensity for each pathway as certified by CARB.

e. "Buyer LCFS Percentage" shall be 55%.

f. "Monthly LCFS Market Price" shall be the simple average of the daily spot price of California LCFS credits as reported daily by OPIS under the name "CA LCFS Carbon Credit", priced in \$/mt (dollars per metric ton), or its successor.

6. RIN Credit Sharing.

(a) Buyer will receive from Seller's Affiliate the value of eight percent (8%) of all RINs created by using Biogas purchased hereunder to produce Vehicle Fuel as a discount in the Biogas Contract Price as set forth above in the section, "Contract Price".

(b) Buyer and Seller's Affiliate will share the EPA registration and ongoing reporting costs related to RINs equally.

7. Extension of Delivery Period. This transaction may be extended for one (1) or two (2) additional twelve (12) month periods provided that Buyer or Seller provides written Notice to the other party hereto of such interest no later than one hundred and eighty Days prior to the end of the applicable Delivery Period.

8. Representations.

(a) Buyer represents that it is eligible to "opt-into" the LCFS program produced by the California Air Resources Board as set forth in the LCFS Regulation;

(b) Seller represents that all Biogas sold hereunder shall be Biogas produced by facilities that are properly registered under the EPA RFS for the generation of RINs and under CARB for the generation of LCFS Credits.

(c) Buyer and Seller's Affiliate each represent that it has entered into a contract with Weaver LLP to ensure that it has created documentation necessary for Biogas and RIN creation in a manner compliant with EPA requirements and with ICF Resources, Inc. for the compliant creation of the LCFS Credits.

9. Buyer and Seller and/or Seller's Affiliate's Responsibilities Regarding the Creation of RINS, LCFS Credits and Records and Documentation Related to Biogas, RINs and LCFS Credits.

(a) Buyer shall,

(i) process all Biogas purchased from Seller hereunder into Vehicle Fuel which shall be distributed to Buyer's customers through Buyer's fueling stations.

(ii) with regard to LCFS Credits, (i) consistent with the Low Carbon Fuel Standard set forth in Title 17, California Code of Regulations, create LCFS Credits associated with its Biogas and Gas purchases that Buyer is able to create; (ii) no later than the fifth (5th) Business Day of each month following delivery, deliver to Seller's Affiliate the LCFS Statement that shall be subject to audit by Seller's Affiliate and which Seller's Affiliate shall use to produce the monthly invoice.

(iii) "opt-in" as a regulated party under California Air Resources Board as set forth in the LCFS Regulation.

(iv) work with ICF Resources, Inc. to register with CARB and comply with the relevant regulatory provisions of the Low Carbon Fuel Standard set forth in the LCFS Regulation, including, but not limited to, pathway registration, LCFS credit generation, quarterly progress reporting and annual compliance reporting.

(v) work with Weaver, LLC to provide all necessary information required for registration with the EPA under the RFS program with regard to RIN creation.

(vi) provide Seller's Affiliate with all records regarding the creation of Vehicle Fuel from the Biogas purchased hereunder that is necessary under the EPA RFS to determine the number of RINs created in each month.

(vii) maintain all records relevant to the purchase of Biogas from Seller, processing of such Biogas into a Vehicle Fuel, Vehicle Fuel sales, and documentation of Vehicle Fuel production in accordance with the requirements of the EPA RFS and CARB regarding the creation and sale of LCFS Credits.

(b) Seller and/or Seller's Affiliate shall maintain all records relevant to (i) the production and purchase and sale of Biogas, (ii) Biogas transportation, distribution and (iii) the sale of the Biogas purchased hereunder as it applies to (a) the creation of RINs in accordance with the requirements of the EPA RFS and (b) LCFS Credits in accordance with the requirements of CARB.

10. Change in Regulations. Buyer, Seller, and Seller's Affiliate, in the event that the EPA amends its regulations for the creation and sale of RINs or CARB amends its regulations for the creation and sale of LCFS Credits as related to the purchase and sale of Biogas for the production of Vehicle Fuel, shall work together in good faith and attempt to amend this Transaction Confirmation accordingly to reflect the intent of the parties herein.

11. (Reserved)

12. (Reserved).

13. Seller's Affiliate.

a. Seller's Affiliate is executing this Transaction Confirmation solely for the purpose of allowing the parties to transfer the RIN value or LCFS credits generated from the use of the Biogas sold as a Vehicle Fuel pursuant to this Transaction Confirmation directly to Seller's Affiliate and to allow for payments for such RINs or LCFS credits to be made directly to or from Seller's Affiliate. The cover page of the Base Contract shall be amended to update the contact information as shown on Exhibit A.

b. Title to the Gas, Biogas and Green Attributes shall pass to Buyer as set forth in Section 8.1 of the Base Contract. Title to the LCFS Credits shall pass to Seller's Affiliate upon transfer to Seller's Affiliate's LCFS/LRT account for LCFS credits all obligations of Seller under this Transaction related to generation of LCFS Credits and any pricing associated with such LCFS Credits shall be satisfied by Seller's Affiliate.

14. Hierarchy: In the event of any inconsistency between the Base Contract including the Addendum and this Transaction Confirmation, this Transaction Confirmation shall govern.

Seller: BP Energy Company

By: _____

Name: John Armstrong

Title: Attorney-In-Fact

Date:

Seller's Affiliate: BP Products North America Inc.

By: _____

Name: Sean Reavis

Title: SVP

Date:

Buyer: San Diego Metropolitan Transit Service

By: _____

Name: Mike Thompson

Title: Director

Date:

[Biogas/Gas Transaction Confirmation]

Exhibit A
Seller's Affiliate Contact Information

SELLER'S AFFILIATE BP Products North America Inc.	PARTY NAME
30 S Wacker, Suite 900 Chicago, IL 60606	ADDRESS
ACCOUNTING INFORMATION FOR RINS AND LCFS CREDITS	
BP Products North America Inc. 30 S. Wacker Drive, Suite 900, Chicago, IL 60606 ATTN: Settlements Phone: 312-594-6951 Fax: 312-594-2165 EMAIL: producttradingsettlement@bp.com	<ul style="list-style-type: none"> ▪ INVOICES ▪ PAYMENTS ▪ SETTLEMENTS
BANK: Citibank NA ABA: 021000089 ACCT: 40648274 OTHER DETAILS:	WIRE TRANSFER NUMBERS (IF APPLICABLE)
BANK: Citibank NA ABA: 021000089 ACCT: 40648274 OTHER DETAILS:	ACH NUMBERS (IF APPLICABLE)
ADDRESS: _____ ATTN: _____	CHECKS (IF APPLICABLE)



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

Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

ACCOUNT BASED FARE COLLECTION SYSTEM – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment 2 to MTS Doc. No. G2091.0-18 (in substantially the same format as Attachment A), with Innovations in Transportation, Inc. (INIT), a total contract increase of \$1,093,731.49.

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 Mid-Coast corridor.

The total contract plus options amount of \$37,667,727.57 will be increased by \$1,093,731.49 for a new contract plus option amount of \$38,761,459.06.

Amendment 2 Price Breakdown	
Parking Solution -- Hardware Increase (9 additional units)	\$115,002.09
Mobile Ticketing Custom Branded Screens & Products, plus 10 Years Maintenance	\$338,139.00
Mobile Ticketing Maintenance & Hosting – Adjusted Pricing Method	\$640,590.40
AMENDMENT 2 TOTAL	\$1,093,731.49



DISCUSSION:

Description of Options

On December 13, 2018 (AI 31), the MTS Board of Directors approved a contract with INIT for design and installation a new fare collection system. The Board approval included the authorization to exercise certain options including: (A) a pay parking system (software and hardware); and (B) mobile ticketing platform with 10 years of maintenance services. Staff has exercised these options via a contract amendment.

In today's proposed action, Amendment 2 would: (i) increase the number of parking systems (hardware) from a quantity of one (1) to a quantity of ten (10); (ii) adjust the pricing associated with the Mobile Ticketing option from a commission to a fixed fee; and (iii) add enhanced MTS branding capability within the mobile ticketing application including 10 years of associated maintenance services.

Parking Solution

The Parking Software and Hardware option allows MTS to provide a pay parking solution for transit riders at parking garages. Initially, this solution will be deployed to the new Mid-Coast section of the trolley system. When the INIT contract was awarded, MTS opted for a single parking system to be developed with the understanding that it could be expanded to additional locations. It has now been determined that a total of ten (10) systems will be required for the Mid-Coast section. This increases the parking hardware option pricing from \$102,868.01 to \$217,870.10 -- an increase of \$115,002.09.

The policies, conditions, and pricing for parking at individual MTS stations will be set by later Board action. The INIT product will allow MTS to adjust the pricing and parking rules as necessary to facilitate its transit services.

Mobile Ticketing – Annual Pricing Method

The Mobile Ticketing option provided by subcontractor Bytemark will allow MTS customers to purchase products and validate their fare by using their mobile devices on the INIT readers to be installed at all MTS stations and on transit vehicles. This is made possible due to the Bytemark mobile ticketing solution being fully integrated with the INIT back-office. This feature will also improve MTS ridership reporting capabilities and accuracy. The Mobile Ticketing option in the INIT contract includes Annual Maintenance and Hosting services to ensure the solution is adequately maintained. In the current contract, this is funded through a lower Annual Maintenance and Hosting cost at \$ 777,172.00 in addition to a 3% transaction fee on fare products sold. Amendment 2 converts this pricing structure to a fixed annual fee. The initial pricing for this item did not include the value of the transaction fee. The annual cost has been modified to lock in a fixed annual cost for these services, which results in an increase of \$640,590.40 for a total 10-year cost of \$ 1,417,762.40. The commission/transaction fee has been eliminated. Eliminating the commission and transitioning to a fixed fee protects MTS from escalating costs if a significant portion of MTS's ridership transfers to the new mobile ticketing platform. In that case, the amount paid in a commission-based price structure would not reflect the actual cost for INIT to maintain the mobile ticketing platform.

Mobile Ticketing – Custom Branded Products and Maintenance

The Custom Branded Screens, Products and Maintenance option will provide the MTS Marketing Department with further flexibility on branding elements for special event products that are displayed via the Mobile Ticketing Application. These items were not part of the original contract award. INIT will deliver this item in accordance with the scope of work included in Attachment A (see pages A-2 to A-12). The cost for this option is \$338,139 and includes ten (10) years of maintenance services.

The pricing for these additional items was determined to be fair and reasonable.

Therefore, staff recommends that MTS Board of Directors authorize the CEO to execute Amendment 2 to Contract G2091.0-18 (in substantially the same format as Attachment A), with INIT, a total contract increase of \$1,093,731.49.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Amendment 2 to MTS Doc. No. G2091.0-18

December 12, 2019

MTS Doc. No. G2091.2-18

Roland Staib
INIT Innovations in Transportation, Inc.
424 Network Station
Chesapeake, VA 23320

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G2091.0-18 (Account Based Fare Collection System)

Mr. Staib:

This shall serve as Amendment No. 2 to our agreement for the design and implementation of an Account Based Fare Collection System.

SCOPE

The scope is modified as follows:

- Increase the quantity of Parking Hardware Solution as referenced in the Technical Specification item 13.5 from one (1) to ten (10).
- Provide professional design services for the branding of the mobile application described in section 19.7.1 of the Technical Specification and as described in Attachment 1
- Provide 10 years of ongoing maintenance support for Custom Branded Screens and Products as outlined in Attachment 2
- Pricing for 10 operation and maintenance contract is adjusted to a fixed annual fee as scheduled in Attachment 3.

SCHEDULE

No changes to the contract schedule

PAYMENT

The total increase to the base contract plus option amount will be increased by \$1,093,731.49, bringing the total base contract plus option amount to \$38,761,459.06.

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 Jablonski
Chief Executive Officer

Roland Staib, INIT Innovations in Transportation

Date: _____

San Diego MTS – Option Execution

Customer: San Diego MTS
Prepared by: Erica Brown
Proposal #: 2019-399-02
Date: 11/8/2019
Validity: 60 Days

Warranty: 10 years of Maintenance
Delivery: See Below
Invoicing
Milestones: To be established before receipt of Change Order

Existing Contract G2091.0-18 Terms & Conditions apply (pending final negotiations with provider Bytemark on options selected).

Description:

After further demonstrations and discussions with INIT's proposed mobile ticketing subcontractor, Bytemark, MTS has requested pricing for options in addition to the original RFP scope.

Solution:

We are pleased to present to MTS the additional services included in the Mobile Ticketing Custom Branded Screens and Products.

There are two additional services being proposed:

1. Mobile Ticketing Custom Branded Screens and Products
2. 10 year Maintenance on the Custom Branded Screens and Products

These services are priced as firm fixed costs and are outlined below:

Pricing:

Summary

Item	Description	Qty	Price per unit USD	Price total USD
1	Mobile Ticketing Custom Branded Screens & Products	1	132,200.00	132,200.00
2	10 Years Custom Branded Screens & Products Annual Maintenance (see breakdown below)	1	205,939.00	205,939.00
Total:				\$338,139.00

Mobile Ticketing Custom Branded Screens and Products

INIT will provide, through its subcontractor Bytemark, the development necessary in the Mobile Application the flexibility to add custom branded skins for special events products that will be displayed via the mobile ticketing app. This development will take place at the same time as the implementation of the Mobile Ticketing App and will be available from day one. The total cost of this development will not exceed \$132,200.00. The full SOW proposed by Bytemark is attached separately.

10 Year Maintenance for Custom Branded Screens and Products

The 10 Year Maintenance Option includes an unlimited amount of MTS special branded products as long as INIT and Bytemark are given ten (10) business days advance notice. INIT and Bytemark will customize the "skin" based on artwork supplied by MTS. Warranty and Maintenance terms and conditions of the existing contract (G2091.0-18) will apply.

Breakdown of Custom Branded Screens and Products Maintenance:

<i>Item</i>	<i>Description</i>	<i>Qty</i>	<i>Price per unit USD</i>	<i>Price total USD</i>
1	Ongoing Maintenance - Year 1	1	17,678.00	17,678.00
2	Ongoing Maintenance - Year 2	1	18,243.50	18,243.50
3	Ongoing Maintenance - Year 3	1	18,837.60	18,837.60
4	Ongoing Maintenance - Year 4	1	19,461.60	19,461.60
5	Ongoing Maintenance - Year 5	1	20,115.50	20,115.50
6	Ongoing Maintenance - Year 6	1	20,803.20	20,803.20
7	Ongoing Maintenance - Year 7	1	21,524.70	21,524.70
8	Ongoing Maintenance - Year 8	1	22,282.60	22,282.60
9	Ongoing Maintenance - Year 9	1	23,078.20	23,078.20
10	Ongoing Maintenance - Year 10	1	23,914.10	23,914.10
GRAND TOTAL excl. Tax				\$205,939.00

Pricing Notes:

The mobile ticketing options fall outside the contract payment milestones and deliverables. A separate schedule will be established after receipt of an order. Taxes/software escrow, if applicable, have not been included.

San Diego MTS – Account Based Fare Collection System Parking Solution

MTS plans to execute the proposed option for the contract line items below. This option is described in the existing contract Exhibit A - Technical Specification Section 13.5 Parking (Option).

These services are priced as firm fixed costs and are outlined below:

Item	Description	Qty	Price per unit USD	Price total USD
11.10	Parking Software Solution	1	90,090.00	90,090.00
11.11	Parking Hardware / Installation (per entrance/exit pair)	10	12,778.01	127,780.10
Total:				\$217,870.10

Pricing Notes:

The parking option falls outside the contract payment milestones and deliverables. A separate schedule will be established after receipt of the order. Taxes/software escrow, if applicable, have not been included.

INIT Contact:

Name: Scott Walsh

Position: Director, Business Development

Phone: 757-413-9100 x327

Email: swalsh@initusa.com

Signature:


Carl Commons
Chief Sales Officer

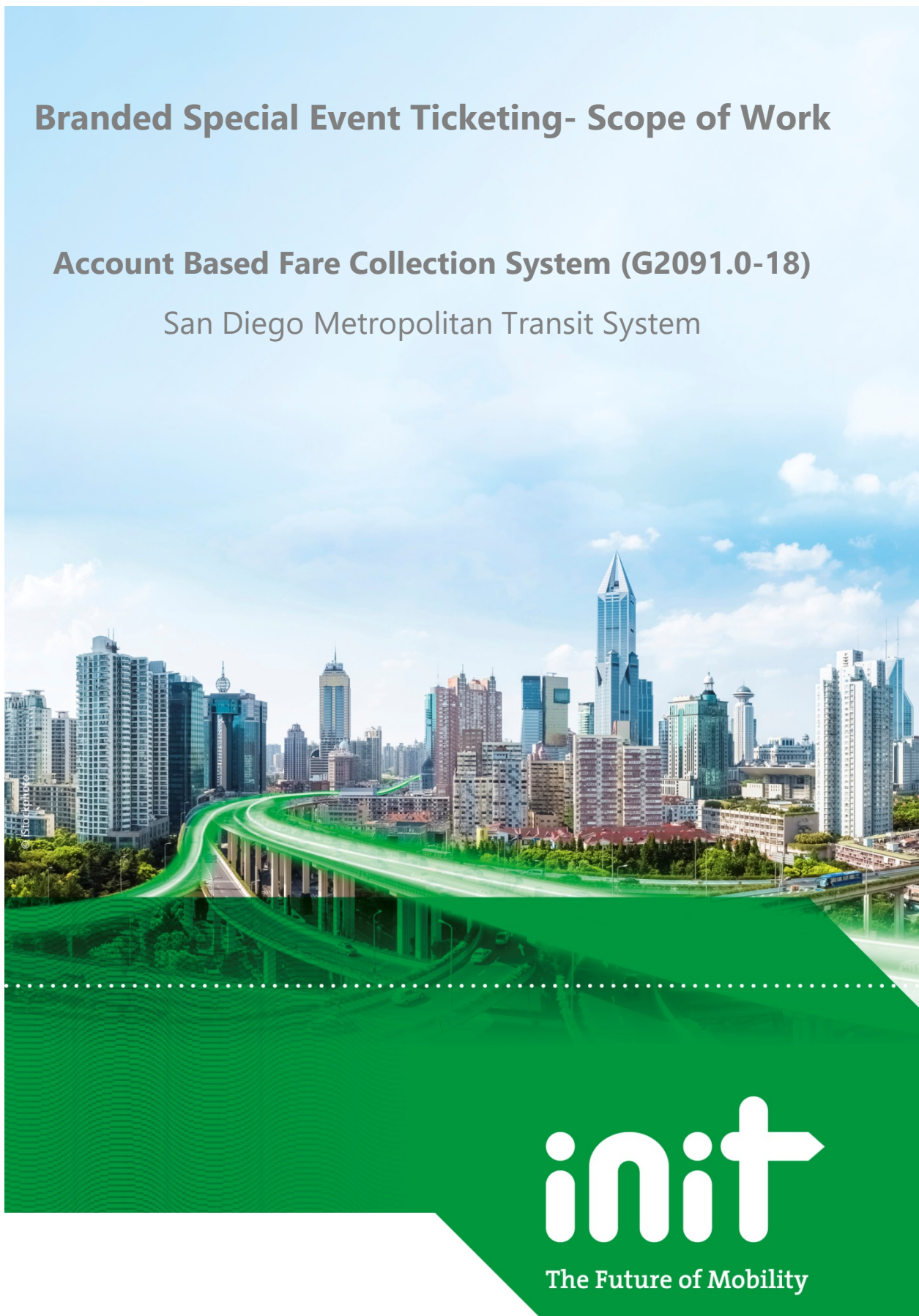


Roland Staib
President & CEO

Branded Special Event Ticketing- Scope of Work

Account Based Fare Collection System (G2091.0-18)

San Diego Metropolitan Transit System



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1 Custom Branded Screens and Products

1.1 Summary

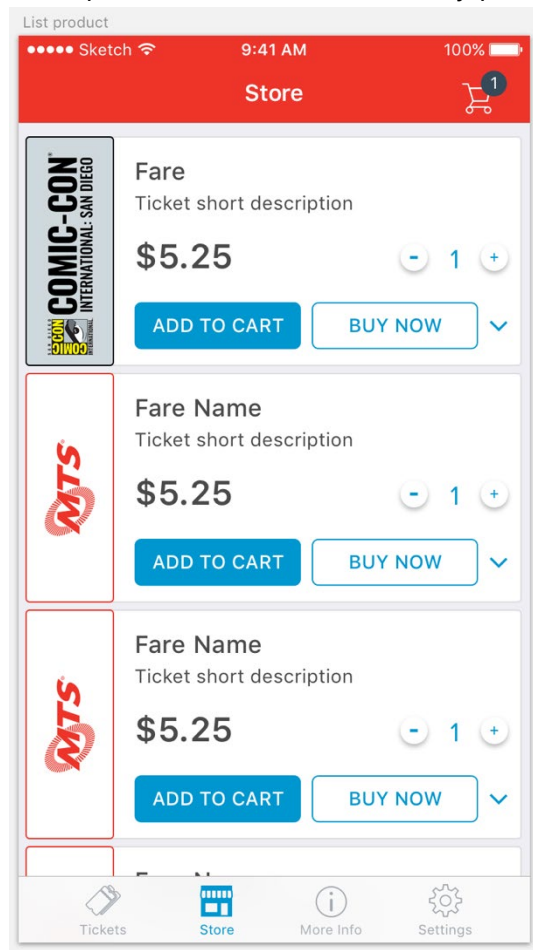
Bytemark will perform development to deliver a configurable mobile app interface that uses fare product & user account information from the INIT MOBILvario system to custom brand the display of fare products as well as mobile backgrounds (wallpaper). This new work includes INIT API integrations as well as updated mobile configurations for both iOS and Android applications. The one-time costs include development, testing, and delivery of the feature.

Bytemark will conduct ongoing maintenance to support this feature throughout the lifecycle of the contract. Maintenance costs include Bytemark support staff implementing branding changes in the mobile configuration files as requested by MTS.

Bytemark require that MTS supplies the appropriate image assets to accommodate custom branding. Bytemark will provide MTS a template and specification for the requisite assets to simplify the process. Bytemark support staff requires 10-business days notice prior to updating screens. MTS will not be limited in the amount of MTS products that can be special branded in the mobile app.

1.2 Products Branded in-Store

Once the rider enters the “Store” section of the app, the special event pass is displayed with custom branding. The example shows a Comic-Con 4-day pass with branding applied.

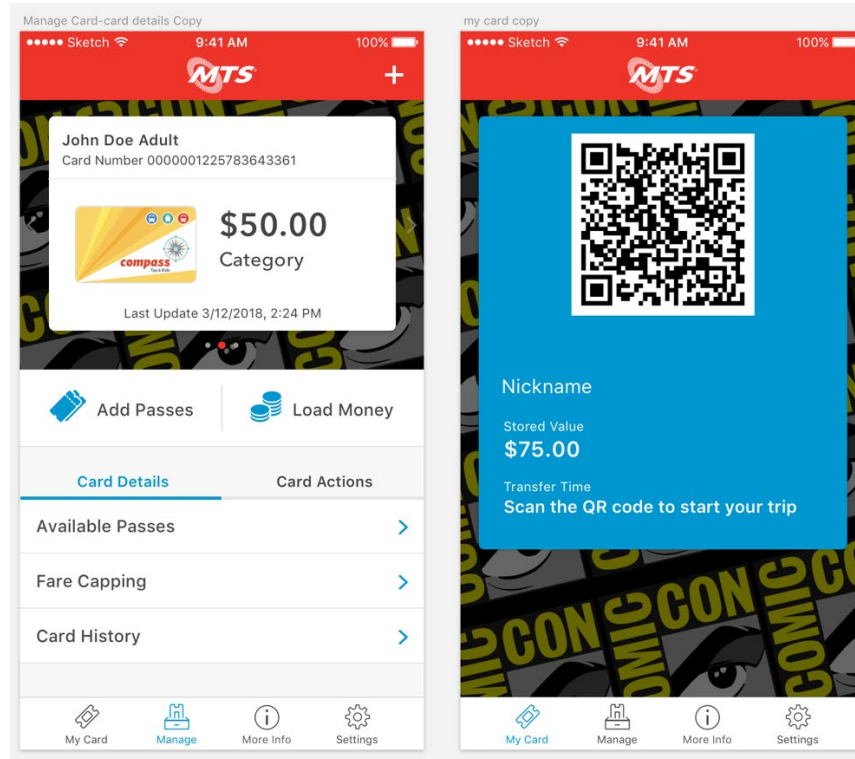


Design Concept 1

Branded special event product in store.

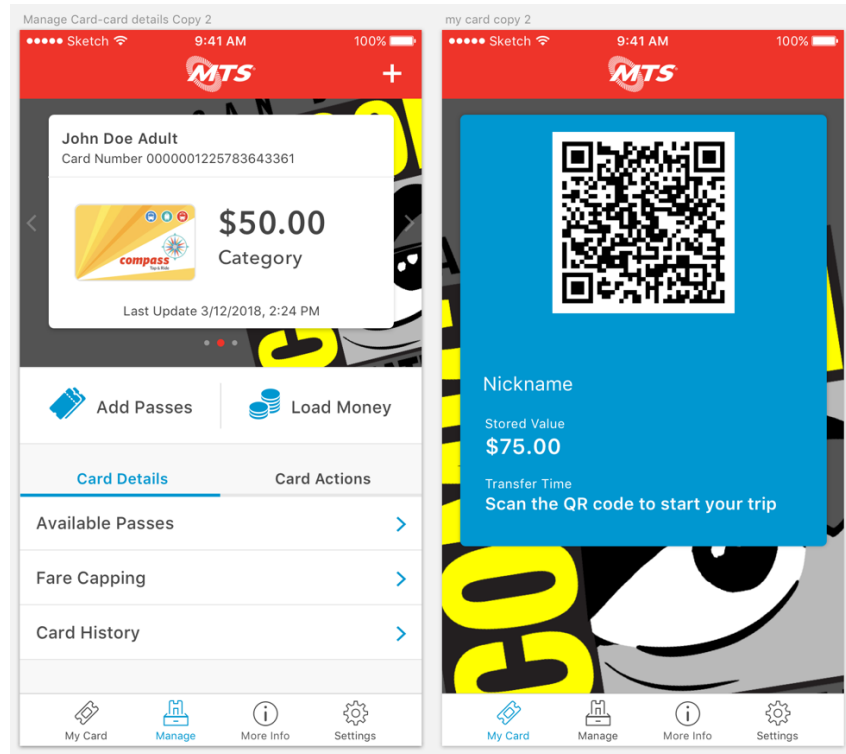
1.2.1 Wallpaper Branding

Once the pass is purchased and added to a Fare Media, the background behind the Fare Media containing the special-event pass changes to the special event branding. The examples show two possible variations of the branded background.



Design Concept 2 – Custom Designs for MTS

Wall-paper style branding that sits behind fare media card. Branding served to the user is based on the special event product they purchased.



Design Concept 3 – Custom Designs for MTS

Wall-paper style branding that sits behind fare media card. Branding served to the user is based on the special event product they purchased.

1.3 Schedule

Schedule will be established in consultation with MTS & INIT once the Option is approved. Bytemark expects to deliver this feature concurrently with the base application.

1.4 Assumptions

- Bytemark will provide a template & specs to MTS marketing team and they can create assets ad-hoc.
- Bytemark require 10-business days notice prior to updating products & screens.
- Special event branding is product specific. Example: Users with Comicon special event pass sees Comicon branding, regular users without the special event pass will not receive the branding. (MTS can push the branding to all users if they like).
- Pricing does not include custom design services from Bytemark.

Amendment 2 - Mobile Ticketing -- Modified Pricing Method

Annual Mobile Maintenance & Hosting Item	Spec Ref.	Description	INIT Proposal Response (Yrs 3-10 cover our base costs in these years)	Original OM Fixed Costs (not including commission)	Amendment 2 Additional Fixed Costs (no commission to be included)
11.05-1	17.2	Year 1	72,217.20	\$ 72,217.20	-
11.05-2	17.2	Year 2	72,217.20	\$ 72,217.20	-
11.05-3	17.2	Year 3	145,666.00	\$ 72,217.20	73,448.80
11.05-4	17.2	Year 4	145,666.00	\$ 72,217.20	73,448.80
11.05-5	17.2	Year 5	157,666.00	\$ 72,217.20	85,448.80
11.05-6	17.2	Year 6	157,666.00	\$ 83,217.20	74,448.80
11.05-7	17.2	Year 7	157,666.00	\$ 83,217.20	74,448.80
11.05-8	17.2	Year 8	169,666.00	\$ 83,217.20	86,448.80
11.05-9	17.2	Year 9	169,666.00	\$ 83,217.20	86,448.80
11.05-10	17.2	Year 10	169,666.00	\$ 83,217.20	86,448.80
1,417,762.40				\$ 777,172.00	640,590.40
All Inclusive				Original	Additional

Terms of Mobile Ticketing

Years 1 and 2 of the mobile ticketing O&M would occur at the lower O&M rate of \$72,217.20 but without commission

Years 3 through 10 of the mobile ticketing O&M would occur at the higher all-inclusive tiers without commission minus the INIT 10% mark up as per the table below

All of the non-revenue U-Pass college products will be provided without a commission – Accepted (further discussion is needed on U-Pass process and development as needed)

The PayNearMe commission on mobile ticketing would decrease from 8% to 6% - Accepted *Note: Pay Near Me option will NOT be executed at this point*



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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

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

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

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

I. Goals of MTS's DBE Program

The goals of MTS's race-neutral DBE program are:

1. to ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. to ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. to help remove barriers to the participation of DBEs in DOT-assisted contracts;
6. to assist the development of firms that can compete successfully in the marketplace outside of the DBE program; and
7. to provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.



II. MTS's DBE Triennial Overall Goal for FFY 2019- 2021

The DBE regulations require MTS to prepare a DBE Triennial Overall Goal. The DBE Triennial Overall Goal is established upon the number of ready, willing, and able DBE contractors within MTS's geographic market area that are available to bid on MTS's federally assisted procurements (excludes transit vehicle procurements). For the current triennial reporting period (October 1, 2018, to September 30, 2021), MTS has an aspirational overall goal of **2.9%** DBE participation on federally funded contracts.

III. Participation by certified DBEs

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

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

Per DOT DBE Regulations, MTS **may not** count participation from certified minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB) or lesbian gay bisexual transgender owned businesses (LGBTBE) (collectively referred to as SBEs) toward meeting its DBE Triennial Overall Goal. Nonetheless, MTS encourages participation from, conducts outreach to, and tracks awards to SBEs.

IV. Race-Neutral Measures to Increase DBE and SBE Participation

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

To increase DBE participation on MTS's federally assisted procurements, as well as SBE participation on all MTS's contracts, MTS conducts outreach to DBEs and SBEs in an effort to inform them of upcoming MTS procurements. The following are some of the race-neutral measures MTS has implemented:

1. outreach to past and current MBEs, DVBEs, WBEs, SBs and LGBTBEs to discuss the benefits of DBE certification and what qualifications are necessary to become DBE certified, as some may already qualify;
2. outreach to past and current DBEs, MBEs, DVBEs, WBEs, SBs and LGBTBEs requesting that they register on PlanetBids so they can receive automatic notification of upcoming MTS formal procurements;

3. for small purchase procurements in which MTS must seek out three (3) bids, MTS aims to advertise more of these procurement on PlanetBids so as to increase the potential of DBEs, MBEs, DVBES, WBEs, SBs or LGBTBEs learning of the procurement, if such a contractor is available to perform the work;
4. for small purchase procurements in which MTS must seek out three (3) bids, seeking at least one (1) of those bids from a DBE or SBE, if available; and
5. attend and actively promote small business conferences and programs to alert DBEs, MBEs, DVBES, WBEs, SBs or LGBTBEs of upcoming MTS contracting opportunities and to educate about MTS's procurement and DBE program.

In the last few months, MTS attended the following outreach events that provide MTS the ability to meet with Contractors and discuss MTS's DBE Program and MTS's upcoming contracting opportunities:

- Naval Facilities Engineering Command hosted by the U.S. Navy on August 13, 2019
- Meet the Primes hosted by San Diego International Airport on October 16, 2019
- Contracting Community Engagement Meeting hosted by San Diego Association of Governments (SANDAG) and North County Transit District on October 24, 2019.
- Procurement and Resource Fair hosted by SANDAG on October 30, 2019

MTS also continued to attend San Diego Public Agency Consortium bi-monthly meetings. At these meetings, San Diego County public agencies discussed upcoming planned workshops and best practices regarding their agency's DBE and SB programs.

V. Federally Funded Procurements

Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA per DOT DBE Regulations. MTS generally reserves federal funds for transit vehicle procurements, transit facility improvements, and state-of-good-repair vehicle or system preventative maintenance projects. MTS generally uses local and state funds for capital projects (e.g. construction, engineering), administrative costs and other operating expenses (e.g. marketing expenses, land management, office supplies).

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

The FTA Semi-Annual Report for April 1, 2019 to September 30, 2019 is the second of six reports in the triennial period of FFY 2019-2021.

a. Contracts Awarded

For this reporting period, MTS **achieved** its DBE Triennial Overall Goal of 2.9% for contracts awarded. MTS achieved **43.14%** DBE participation for contracts awarded.

	Federal Contract Awards/Commitments			Goal
<u>REPORTING PERIOD</u>	<u>Total Federal \$\$</u>	<u>DBE \$\$</u>	<u>DBE %</u>	<u>vs 2.9%</u>
Federal Funds: Apr 1 2019 – Sept 30 2019	\$9,005,016.32	\$3,884,727.66	43.14%	+40.24%

The main reason why MTS was able to meet its DBE Triennial Overall Goal for contracts awarded was due to a large amendment with NMS Management, a DBE, to exercise three (3) option years for janitorial services in the amount of \$4,222,955.51 (80% federally funded). In addition, a large subcontract to RL Controls, a DBE, was awarded as part of the RTMS Vehicle Upgrade Project, for \$862,973.13 (38% federally funded).

b. Contracts Completed

MTS **achieved** its DBE Triennial Overall Goal of 2.9% for contracts completed. MTS achieved **4.94%** DBE participation for contracts completed.

	Federal Contracts Completed/Total Payments			Goal
REPORTING PERIOD	Total Federal \$\$	DBE \$\$	DBE %	vs 2.9%
Federal Funds: Apr 1 2019 – Sept 30 2019	\$2,185,451.11	\$108,000.28	4.94%	+2.04%

The main reason why MTS was able to meet its DBE Triennial Overall Goal for contracts completed was for completing a contract for purchase of wood ties to B&B Diversified Materials, a DBE, for \$98,909.70 (80% federally funded). Please note, MTS decides contract performance periods based on MTS business and operational needs. Every reporting period will differ on the number, type and dollar amount of contracts closed out.

VII. Summary of Achievement Toward Meeting MTS's DBE Triennial Overall Goal for FFY 2019 – FFY 2021

MTS has completed FFY 2019. MTS achieved 23.22% DBE participation for FFY 2019 for contracts awarded, which exceeds MTS's DBE overall goal of 2.9%. Since MTS achieved its overall goal in FFY 2019, no shortfall analysis or corrective action plan is required to be submitted to the FTA.

DBE Achievement for FFY 2019- FFY 2021				
FFY	Reporting Period	Total Fed Awarded	Total DBE Awarded	DBE %
FFY 2019	Oct 1 18 to Mar 31 19	\$8,603,476.55	\$204,022.26	2.37%
FFY 2019	April 1 19 to Sept 30 19	\$9,005,016.32	\$3,884,727.66	43.14%
FFY 2020	Oct 1 19 to Mar 31 20	Not yet completed		
FFY 2020	April 1 20 to Sept 30 20			
FFY 2021	Oct 1 20 to Mar 31 21			
FFY 2021	April 1 21 to Sept 30 21			
Achievement Toward Meeting FFY 2019-2021 DBE Triennial Overall Goal of 2.9% (FFY 2019-2021 Total DBE Awarded ÷ FFY 2019-2021 Total Fed Awarded)		IN PROGRESS: 23.22% for FFY 2019 (exceeds 2.9% Goal)		

While the specific DBE participation rate for each six (6) month reporting period may fluctuate, the goal of the MTS DBE program is to achieve the 2.9% Triennial Overall DBE goal as an average for the FFY 2019-2021 triennial period. MTS will continue to monitor MTS's achievement toward meeting MTS's Triennial Goal after each completed reporting period.

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

Although MTS may not report to the FTA the participation of MBE, DVBE, WBE, SB and LGBTBE (collectively referred to as SBEs) for its FTA DBE Semi Annual Report, MTS does record the participation of these businesses to gauge the success of its program to foster small business participation. MTS encourages the participation of SBEs on all of its contracts, no matter the funding source.

MTS's DBE and SBE participation rates for the reporting period, using both local and federal funds, were as follows:

<u>REPORTING PERIOD</u>	All Contract Awards/Commitments (All Funding Sources)				
	<u>Total \$\$</u>	<u>DBE \$\$</u>	<u>DBE %</u>	<u>SBE \$\$</u> (MBE, DVBE, WBE, SB and LGBTBE)	<u>SBE %</u>
Total Funds: Apr 1 2019 – Sept 30 2019	\$40,005,268.47	\$6,243,119.33	15.61%	\$1,796,894.06	4.49%

When reviewing highlights of SBE achievements, MTS awarded: a five (5) year contract with Quality Sprayers, a DVBE, for weed abatement services in the amount of \$390,780.00 (80% federally funded); My Electrician, a DVBE and MBE, for VMS signs, in the amount of \$218,008.12 (80% federally funded); \$103,742.70 to Ahrens Mechanical, a DVBE, for bus wash blowers; and \$103,664.37 to Select Electric, a MBE, for LED lighting. These awards, and others, helped MTS achieve a high SBE achievement percentage this reporting period.

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

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

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

MTS History of DBE Semi Annual Reports																	
Contract Awards/Commitments*																	
	Federal DBE GOAL	REPORTING PERIOD	TOTAL DOLLARS AWARDED (fed & local)	Total DBE \$\$	Total DBE %	Total SBE \$\$	Total SBE %	Total Federal \$\$	Federal DBE \$\$	Federal DBE %	Federal SBE \$\$	Federal SBE %	Total Local \$\$	Local DBE \$\$	Local DBE %	Local SBE \$	LOCAL SBE %
FFY16	3.75%	Oct 1 15 to Mar 31 16	\$ 63,883,438.52	\$ 298,902.02	0.47%	\$ 2,929,504.04	4.59%	\$ 4,094,298.13	\$ 11,859.89	0.29%	\$ 246,645.99	6.02%	\$ 59,789,140.39	\$ 287,042.13	0.48%	\$ 2,682,858.05	4.49%
		April 1 16 to Sept 30 16	\$ 32,178,592.14	\$ 976,115.34	3.03%	\$ 996,434.97	3.10%	\$ 6,418,545.41	\$ 255,760.97	3.98%	\$ 148,325.08	2.31%	\$ 25,760,046.73	\$ 720,354.37	2.80%	\$ 848,109.89	3.29%
FFY17**		Oct 1 16 to Mar 31 17	\$ 92,516,929.91	\$ 5,611,166.70	6.07%	\$ 3,735,641.71	4.04%	\$ 19,827,518.60	\$ 3,781,098.94	19.07%	\$ 196,188.57	0.99%	\$ 72,689,411.31	\$ 1,830,067.76	2.52%	\$ 3,539,453.14	4.87%
		April 1 17 to Sept 30 17	\$ 40,939,010.42	\$ 478,288.92	1.17%	\$ 1,622,764.06	3.96%	\$ 3,326,175.53	\$ 31,444.62	0.95%	\$ 405,594.52	12.19%	\$ 37,612,834.89	\$ 446,844.30	1.19%	\$ 1,217,169.54	3.24%
FFY18		Oct 1 17 to Mar 31 18	\$ 31,874,559.08	\$ 754,167.60	2.37%	\$ 3,002,750.48	9.42%	\$ 5,888,603.26	\$ 107,876.47	1.83%	\$ 716,139.92	12.16%	\$ 25,985,955.82	\$ 646,291.13	2.49%	\$ 2,286,610.56	8.80%
		April 1 18 to Sept 30 18	\$ 68,024,202.91	\$ 1,725,734.24	2.54%	\$ 4,982,014.37	7.32%	\$ 5,453,720.86	\$ 977,533.90	17.92%	\$ 267,303.01	4.90%	\$ 62,570,482.05	\$ 748,200.34	1.20%	\$ 4,714,711.36	7.54%
FFY16-18	3.75%	Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports)	\$ 329,416,732.98	\$ 9,844,374.82	2.99%	\$ 17,269,109.63	5.24%	\$ 45,008,861.79	\$ 5,165,574.79	11.48%	\$ 1,980,197.09	4.40%	\$284,407,871.19	\$ 4,678,800.03	1.65%	\$ 15,288,912.54	5.38%
FFY19	2.9%	Oct 1 18 to Mar 31 19	\$ 73,790,097.91	\$ 606,817.10	0.82%	\$ 5,715,068.36	7.75%	\$ 8,603,476.55	\$ 204,022.26	2.37%	\$ 182,110.81	2.12%	\$ 65,186,621.36	\$ 402,794.84	0.62%	\$ 5,532,957.55	8.49%
		April 1 19 to Sept 30 19	\$ 40,005,268.47	\$ 6,243,719.33	15.61%	\$ 1,796,894.06	4.49%	\$ 9,005,016.32	\$ 3,884,727.66	43.14%	\$ 644,406.58	7.16%	\$ 31,000,252.15	\$ 2,358,991.67	7.61%	\$ 1,152,487.48	3.72%
FFY20		Oct 1 19 to Mar 31 20	\$ -	\$ -	#DIV/0!	\$ -	#DIV/0!			#DIV/0!		#DIV/0!			#DIV/0!		#DIV/0!
		April 1 20 to Sept 30 20	\$ -	\$ -	#DIV/0!	\$ -	#DIV/0!			#DIV/0!		#DIV/0!			#DIV/0!		#DIV/0!
FFY21		Oct 1 20 to Mar 31 21	\$ -	\$ -	#DIV/0!	\$ -	#DIV/0!			#DIV/0!		#DIV/0!			#DIV/0!		#DIV/0!
		April 1 21 to Sept 30 21	\$ -	\$ -	#DIV/0!	\$ -	#DIV/0!			#DIV/0!		#DIV/0!			#DIV/0!		#DIV/0!
FFY19-21	2.9%	Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports IN PROGRESS)	\$ 113,795,366.38	\$ 6,850,536.43	6.02%	\$ 7,511,962.42	6.60%	\$ 17,608,492.87	\$ 4,088,749.92	23.22%	\$ 826,517.39	4.69%	\$96,186,873.51	\$ 2,761,786.51	2.87%	\$ 6,685,445.03	6.95%

*Transit Vehicle Procurements (buses, trolleys) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included. Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. *

**In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the North American Industry Classification System (NAICS) code's small business size standards, which is used to determine whether a DBE is a small business or not. **



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Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

CONCEPTUAL COST ESTIMATING AND SCHEDULING SERVICES FOR PROPOSED
TRANSPORTATION INFRASTRUCTURE PROJECTS IN SAN DIEGO COUNTY –
WORK ORDER AMENDMENT

RECOMMENDATION:

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

- 1) Ratify Amendment No. 1 to Work Order WOA2075-AE-37 under MTS Doc. No. G2075.0-18 (Attachment A), with Dokken Engineering (Dokken), in the amount of \$255.17 for the removal of a subconsultant and the addition of a classification; and
- 2) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to Work Order WOA2075-AE-37 under MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment B) with Dokken in the amount of \$124,024.58 to perform additional conceptual cost estimating and scheduling services for proposed transportation infrastructure projects in San Diego County. The new total value of the Work order shall not exceed \$472,122.07.

Budget Impact

Today's action will bring total value of the Dokken Work Order WOA2075-AE-37 to \$472,122.07:

MTS Doc No.	Purpose	Amount	Board Approval Date
WOA2075-AE-37	Original Cost Estimating Services Work Order	\$347,842.32	4/11/2019
WOA2075-AE-37.01	Remove subconsultant and add classification	\$255.17	CEO approval 7/10/19 per Board Policy No. 41
WOA2075-AE-37.02	Additional Cost Estimating Services	\$124,024.58	Today's Proposed Action
Total		\$422,122.07	



Dokken Work Order WOA2075-AE-37 is funded through fiscal year (FY) operating budget cost center 906010.

DISCUSSION:

MTS is currently studying a potential sales tax ballot measure for the 2020 general election, and the Board directed staff to commence planning efforts for projects to include in the ballot measure. If approved, the ballot measure would provide MTS with additional funding for its Capital Improvement Program (CIP) and subsequent projects. MTS Planning staff has developed a list of projects which could be funded by the potential sales tax measure. Dokken and its subcontractors have been providing estimates of capital cost and implementation durations to support the Elevate 2020 effort to present a realistic transit improvement plan to the public.

The original work order authorization included the following list of projects to be estimated:

- Ferry Services, 1 public and 1 secure for Navy
- Phase 1 of the Trolley Purple Line, from the Blue Line E Street Station north to the Stadium Station on the Green line.
- Sorrento Valley Skyway
- Freeway Transit Improvements for
 - SR-56
 - SR-52
 - I-805, infill between existing HOV lanes
 - I-5 from San Ysidro to Downtown

MTS has received cost information from the consultant as described above and within the original work order. Additional projects have been identified and the amended work order will add the following projects to the scope of work:

- Complete Trolley Purple line, as shown in 2017 study
- Balboa – Pacific Beach Skyway
- Airport Trolley
- I-5 BRT extension from Downtown to Sorrento Valley
- 11 grade crossings identified in RTP
- New Bus Maintenance Facility
- Placeholder for Miscellaneous Projects

The purpose of the placeholder is to ensure the team is able to respond to new projects that may be identified as the Elevate 2020 transit plan is finalized in the coming months.

Today's proposed action would do the following:

- 1) Ratify Amendment No. 1 to Work Order WOA2075-AE-37 under MTS Doc. No. G2075.0-18 (Attachment A), with Dokken, in the amount of \$255.17 for the removal of a subconsultant and the addition of a classification; and

- 2) Authorize the CEO to execute Amendment No. 2 to Work Order WOA2075-AE-37 under MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment B) with Dokken in the amount of \$124,024.58 to perform additional conceptual cost estimating and scheduling services for proposed transportation infrastructure projects in San Diego County. The new total value of the Work order shall not exceed \$472,122.07.

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

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

Attachments: A. Executed Work Order WOA2075-AE-37.01, MTS Doc No. G2075.0-18
B. Draft Work Order WOA2075-AE-37.02, MTS Doc. No. G2075.0-18



1255 Imperial Avenue, Suite 1000
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June 28, 2019

MTS Doc. No. G2075.0-18
WOA2075-AE-37.01

Mr. John Klemunes, PE
Regional Manager
Dokken Engineering
1450 Frazee Road, Suite 100
San Diego, CA 92108

Dear Mr. Klemunes:

Subject: MTS DOC. NO. G2075.0-18, WORK ORDER WOA2075-AE-37.01, CONCEPTUAL COST ESTIMATING AND SCHEDULING SERVICES FOR PROPOSED TRANSPORTATION INFRASTRUCTURE PROJECTS IN SAN DIEGO COUNTY

This letter shall serve as Amendment No. 1 for professional services, Work Order WOA2075-AE-37, under the General Engineering Consultant Agreement, MTS Doc. No. G2075.0-18, as further described below.

SCOPE OF SERVICES

There shall be no change to the Scope of Services. This Amendment removes the subconsultant PME from the project, and adds the classification of staff manager to WSP's project team (Attachment B)

SCHEDULE

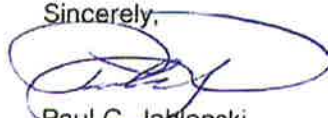
This Amendment will not change the original schedule.

PAYMENT

This Amendment shall add \$255.17 to the Work Order. The revised payment amount shall not exceed \$348,097.49 without prior authorization of MTS.

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,


Paul C. Jablonski
Chief Executive Officer

Accepted:


John Klemunes, PE
Regional Manager, Dokken Engineering

Date:

7/10/19

Attachments: Attachment B, Revised Negotiated Fee Proposal

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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.



ATTACHMENT B

REVISED NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No. **G2075.0-18**Work Order No. **WOA2075-AE-37**Attachment: **B**Work Order Title: **Conceptual Cost Estimating and Scheduling Services**Project No: **Table 1 - Cost Codes Summary (Costs & Hours)**

Item	Cost Codes	Cost Codes Description	Total Costs
1		Labor	\$347,408.49
2		ODC	\$689.00

Totals = **\$348,097.49****Table 2 - TASKS/WBS Summary (Costs & Hours)**

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Project Management and Coordination	295.0	\$76,728.06
2		Conceptual Cost Estimating Methodology	327.0	\$89,600.73
3		Develop Conceptual Cost Estimates	327.0	\$93,965.70
4		Conceptual Schedule Methodology	88.0	\$24,602.46
5		Conceptual Implementation Schedule	88.0	\$24,529.66
6		Structural and Constructability PEER Review	180.0	\$38,670.88
7				
8				
9				
10				

Totals = **1,305.0** **\$348,097.49****Table 3 - Consultant/Subconsultant Summary (Costs & Hours)**

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Dokken Engineering	81.0	\$17,538.18
				WSP	1,321.0	\$330,559.31

Totals = **1,402.0** **\$348,097.49**

Total Costs =

Consultant/Subconsultant: **Dokken Engineering**

Work Order No.:

WOA2075-AE-37

Attachment:

A-4

Work Order Estimate
Summary

Consultant/ Subconsultant: Dokken Engineering

Work Order Title: Conceptual Cost Estimating and Scheduling Services

Contract No. G2075.0-18

Task Order No. WOA2075-AE-37

Attachment: 8

TASKS/WBS (1-5)													
ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	123												
2													
3													
4													
5													
6													
7													
8													
9													
10													
Subtotal =						Subtotal =				Subtotal =			

TASKS/WBS (6-10)														
ODC Item	Description											Totals		
		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	
1	123													
2														
3														
4														
5														
6														
7														
8														
9														
10														
Subtotal =				Subtotal =				Subtotal =				Subtotal =		
												Totals =		

Work Order Estimate Summary

Total Hours = **1,321**
Total Costs = **\$330,569.31**

Consultant/Subconsultant: **WSP**

MTS Doc. No.: **G2075.0-18**

Work Order No.:

Work Order Title: **Conceptual Cost Estimating and Scheduling Services**

Attachment: **B**

Item	TASKS/WBS	TASKS/WBS Description	ODCs (See Attachment)	Larry Shaw, Senior Engineering Project Manager	Karen Kosup, Senior Planning Manager	Nathan Johnson, Senior Technical Manager Structural	Vladimir Kanevsky, Manager of Operations	Dave Schumacher, Senior Planning Manager	Erich Flessner, Senior Manager Engineer Tech Support	Ebrahim Amiri, Senior Manager Engineer Tech Support	Brandt Sinnott, Project Control Specialist - Accounting	Senior Planning Manager QA/QC	Senior Planner	Senior Engineer (P-10)	Technician I Structural	Jim Baig Staff Manager	Total Hours	Totals
				\$ 316.27	\$ 277.56	\$ 365.43	\$ 320.20	\$ 277.56	\$ 222.88	\$ 222.88	\$ 137.94	\$ 277.56	\$ 116.45	\$ 142.86	\$ 171.94	\$ 270.33		
1	Task 1	Project Management and Coordination																
1.1	Project Management			20	20						16						56	\$14,083.64
1.2	Project Coordination and Meetings			20	20	4	20		20	4							88	\$25,093.24
1.3	Coordination of Subconsultants				20		10										30	\$8,734.10
1.4	QA/QC											40					40	\$11,102.40
	Total ODCs for this Task		\$156.50															\$156.50
	Subtotals (Hours) =	N/A		40	60	4	30		20	4	16	40					214	\$59,189.88
	Subtotals (Costs) =	\$156.50	\$12,650.80	\$16,653.80	\$1,461.72	\$9,608.70		\$4,457.80	\$891.52	\$2,207.04	\$11,102.40						214	\$59,189.88
2	Task 2	Conceptual Cost Estimating Methodology																
2.1	Develop Methodology for ROM Estimate			8	40		40	40	40							159	327	\$88,444.23
	Total ODCs for this Task		\$156.50															\$156.50
	Subtotals (Hours) =	N/A		8	40		40	40	40							159	327	\$88,444.23
	Subtotals (Costs) =	\$156.50	\$2,530.16	\$11,102.40		\$12,811.60	\$11,102.40	\$6,915.20								442,982.47	327	\$88,444.23
3	Task 3	Develop Conceptual Cost Estimates																
3.1	Review and Validate Previously Prepared Estimates				24		24	16	24								88	\$24,138.48
3.2	Methodology for Estimates Supporting Project Feasibility			16	40		40	40	40				80	80			336	\$69,720.72
	Total ODCs for this Task		\$106.50															\$106.50
	Subtotals (Hours) =	N/A		16	64		64	56	64				80	80			424	\$63,965.70
	Subtotals (Costs) =	\$106.50	\$5,060.32	\$17,763.84		\$20,498.56	\$15,543.36	\$14,264.32									424	\$63,965.70
4	Task 4	Conceptual Schedule Methodology																
4.1	Develop and Document Methodology and Assumptions			8	20		20	20	20								88	\$24,465.96
	Total ODCs for this Task		\$106.50															\$106.50
	Subtotals (Hours) =	N/A		8	20		20	20	20								88	\$24,465.96
	Subtotals (Costs) =	\$106.50	\$2,530.16	\$5,551.20		\$6,405.80	\$5,551.20	\$4,457.60									88	\$24,465.96
5	Task 5	Conceptual Implementation Schedule																
5.1	Prepare Implementation Schedule for Four Projects			8	24		24	8	24								88	\$24,446.16
	Total ODCs for this Task		\$81.50															\$81.50
	Subtotals (Hours) =	N/A		8	24		24	8	24								88	\$24,446.16
	Subtotals (Costs) =	\$81.50	\$2,530.16	\$6,661.44		\$7,686.96	\$2,220.48	\$5,348.12									88	\$24,446.16
6	Task 6	Structural and Constructability PEER Review																
6.1	Peer review 850 El Cajon Blvd Retaining Wall					10				112					58		180	\$38,589.38
	Total ODCs for this Task		\$81.50															\$81.50
	Subtotals (Hours) =	N/A				10				112					58		180	\$38,589.38
	Subtotals (Costs) =	\$81.50				\$3,654.30				\$24,962.56					\$9,972.52		180	\$38,589.38
	Totals (Summary) =																	
	Total (Hours) =	N/A		80	208	14	178	124	168	116	16	40	80	80	58	159	1,321	\$330,569.31
	Total (Costs) =	\$889.00	\$25,301.60	\$57,732.48	\$5,116.02	\$57,011.62	\$34,417.44	\$37,443.84	\$25,854.08	\$2,207.04	\$11,102.40	\$9,316.00	\$11,412.80	\$9,972.52	\$42,982.47			\$330,569.31
	Percentage of Total (Hours) =	N/A		6%	16%	1%		9%	13%	9%	1%	3%	6%	6%	4%	0.120363361	87%	
	Percentage of Total (Costs) =		0%	8%	17%	2%		10%	11%	8%	1%	3%	3%	3%	3%	0.130029525		67%

Work Order Estimate
Summary

Consultant/ Subconsultant: **WSP**

Work Order Title: **Conceptual Cost Estimating and Scheduling Services**

Contract No: **G2075.0-18**

Task Order No: **WOA2075-AE-37**

Attachment: **8**

TASKS/WBS (1-5)													
ODC Item	Description	Unit	Unit Cost	Task 1		Task 2		Task 3		Task 4		Task 5	
				Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Repro & Graphics	LS	\$1.00	100	\$100.00	100	\$100.00	50	\$50.00	50	\$50.00	25	\$25.00
2	Deliveries	LS	\$1.00										
3	Mileage	MI	\$0.57	100	\$56.50	100	\$56.50	100	\$56.50	100	\$56.50	100	\$56.50
4	Scanning	LS	\$1.00										
5	Other (Photo, etc.)	LS	\$1.00										
6	Aerial Photography	LS	\$1.00										
7	Hotel	EA	\$250.00										
8	Meals	EA	\$100.00										
9	Airfare	EA											
10													
Subtotal =					\$156.50	Subtotal =	\$156.50	Subtotal =	\$106.50	Subtotal =	\$106.50	Subtotal =	\$81.50

TASKS/WBS (6-10)													
ODC Item	Description	Task 6		Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Totals	
		Quantity	Total									Quantity	Total
1	Repro & Graphics	25	\$25.00									350	\$350.00
2	Deliveries												
3	Mileage	100	\$56.50									600	\$339.00
4	Scanning												
5	Other (Photo, etc.)												
6	Aerial Photography												
7	Hotel												
8	Meals												
9	Airfare												
10													
Subtotal =			\$81.50	Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$689.00

December 12, 2019

MTS Doc. No. G2075.0-18
WOA2075-AE-37.02

Mr. John Klemunes, PE
Regional Manager
Dokken Engineering
1450 Frazee Road, Suite 100
San Diego, CA 92108

Dear Mr. Klemunes:

Subject: MTS DOC. NO. G2075.0-18, WORK ORDER WOA2075-AE-37.02, CONCEPTUAL
COST ESTIMATING AND SCHEDULING SERVICES FOR PROPOSED
TRANSPORTATION INFRASTRUCTURE PROJECTS IN SAN DIEGO COUNTY

This letter shall serve as Amendment No. 2 for professional services, Work Order WOA2075-AE-37, under the General Engineering Consultant Agreement, MTS Doc. No. G2075.0-18, as further described below.

SCOPE OF SERVICES

This Amendment shall add tasks 7-11 to the original Scope of Work (Attachment A).

SCHEDULE

This Amendment shall add 6 months to the original schedule.

PAYMENT

This Amendment shall add \$124,024.58 to the Work Order. The revised payment amount shall not exceed \$472,122.07 without prior authorization of MTS.

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,

Accepted:

Paul C. Jablonski
Chief Executive Officer

John Klemunes, PE
Regional Manager, Dokken Engineering

Date: _____

Attachments: Attachment B, Revised Negotiated Fee Proposal



MTS Doc. No. G2075.0-18

Work Order No. WOA2075-AE-37.02

**WORK ORDER TITLE: Conceptual Cost Estimating and Scheduling Services
Amendment #2 – Tasks 7 – 11**

I. PROJECT DESCRIPTION

MTS requests conceptual cost estimating and scheduling services for proposed transportation infrastructure projects in San Diego County.

II. EXPECTED RESULTS

Consultant shall provide a final report documenting assumptions, analysis and findings.

III. SCOPE OF WORK

The scope of work shall consist of the following tasks and deliverables:

Task 1 – Project Management and Coordination

1.1 Provide project management services including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the Consultant's team.

1.2 Provide project coordination with MTS as well as coordination with other project stakeholders as necessary.

1.3 Provide coordination and oversight of subconsultant(s) and integration of plans and specifications into submittal packages.

1.4 QA/QC will be performed on all deliverables to ensure quality of work and compliance with the scope of work. Review work will be in-house by a qualified professional.

Task 2 – Conceptual Cost Estimating Methodology

2.1 Develop and document the methodology and assumptions for use in developing rough order of magnitude (ROM) estimates to support project feasibility assessments for light rail, bus rapid transit and aerial skyway transportation projects. The methodology should be inclusive of the following items:

- General Methodology
- Work Breakdown structure
- Unit Price Element Parameters
- Contractors' Indirect Costs and Profits
- Soft Costs
- Uncertainty and Risk
- Escalation

Task 3 – Develop Conceptual Cost Estimates

3.1 Review/Validate Previously prepared estimates:

- a - Trolley Purple Line:
- b - Sky Way projects,
- c – BRT, including Stations, Direct Access Ramps, dedicated freeway lanes

3.2 Methodology for estimates supporting project feasibility assessments

Task 4 – Conceptual Schedule Methodology

- 4.1 Develop and document the methodology and assumptions for use in developing implementation schedules for light rail, skyway and bus rapid transit projects. The methodology should be inclusive of the following items:
- Planning Durations
 - Federal, State, Local Environmental Permit durations
 - Preliminary and Final Design Durations
 - Construction Durations
 - Uncertainty and Risk

Task 5 – Conceptual Implementation Schedule

- 5.1 Four projects will be selected jointly by MTS and the consultant. For each project, establish a conceptual cost estimate and implementation schedule to include the following items:
- Planning Services
 - Identify and determine schedule for Federal and State Environmental Approval/Permits
 - Preliminary and Final Design Services
 - Construction Duration

Task 6 – Structural and Constructability Peer Review

This request for a scope and fee is for a peer review for a design that retrofits an existing retaining wall running parallel to MTS Freight and Trolley Tracks. The existing wall is located at 850 El Cajon Boulevard in El Cajon, CA and was constructed by the property owner in 2014 as a repair to an older wall. The 2014 was not design to meet AREMA Cooper E-80 freight loading. Because the existing wall supports MTS' eastbound track, the eastbound track is restricted to light rail traffic only.

The proposed project has been designed to retrofit of the existing wall and provide approximately 25' of new wall, designed to meet AREMA Cooper E-80 freight loading. Completion of construction will allow the eastbound track restriction to be lifted. MTS is seeking a consultant to provide the following services:

- Provide a peer review of the engineer's design and calculations.
- Confirm wall as designed meets AREMA Cooper E-80 freight loading.
- Provide comments on the constructability of design.

Documents provided for peer review team reference:

- A. Geotechnical Information
 - i. Design Maps Summary Report
 - ii. Geotechnical Parameters 6/12
- B. Design Drawings and Structural Calculations for the existing wall
 - i. HTK Sheet S1
 - ii. HTK Sheet SP1
 - iii. HTK Structural Calculations 1-29-14
 - iv. RCK wall Calculations_1-29-2014 (duplicate to above?)

- C. Design Drawings and Structural Calculations for the proposed work
 - i. Enterprise Retaining Wall – Full Plan Set_7-31-2018
 - ii. Technical Specifications, Sections 10 thru 17
 - iii. Enterprise Retailing Wall Calculations June 2018
- D. Other
 - i. Calc Sketches – source unknown

Task 7 – Airport Trolley

1. Perform an independent cost estimate of the proposed Airport Trolley extension from the track section between Grape and Hawthorne, west to the median of Harbor Drive near the intersection of Harbor Drive and Hawthorne Street, and continuing west along Harbor Drive to a terminus station at Harbor Drive and east end of the terminal 2 parking structure.

Task 8 – Miscellaneous Projects

1. The task is included in anticipation of future project evaluation requests from MTS using Task 1 – 5 above.

Task 9 - Balboa - Pacific Beach Skyway

1. Perform an analysis of this project with a previous study as the foundation. Use Task 1 – 5 above to complete the analysis.

Task 10 – Purple Line Extension

1. Analyze using Tasks 1 -5 above, Task 10 extends the Purple Line scope beyond Phase 1 and includes costs for the purple line from the Phase 1 Green Line intersection north to Kearny Mesa and south from Phase I to the Iris Transit Station.

Task 11 - BRT – I5

1. Analyze using Task 1 – 5 above a proposed BRT route from on the I-5 from downtown to Sorrento Valley.

IV. PERIOD OF PERFORMANCE

The performance period is anticipated to be 6 months.

V. DELIVERABLES

1. Cost and Schedule Methodology Report
2. Conceptual Cost Estimates (4 projects)
3. Conceptual schedules (4 projects)
4. Peer Review Report

VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Tasks Schedule	Begin/End Dates
Task 1 – Project Management and Coordination	NTP to Completion
Task 2 – Conceptual Cost Estimating Methodology	NTP to NTP + 30 days
Task 3 – Develop Conceptual Cost Estimates	NTP + 120 Days
Task 4 – Conceptual Schedule Methodology	NTP to NTP + 30 days
Task 5 – Conceptual Implementation Schedule	NTP + 120 Days
Task 6 – Structural and Constructability Report	NTP + 20 days

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

Not Applicable.

VIII. SPECIAL CONDITIONS

Not Applicable.

IX. MTS ACCEPTANCE OF SERVICES:

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

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

X. DEFICIENT WORK PRODUCT:

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

- Revising provided documents,

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

XI. DELIVERABLE REQUIREMENTS

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

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

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

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

XII. PRICING

Pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

XIII. ADDITIONAL INFORMATION

List additional information as applicable to the specific Work Order scope of services.

XIV. PREVAILING WAGE

Prevailing wage rates apply to certain personnel for these services? ☐ Yes x ☒ No

If yes, please list classification subject to prevailing wage rates:

Work Order Estimate Summary

Att. B, AI 20, 12/12/19

MTS Doc. No. **G2075.0-18**

Work Order No.

Attachment: **B**

Work Order Title: **Conceptual Cost Estimating and Scheduling Services**

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Labor	\$124,024.58
2		ODC	

Totals = **\$124,024.58**

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1		Project Management and Coordination		
2		Conceptual Cost Estimating Methodology		
3		Develop Conceptual Cost Estimates		
4		Conceptual Schedule Methodology		
5		Conceptual Implementation Schedule		
6		Structural and Constructability PEER Review		
7		Airport Trolley	124.0	\$30,191.32
8		Micellaneous Projects	182.0	\$37,237.46
9		Balboa to Beach Skyway	122.0	\$19,966.44
10		Purple Line Extension	40.0	\$10,972.96
11		BRT - I5 to Sorrento Valley	124.0	\$25,656.40

Totals = **592.0** **\$124,024.58**

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

(If Applicable, Select One)				Consultant	Labor Hrs	Total Costs
DBE	DVBE	SBE	Other			
				Dokken Engineering		
				WSP	592.0	\$124,024.58

Totals = **592.0** **\$124,024.58**



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

Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

FISCAL YEAR (FY) 2020 – 2021 PILOT BLUE LINE SERVICE INCREASE (BRENT BOYD)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the pilot Blue Line service increase, and direct the Budget Development Committee (BDC) to identify funding for the service in the Mid-Year Operating Budget Amendment.

Budget Impact

The subsidy for operating the pilot Blue Line service is estimated at \$5.7 million annually. Initial costs for the pilot would be funded from the SDTI operations budget. At the BDC meeting in February 2020, staff will recommend that State Transit Assistance or Transportation Development Act funding be transferred from the Capital Improvement Program (CIP) to operate the pilot service for the full 12 month pilot period. This adjustment would be included in the FY 2020 Mid-Year Operating Budget Amendment, which will be developed by the BDC for approval by the Board of Directors in Spring 2020.

DISCUSSION:

As the region's economy diversifies away from traditional work hours, staff has identified a need to add midday and shoulder service to many core routes, especially in light of budget-related reductions made over the past ten years. The Blue Line is the highest ridership route in the MTS system, with more than 57,000 boardings each weekday, and nearly 19 million annual riders. The Blue Line currently offers a 7.5-minute frequency during the weekday peaks, for eight trains per hour between San Ysidro and Downtown San Diego in each direction. However, outside the weekday peaks, the frequency is



every 15 minutes on all days. In the evenings, the frequency drops to 30 minutes at approximately 9:00 p.m., reducing the ease and flexibility riders have for late return trips.

To improve the service and experience for riders, MTS staff proposes implementation of a pilot program in early 2020 to increase service on the Blue Line as follows:

- On weekdays, add service to operate every 7.5 minutes for the entire base day;
- On all days, extend the 15-minute frequency into the evenings through the end of service day.

(Separately, MTS is in the initial planning stages of a pilot overnight service that would offer parallel bus service along the Blue Line corridor in the hours when freight traffic prohibits light rail operations.)

These changes represent a 29.9% increase in revenue hours on the Blue Line, making it a “major service change” as defined by MTS Board Policy 42. The policy allows major new services to be implemented as a pilot for up to 12 months to determine performance prior to initiating a major service change process (including a public hearing). If the added service implemented in early 2020 is successful, staff will conduct a major service change process and hold a public hearing at a future Board of Directors meeting, requesting Board action to make the change permanent.

/s/ Sharon Cooney for
Paul C. Jablonski
Chief Executive Officer

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

FY 2020 – 2021 Pilot Blue Line Service Increase

MTS Board of Directors Meeting

December 12, 2019

Current Blue Line Service

- San Ysidro – Downtown (18 stations)
 - Will be extended to UCSD/UTC
- 430am to 130am
- 7.5-minute frequency in AM and PM peak (weekdays)
 - 15-minute frequency most other times
- 60,000 passengers per day
- Significant Recent Investment
 - Blue Line Rehab (\$436 million)
 - Additional vehicles and trips from cap-and-trade funding

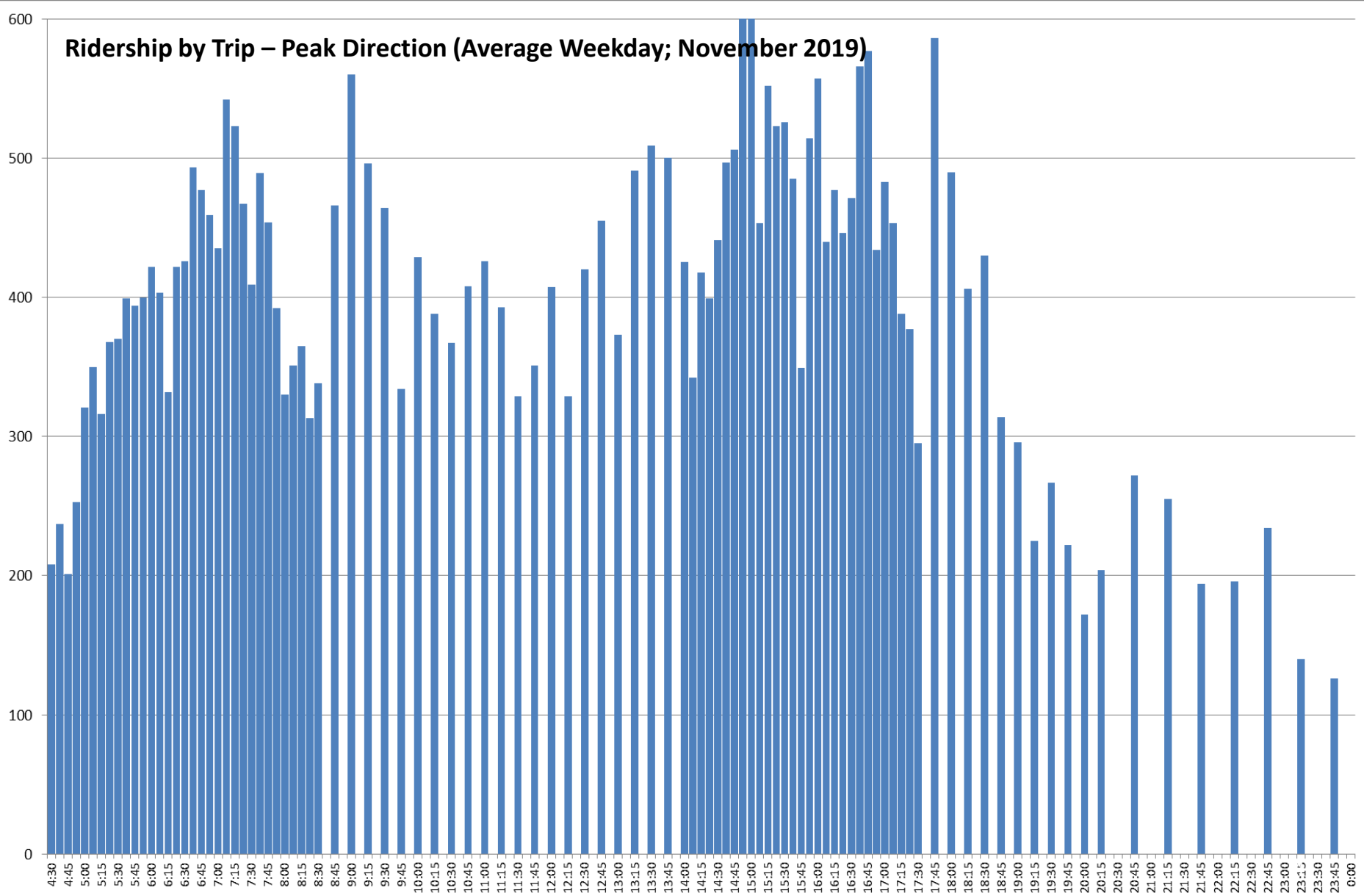


Service Increase Proposal

	TIME	CURRENT FREQUENCY	PROPOSED FREQUENCY
WEEKDAY	430am-8am	7.5	7.5
	8am-230pm	15	7.5
	230pm-6pm	7.5	7.5
	6pm-7pm	15	7.5
	7pm-9pm	15	15
	9pm-1am	30	15
SATURDAY	430am-9pm	15	15
	9pm-1am	30	15
SUNDAY	430am-7am	30	15
	7am-9pm	15	15
	9pm-1am	30	15

Blue Line Ridership

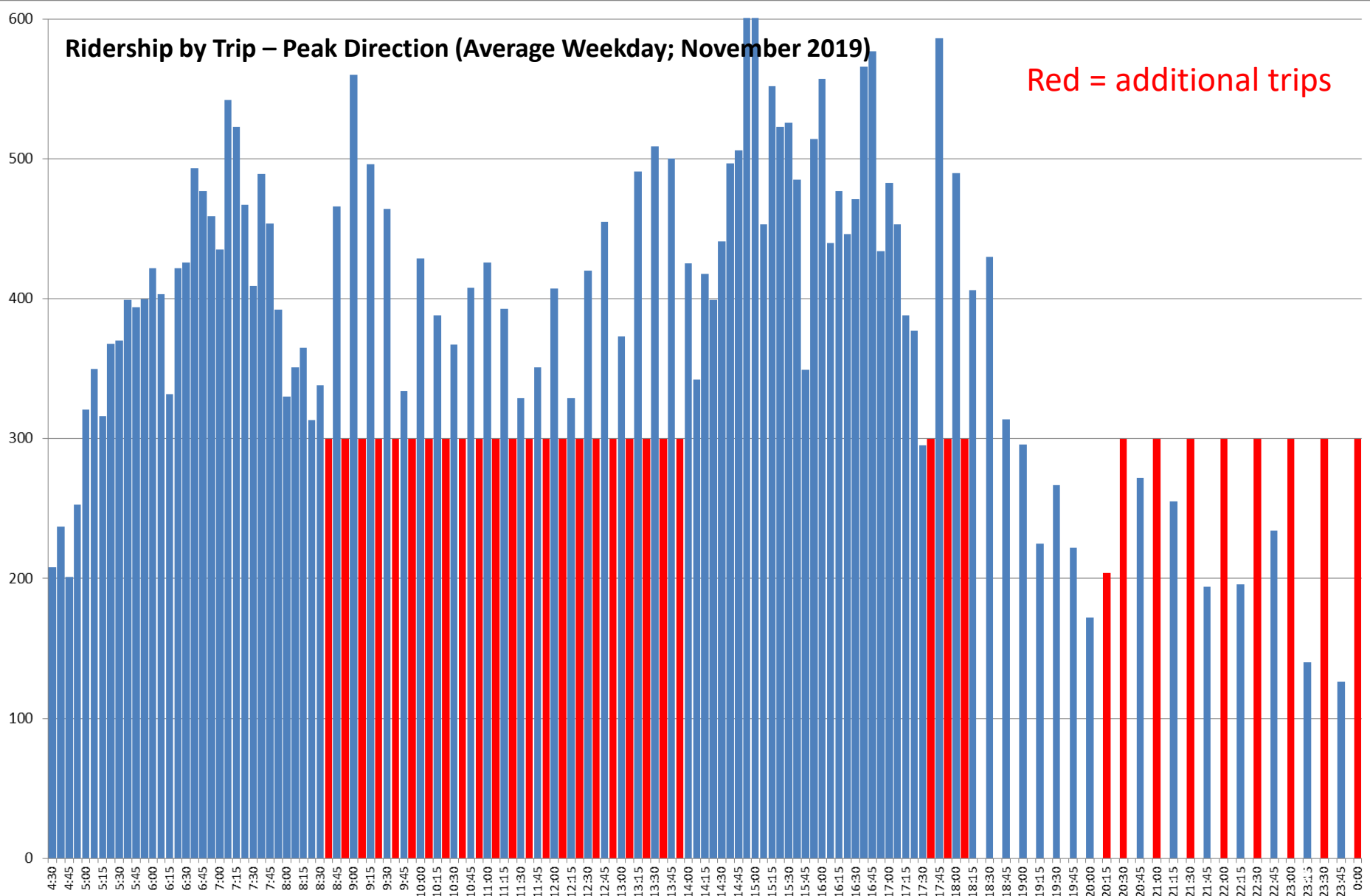
Ridership by Trip – Peak Direction (Average Weekday; November 2019)



Blue Line Ridership

Ridership by Trip – Peak Direction (Average Weekday; November 2019)

Red = additional trips



Funding

- \$5.7 million annually
- Initially funded through Trolley operations budget
- At February Board meeting, staff will recommend that STA or TDA funding be transferred from the Capital Improvement Program to operate the pilot service for full 12-month period
- Adjustment would be included in FY20 Mid-Year Operating Budget Amendment (Board approval in spring 2020)

Recommendation

- Approval of pilot Blue Line service increase effective January 26, 2020
- Direct the Budget Development Committee to identify funding for the service in the Mid-Year Operating Budget

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	Dec 12 2019
Name	JACK SHU
Address	8040 Wetherly St. La Mesa 91941
Telephone	(619) 7082050
Email	jkshu52@gmail.com
Organization Represented	30
Subject of Your Remarks	Blue Line
Regarding Agenda Item No.	30
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

Spanish

(PLEASE PRINT)

DATE	12-12-19		
Name	Alina Sanchez		
Address	632 C Ave National City		
Telephone	619 352 0056		
Email	alicasanchez@gmail.com		
Organization Represented	EHC		
Subject of Your Remarks	MTS blue line project		
Regarding Agenda Item No.	30		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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

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AGENDA ITEM NO.

30

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	12/12/19
Name	Oscar Medina
Address	
Telephone	858-922-4649
Email	OscarM@environmentalhealth.org
Organization Represented	Environmental Health Coalition
Subject of Your Remarks	
Regarding Agenda Item No.	30
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

u

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

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(PLEASE PRINT)

DATE	12/12/19
Name	Silvia Calzada
Address	2142 Hoover Ave #209 National City CA 91907
Telephone	619 274 7315
Email	silviamcalzada@gmail.com
Organization Represented	Environmental Health Coalitions
Subject of Your Remarks	MTS Blue Line Pilot Project
Regarding Agenda Item No.	30
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

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(PLEASE PRINT)

DATE	12-12-19
Name	MARGO TANQUAY
Address	229 16th St #116
Telephone	643-5450
Email	tangmargo7@gmail.com
Organization Represented	Taxi Driver - Leado Rep MTS
Subject of Your Remarks	
Regarding Agenda Item No.	30
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

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

Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

ELEVATE SD 2020 PUBLIC ENGAGEMENT UPDATE (MARK OLSON, SHARON COONEY, AND DAVE METZ OF FM3)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

In this presentation, MTS staff will update the Board about public engagement efforts for Elevate SD 2020 and discuss plans for draft expenditure plan outreach. Additionally, FM3 Research will report on findings from the November 13 focus group study.

/s/ Sharon Cooney for
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Vision Builder Results



VISION BUILDER

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City of Chula Vista	5
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SUMMARY OF VISION BUILDER PARTICIPATION

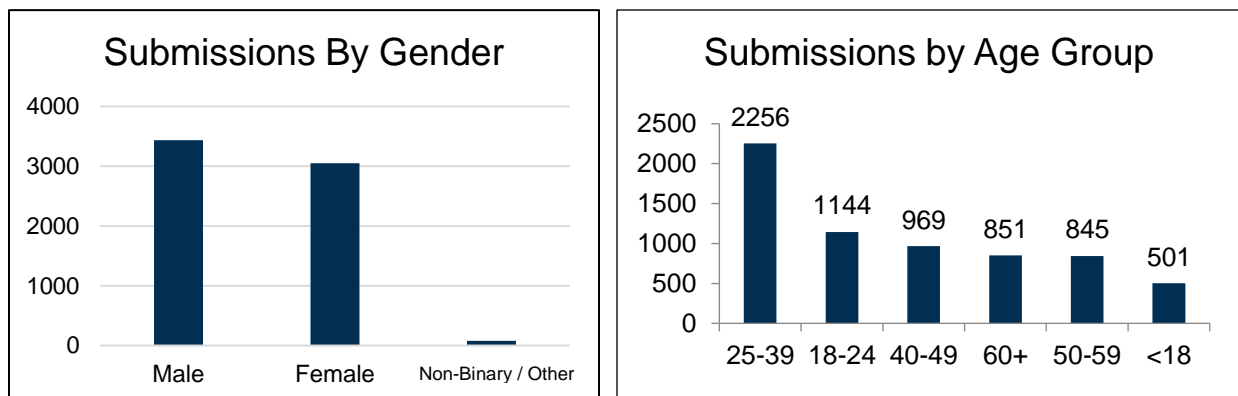
In October 2019, MTS launched the online Vision Builder Challenge. The tool gave participants 1,000 coins and 17 different project concepts to choose from. Their task was to identify which transit projects they prefer, and to create their own plan for the future of transit. (Participants also had the option to submit open comments to identify projects they think are missing, and provide other feedback.)

The Elevate SD website and Vision Builder tool are/were available in both English and Spanish. In total, 100 Spanish submissions were received (1.5%). MTS utilized organic and paid strategies to solicit participation in the Vision Builder, including e-newsletters, press releases, community outreach, working with community partners and member cities, and paid print, digital and social media ads.

- The majority of responses (53.4%) came from direct traffic: people directly accessing site through search bar, clicking a link sent without a tracking code (i.e. employers, community orgs, personal contacts, etc.)
- Nearly 10% of all submissions came from MTS emails (Rider Insiders, and Compass Cloud 30-Day/recent Day Pass users)
- 7.5% of submissions came from Facebook (paid and organic)
- The largest employer participation was the County of San Diego (2.3%)

The Vision Builder tool closed to the general public on December 1, 2019. Below is a summary of all Vision Builder results received.

Total Submissions: 6,566



Of all submissions received, more than 92% are from the MTS service territory.

Top Responses by Zip Code:

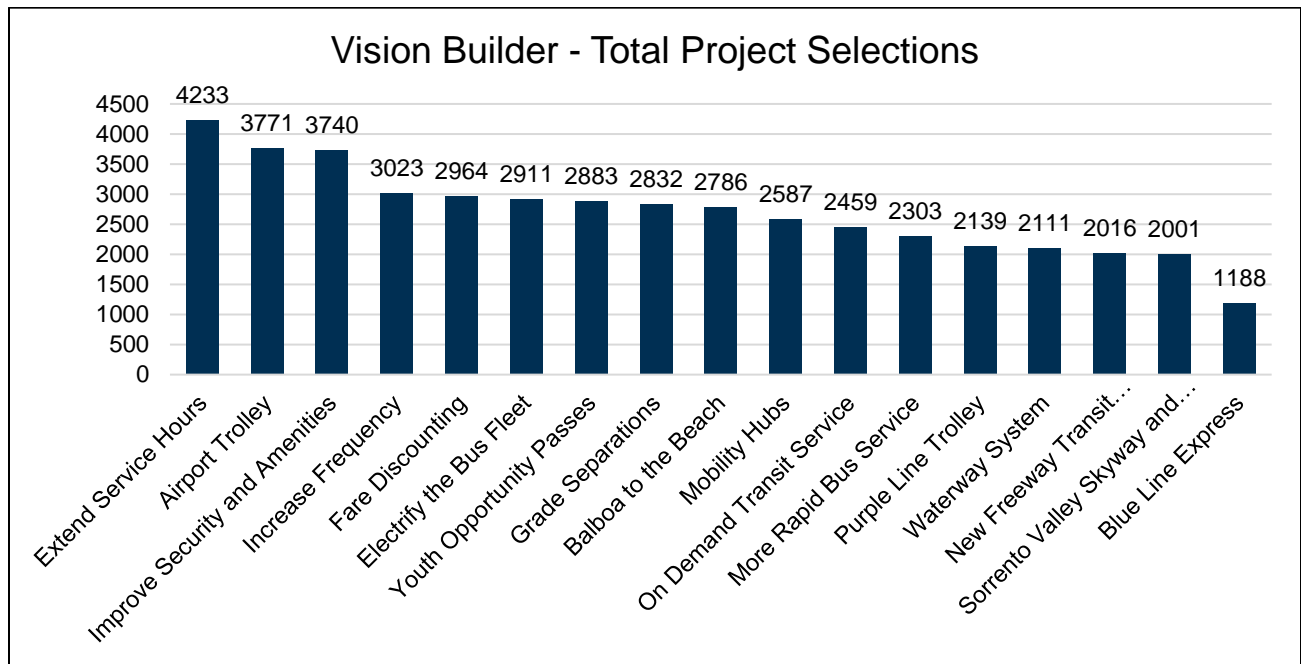
1. 92101 (402 – 6.1%)
2. 92105 (327 – 5.0%)
3. 92104 (288 – 4.4%)
4. 92115 (281 – 4.3%)
5. 92102 (260 – 4.0%)

The top selected projects include:

- Extended Service Hours/24-Hour Service (included in 64.5% of submissions)
- Airport Trolley (included in 57.4% of submissions)
- Improve Security & Amenities (included in 57.0% of submissions)

The least selected transit projects include:

- Blue Line Express Trolley (included in 18.1% of submissions)
- Sorrento Valley Skyway and Connectors (included in 30.5% of submissions)
- New Freeway Transit Connections (included in 30.7% of submissions)



In the following pages, MTS has provided a summary of submissions by each of the following jurisdictions:

- City of Chula Vista
- City of Coronado
- City of El Cajon
- City of Imperial Beach
- City of La Mesa
- City of Lemon Grove
- City of National City
- City of Poway
- City of San Diego, D1
- City of San Diego, D2
- City of San Diego, D3
- City of San Diego, D4
- City of San Diego, D5
- City of San Diego, D6
- City of San Diego, D7
- City of San Diego, D8
- City of San Diego, D9
- City of Santee
- County of San Diego, D4
- County of San Diego, Unincorporated

Note: For the jurisdiction count, MTS divided responses by ZIP code provided by user and attempted to avoid overlap where possible. However, in instances where there seemed to be a significant residential area across multiple districts, the following City of San Diego ZIP codes are included in multiple jurisdictions' summaries:

- 92102 (D3, D4, D9)
- 92105 (D4, D9)
- 92111 (D6, D7)
- 92113 (D8, D9)
- 92117 (D2, D6)
- 92123 (D6, D7)

SUMMARY OF RESPONSES: CITY OF CHULA VISTA

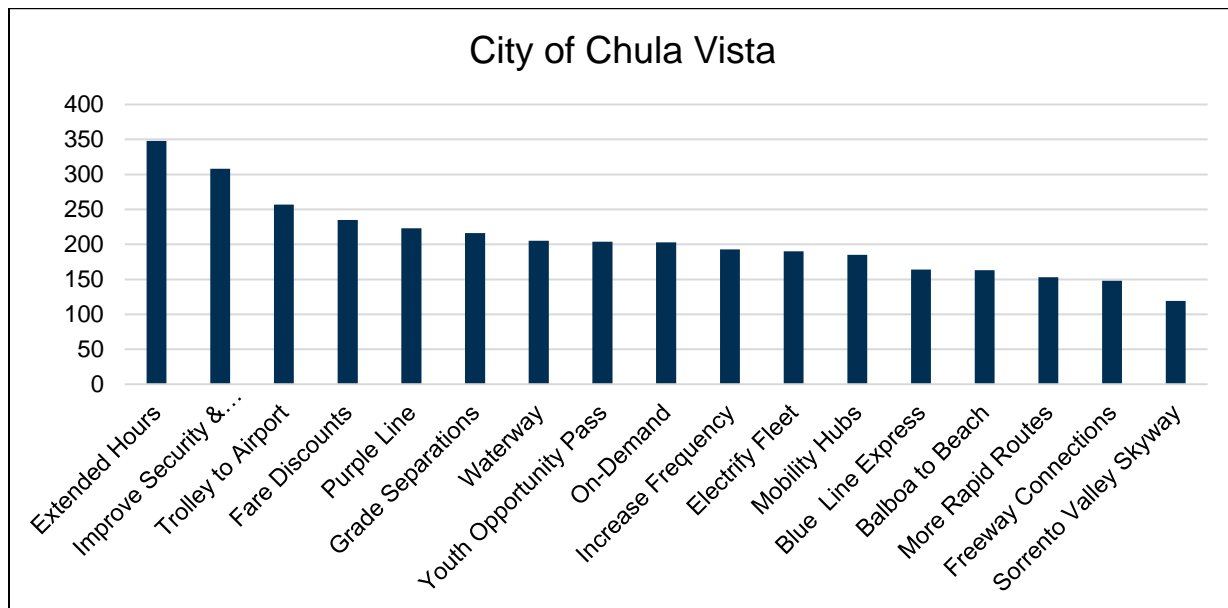
Total Responses To-Date: 511

Zip Codes Responding:

1. 91911 (203)
2. 91910 (157)
3. 91913 (64)
4. 91915 (44)
5. 91914 (22)
6. 91902 (15)
7. 91912 (3)
8. 91921 (2)
9. 91909 (1)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Improve Security & Amenities
3. Trolley to Airport
4. Fare Discounting
5. Purple Line



SUMMARY OF RESPONSES: CITY OF CORONADO

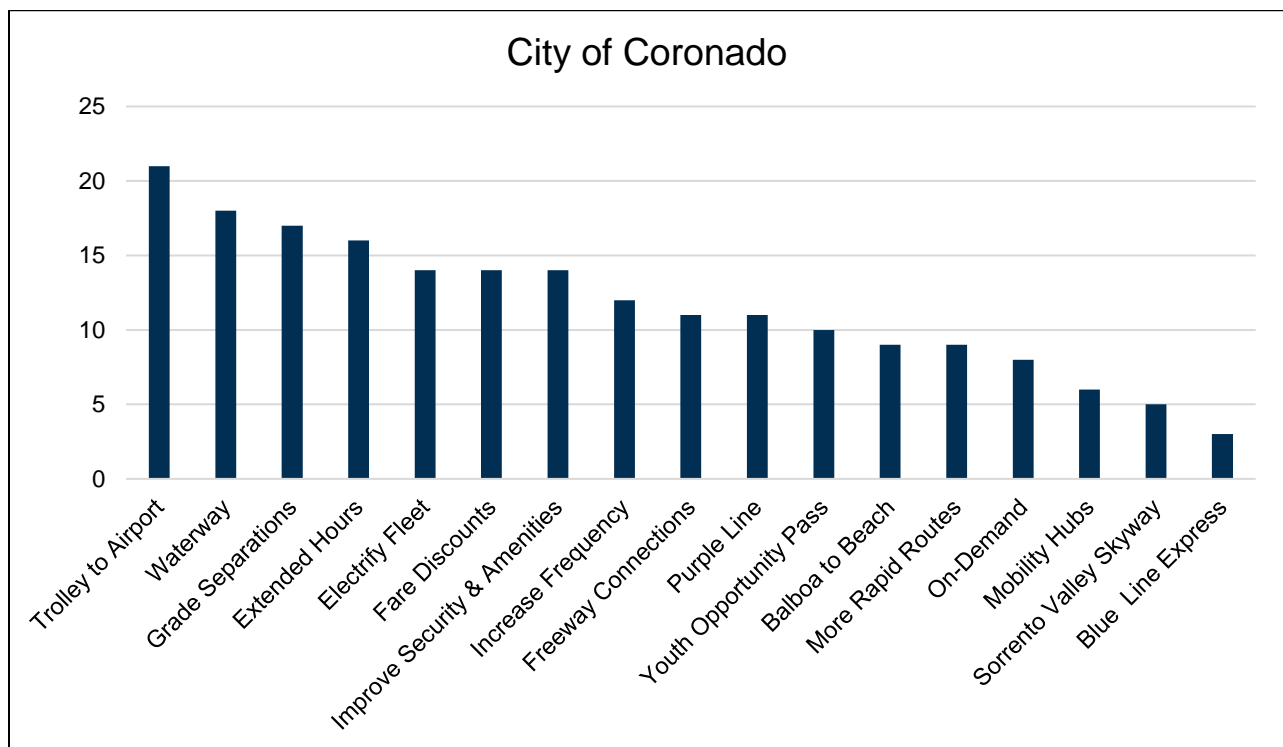
Total Responses To-Date: 31

Zip Codes Responding:

1. 92118 (28)
2. 92178 (3)

Top Five Selected Projects:

1. Trolley to the Airport
2. Waterway
3. Grade Separations
4. Extended Service Hours/24-Hour Service
5. Electrify Bus Fleet
6. Improve Security and Amenities (T5)
7. Fare Discounting (T5)



SUMMARY OF RESPONSES: CITY OF EI CAJON

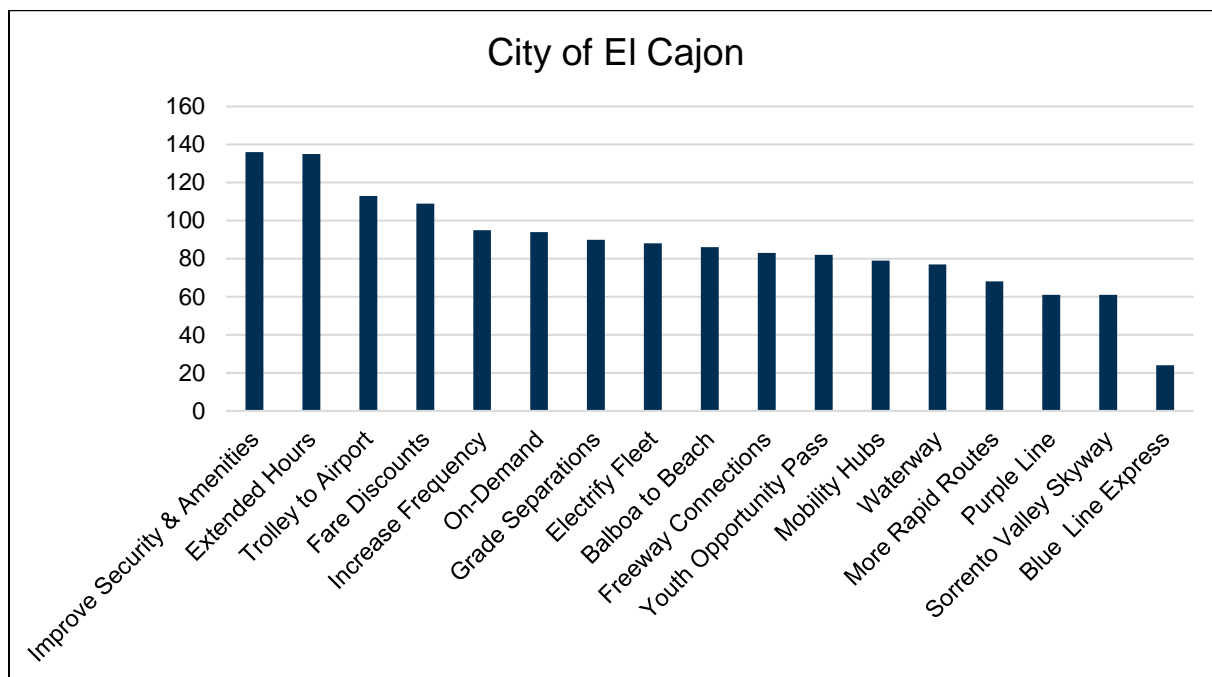
Total Responses To-Date: 204

Zip Codes Responding:

1. 92021 (86)
2. 92020 (82)
3. 92019 (35)
4. 92022 (1)

Top Five Selected Projects:

1. Improve Security and Amenities
2. Extended Service Hours/24-Hour Service
3. Trolley to the Airport
4. Fare Discounting
5. Increase Frequency



SUMMARY OF RESPONSES: CITY OF IMPERIAL BEACH

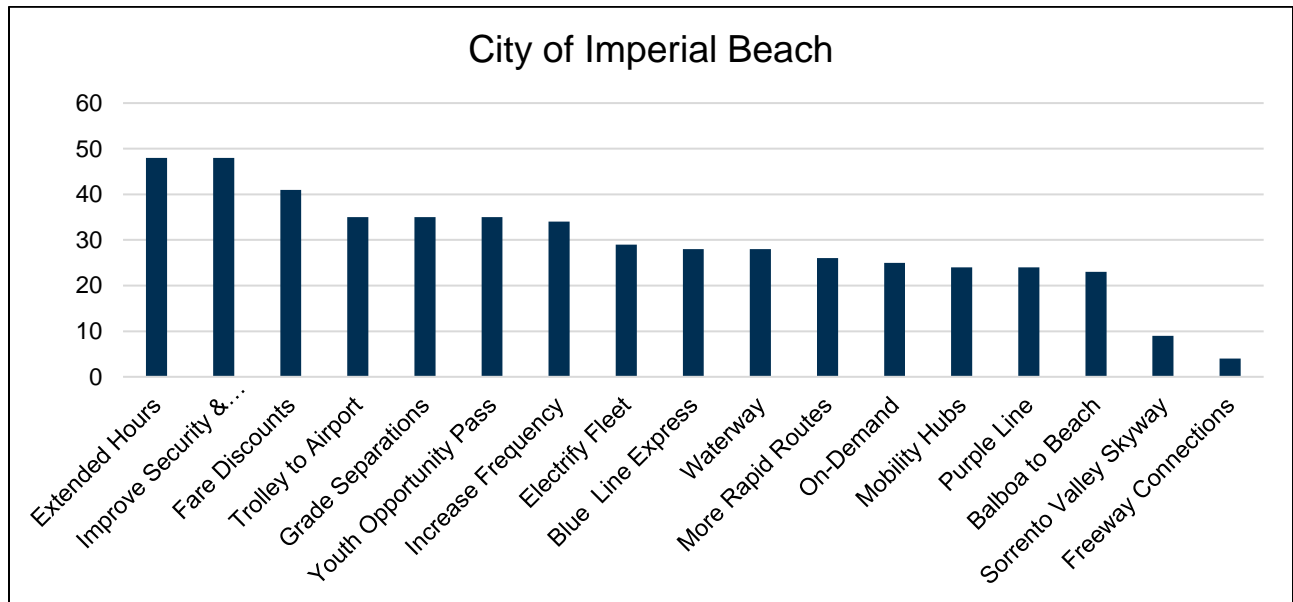
Total Responses To-Date: 69

Zip Codes Responding:

1. 91932 (67)
2. 91933 (2)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Improve Security and Amenities (T1)
3. Fare Discounting
4. Trolley to the Airport
5. Grade Separations (T4)
6. Youth Opportunity Pass (T4)



SUMMARY OF RESPONSES: CITY OF LA MESA

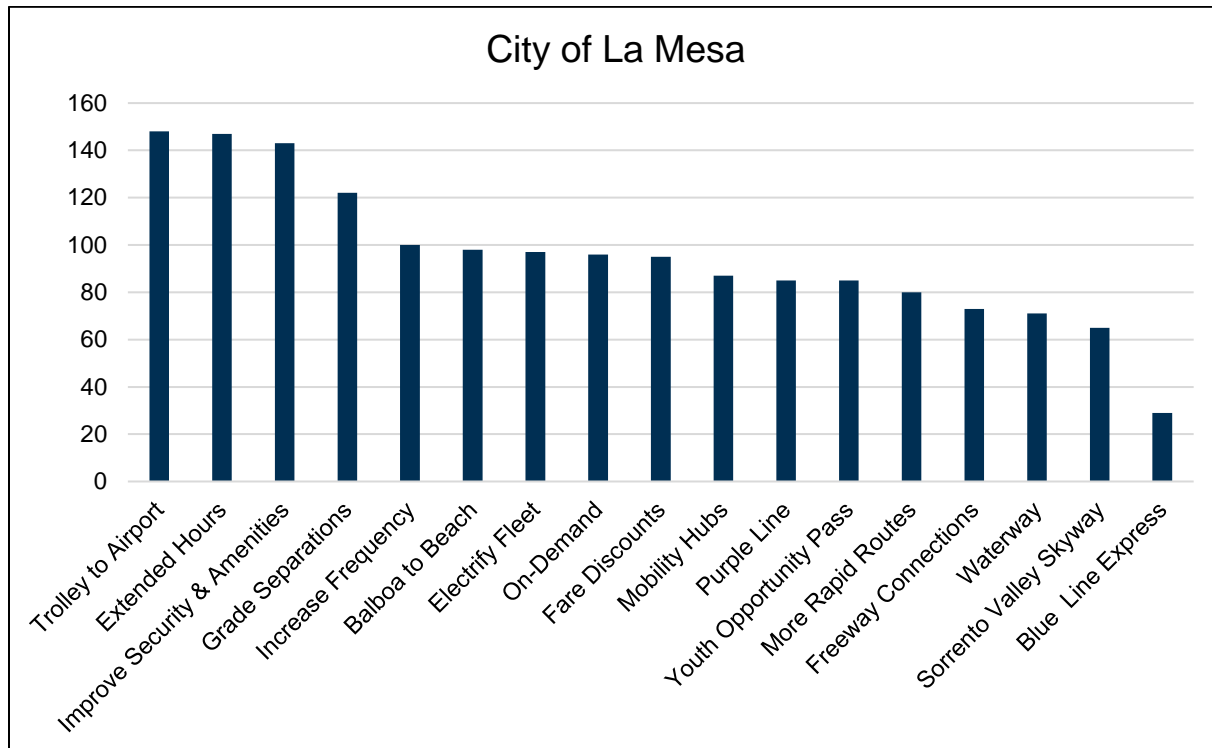
Total Responses To-Date: 231

Zip Codes Responding:

1. 91942 (117)
2. 91941 (112)
3. 91944 (2)

Top Five Selected Projects:

1. Trolley to the Airport
2. Extended Service Hours/24-Hour Service
3. Improve Security & Amenities
4. Grade Separations
5. Increase Frequency



CITY OF LEMON GROVE:

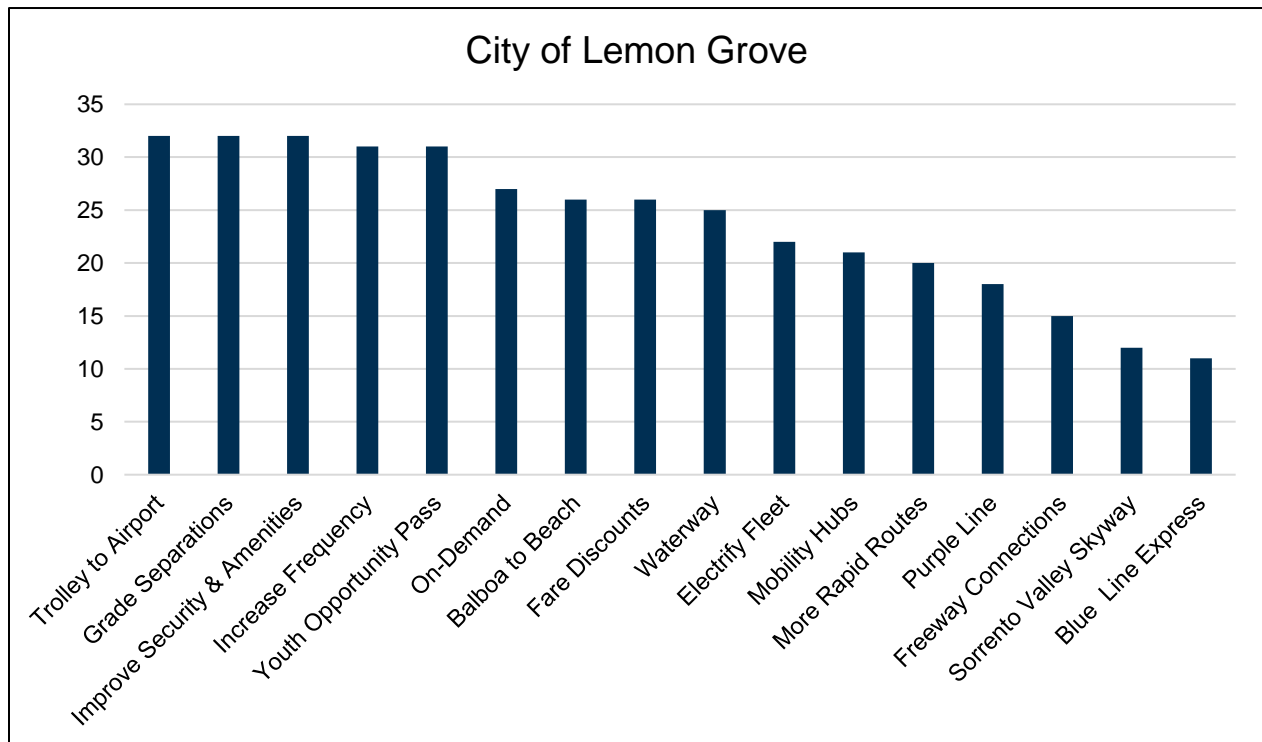
Total Responses To-Date: 58

Zip Codes Responding:

1. 91945 (58)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Trolley to the Airport
3. Grade Separations (T2)
4. Improve Security and Amenities (T2)
5. Increase Frequency
6. Youth Opportunity Pass (T5)



CITY OF NATIONAL CITY:

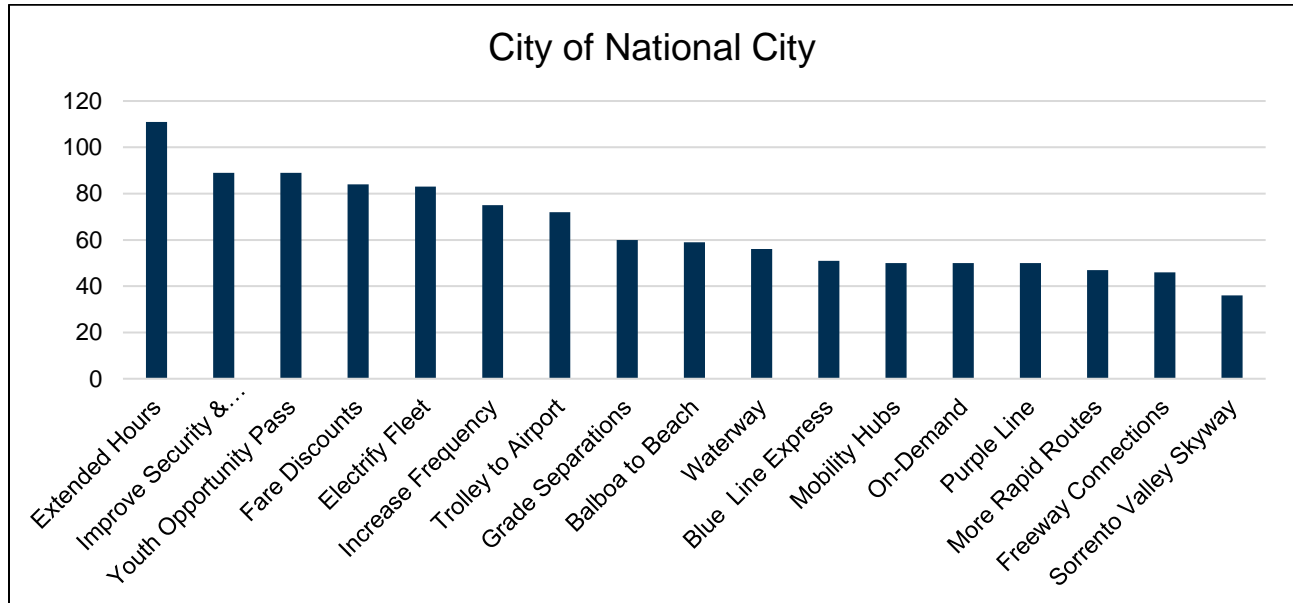
Total Responses To-Date: 165

Zip Codes Responding:

1. 91950 (162)
2. 92136 (2)
3. 91951 (1)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Improve Security & Amenities
3. Youth Opportunity Pass (T2)
4. Fare Discounting
5. Electrify the Bus Fleet



CITY OF POWAY:

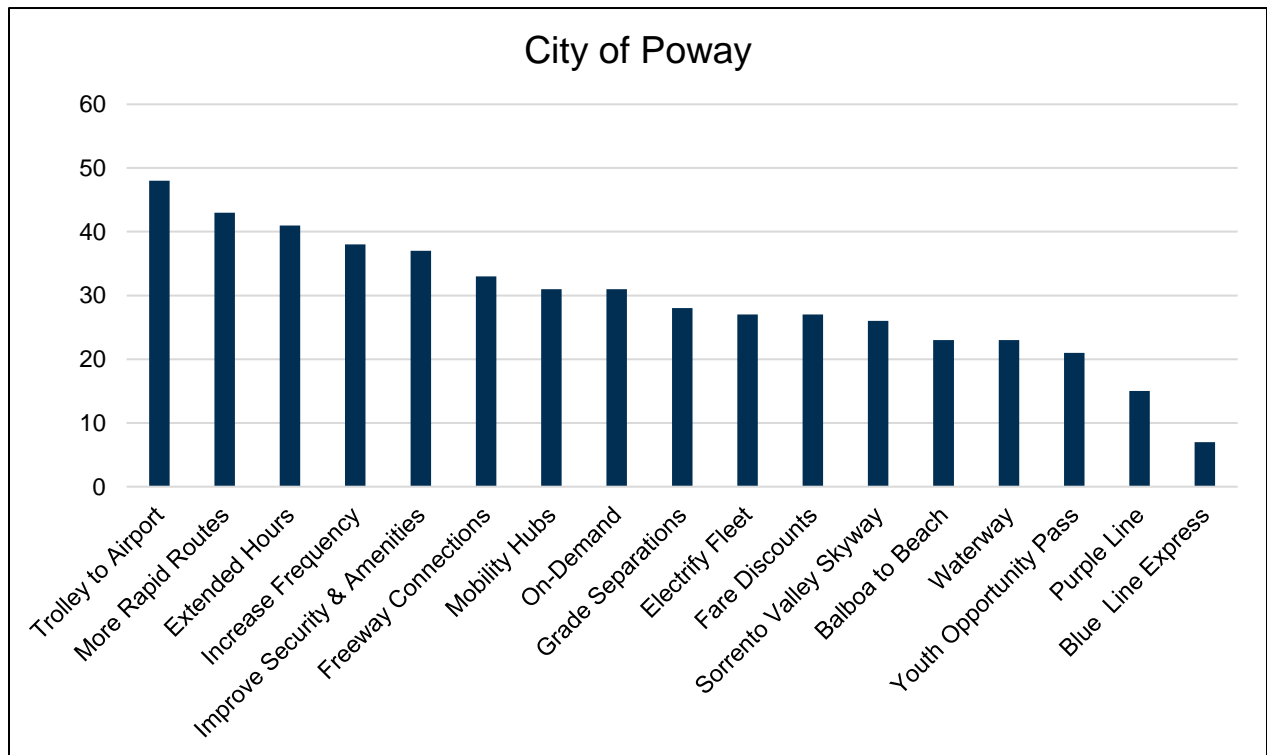
Total Responses To-Date: 74

Zip Codes Responding:

1. 92064 (52)
2. 92025 (22)

Top Five Selected Projects:

1. Trolley to the Airport
2. More Rapid Routes
3. Extended Service Hours/24-Hour Service
4. Increase Frequency
5. Improve Security and Amenities



CITY OF SAN DIEGO – D1:

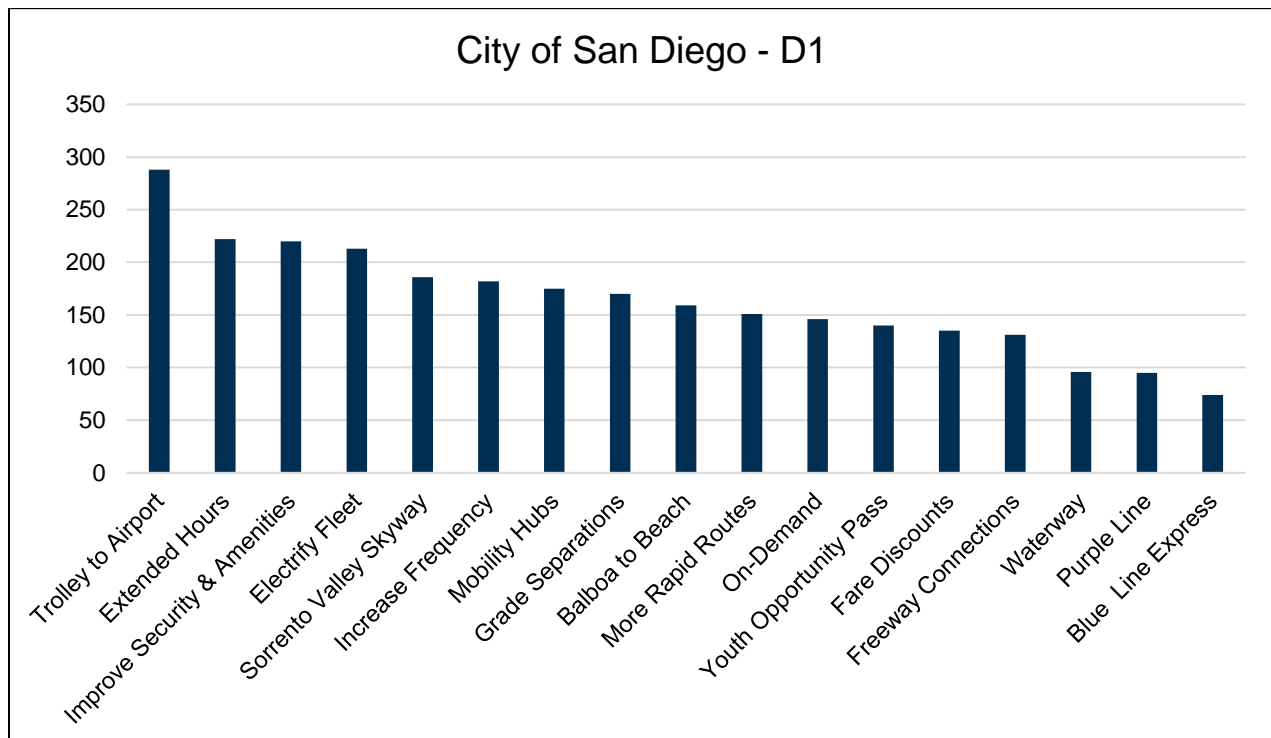
Total Responses To-Date: 391

Zip Codes Responding:

1. 92122 (128)
2. 92037 (93)
3. 92130 (77)
4. 92121 (35)
5. 92014 (30)
6. 92092 (13)
7. 92093 (8)
8. 92067 (4)
9. 92015 (2)
10. 92038 (1)

Top Five Selected Projects:

1. Trolley to the Airport
2. Extended Service Hours/24-Hour Service
3. Improve Security and Amenities
4. Electrify Bus Fleet
5. Sorrento Valley Skyway & Transit Connectors



CITY OF SAN DIEGO – D2:

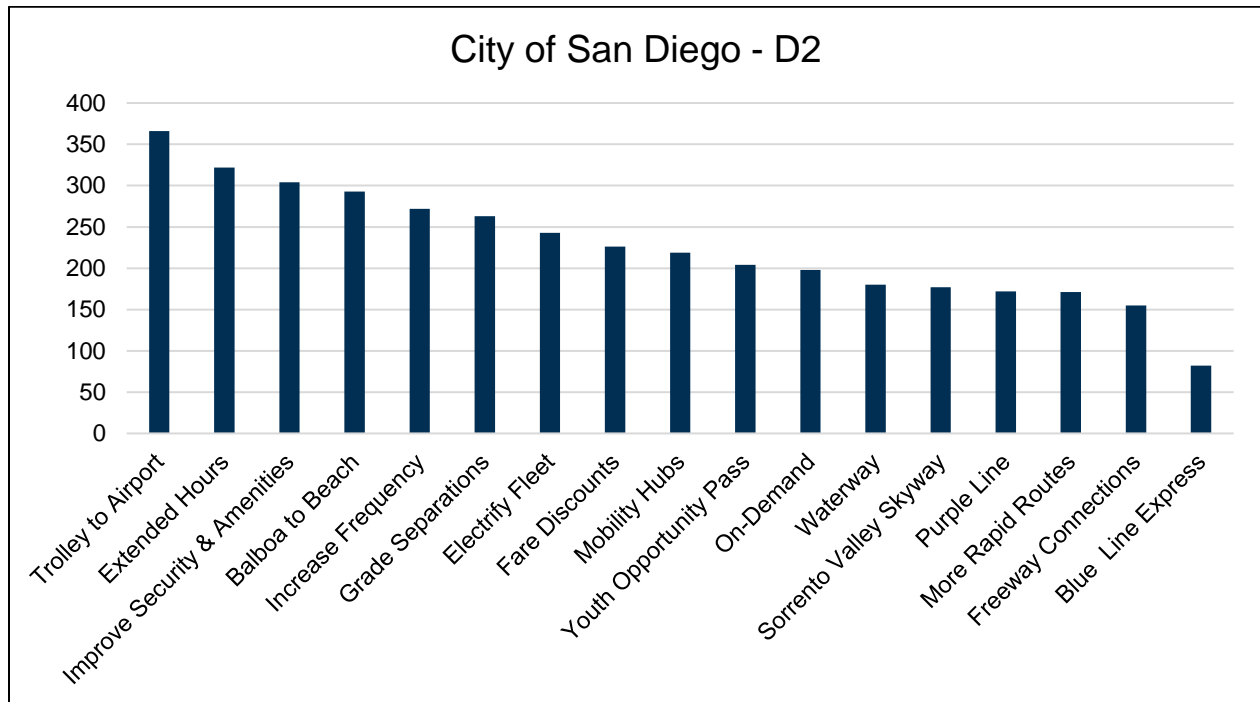
Total Responses To-Date: 538

Zip Codes Responding:

1. 92117 (161)
2. 92109 (138)
3. 92107 (84)
4. 92110 (84)
5. 92106 (62)
6. 92017 (4)
7. 92137 (3)
8. 92138 (1)
9. 92167 (1)

Top Five Selected Projects:

1. Trolley to the Airport
2. Extended Service Hours/24-Hour Service
3. Improve Security and Amenities
4. Balboa to Beach
5. Increase Frequency



CITY OF SAN DIEGO – D3:

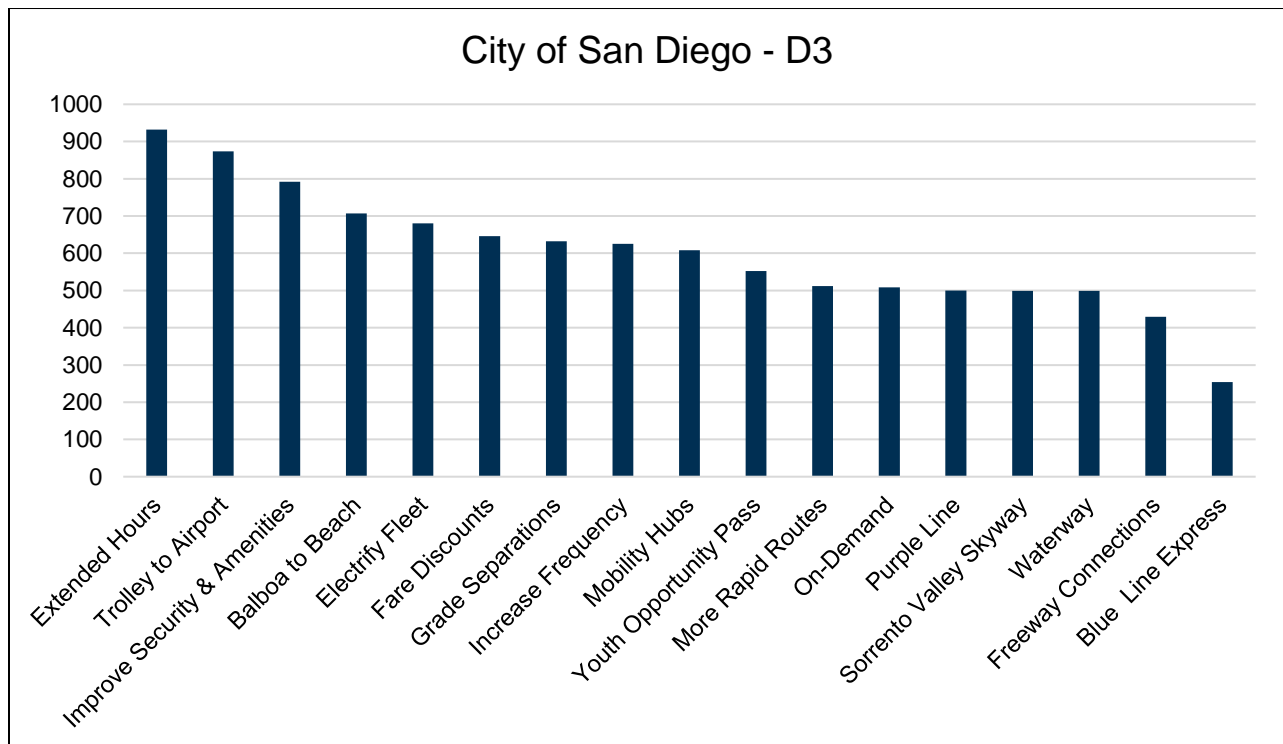
Total Responses To-Date: 1410

Zip Codes Responding:

1. 92101 (401)
2. 92104 (288)
3. 92102 (260)
4. 92103 (234)
5. 92116 (211)
6. 92112 (14)
7. 92132

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Trolley to Airport
3. Improve Security & Amenities
4. Balboa to Beach
5. Electrify Bus Fleet



CITY OF SAN DIEGO – D4:

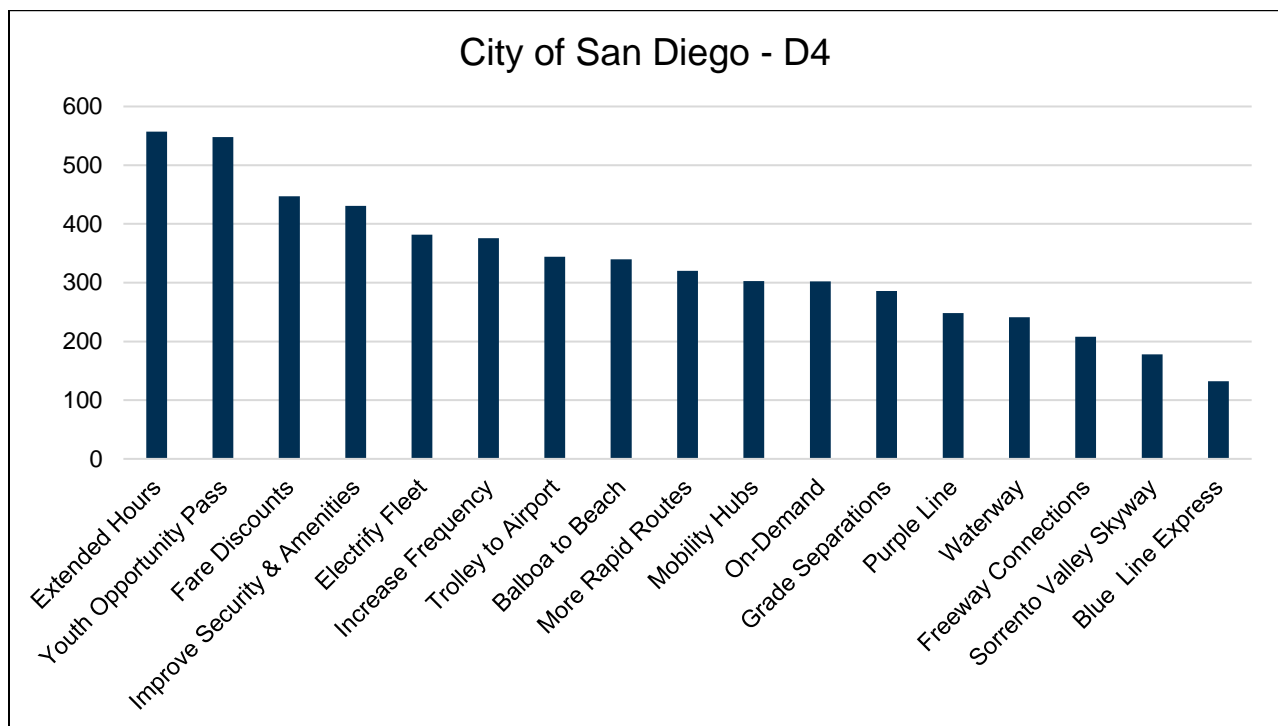
Total Responses To-Date: 844

Zip Codes Responding:

1. 92105 (327)
2. 92102 (260)
3. 92114 (171)
4. 92139 (85)
5. 92149 (1)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Youth Opportunity Pass
3. Fare Discounting
4. Improve Security & Amenities
5. Electrify the Bus Fleet



CITY OF SAN DIEGO – D5:

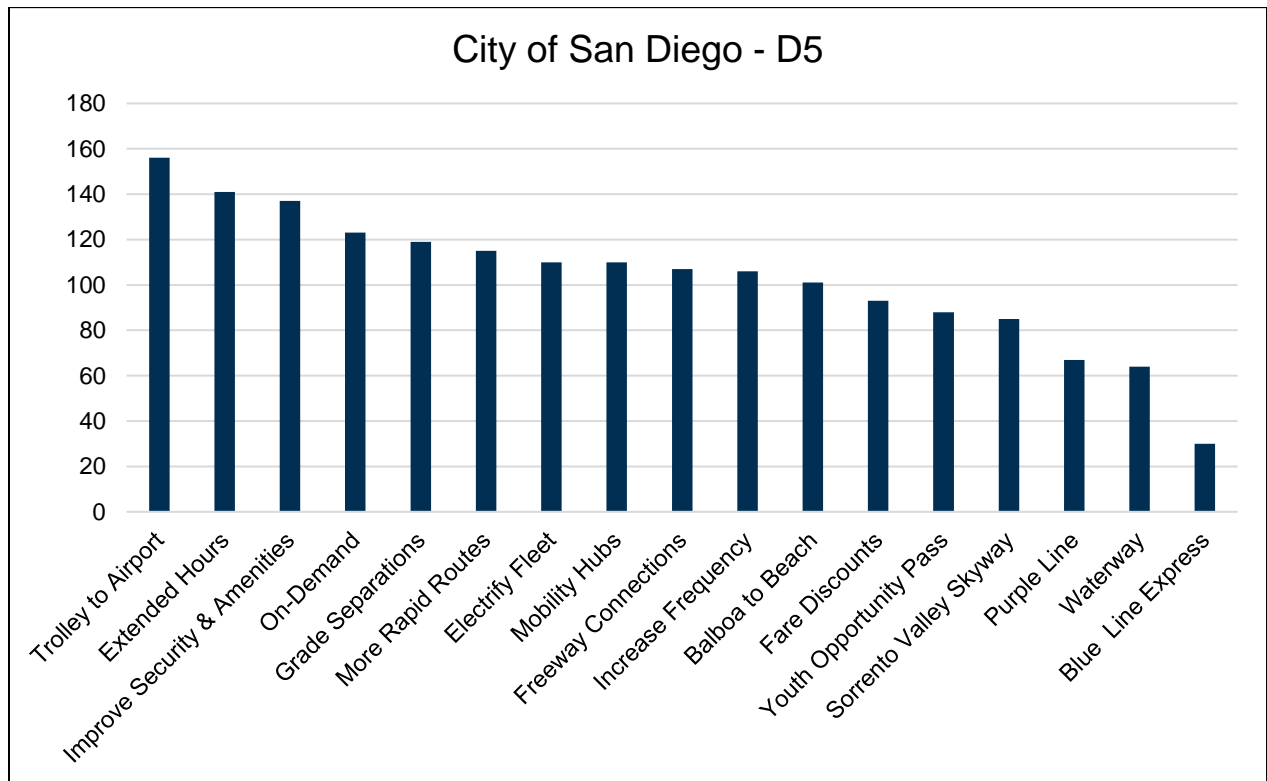
Total Responses To-Date: 246

Zip Codes Responding:

1. 92129 (87)
2. 92128 (57)
3. 92131 (54)
4. 92127 (48)

Top Five Selected Projects:

1. Trolley to the Airport
2. Extended Service Hours/24-Hour Service
3. Improve Security & Amenities
4. On-Demand Transit
5. Grade Separations



CITY OF SAN DIEGO – D6:

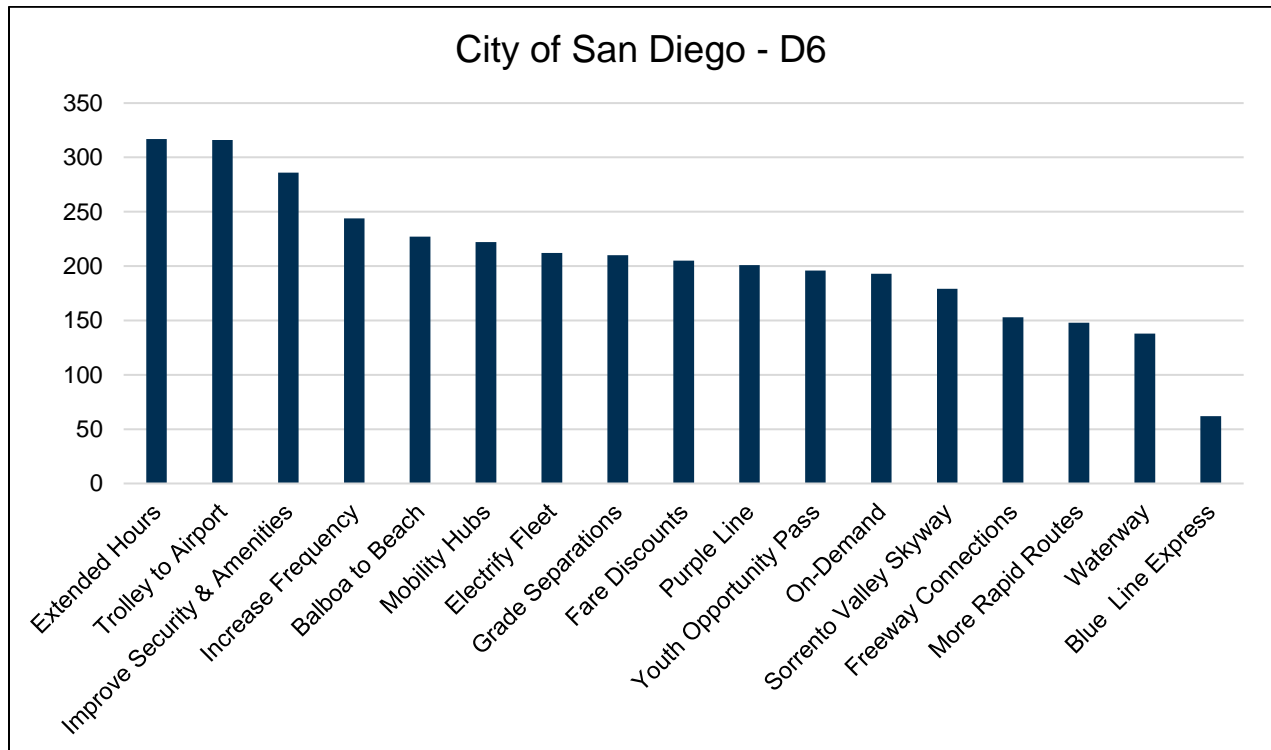
Total Responses To-Date: 497

Zip Codes Responding:

1. 92117 (161)
2. 92111 (128)
3. 92126 (126)
4. 92123 (82)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Trolley to the Airport
3. Improve Security & Amenities
4. Increase Frequency
5. Balboa to Beach



CITY OF SAN DIEGO – D7:

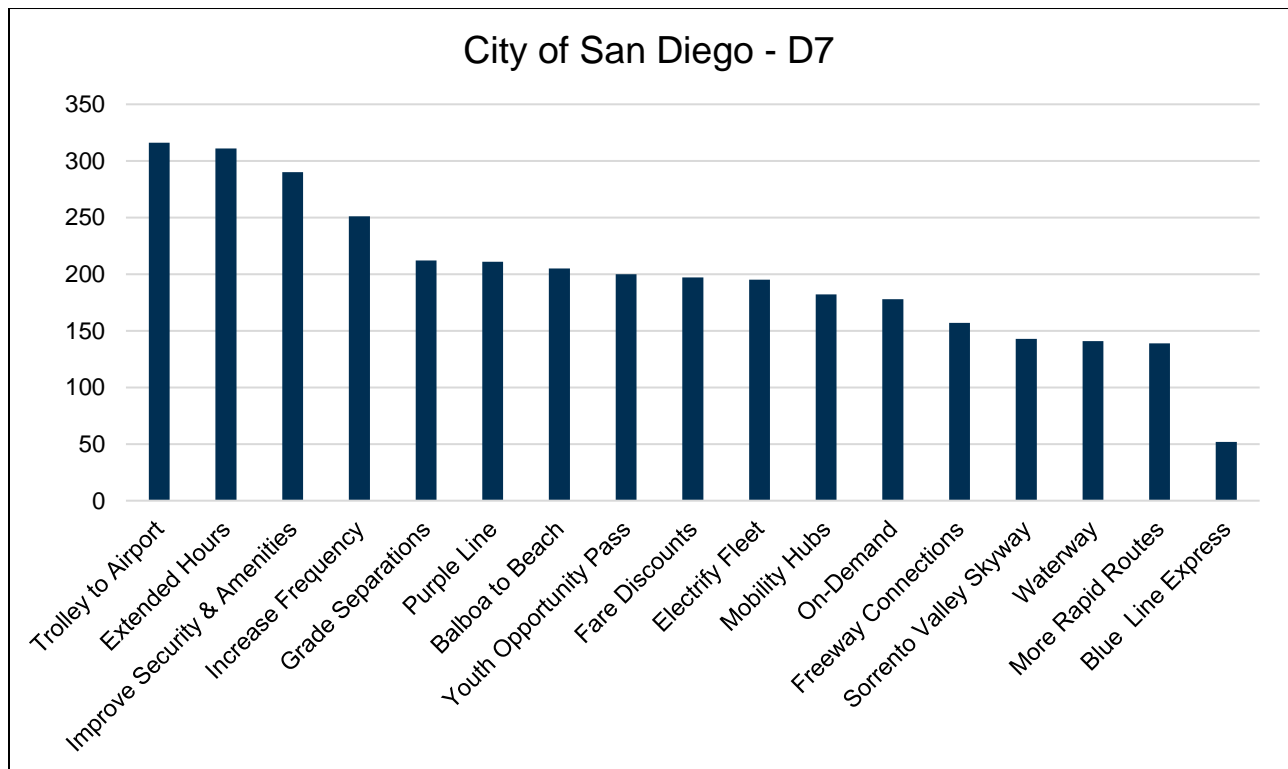
Total Responses To-Date: 492

Zip Codes Responding:

1. 92111 (128)
2. 92108 (90)
3. 92123 (82)
4. 92119 (79)
5. 92120 (69)
6. 92124 (43)
7. 92125 (1)

Top Five Selected Projects:

1. Trolley to the Airport
2. Extended Service Hours/24-Hour Service
3. Improve Security & Amenities
4. Increase Frequency
5. Grade Separations



CITY OF SAN DIEGO – D8:

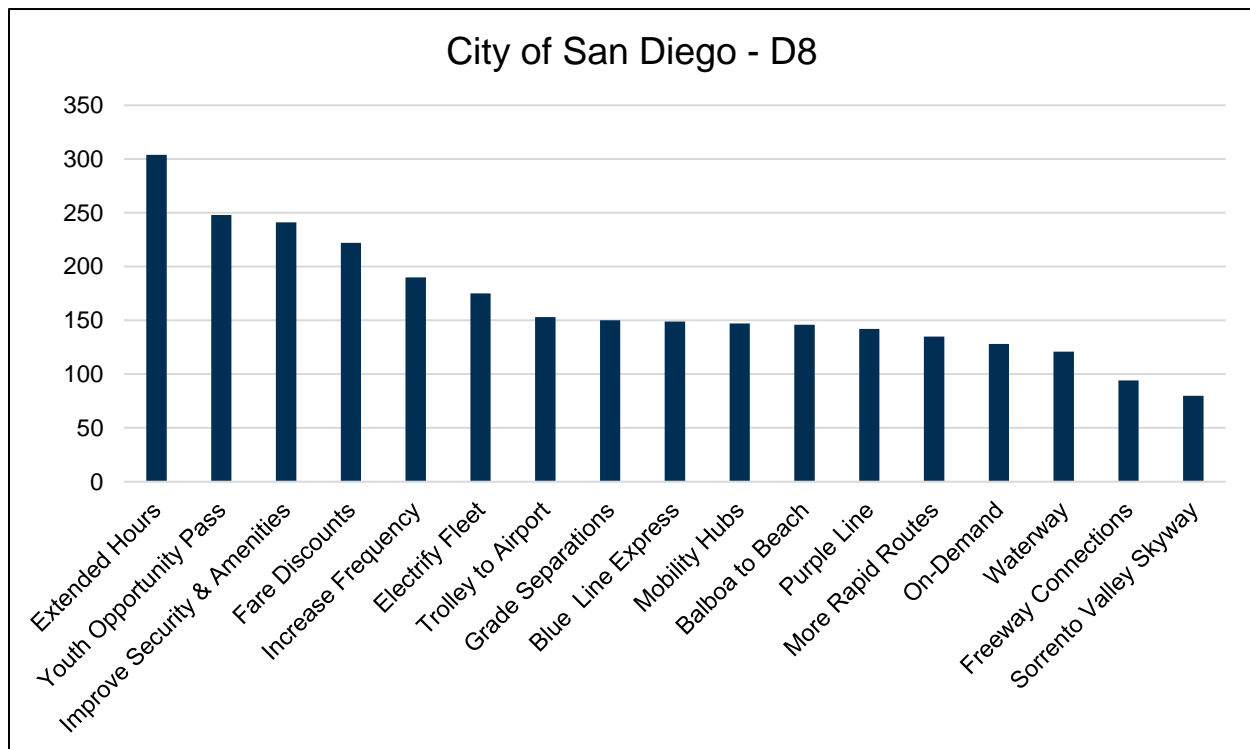
Total Responses To-Date: 426

Zip Codes Responding:

1. 92113 (159)
2. 92154 (158)
3. 92173 (109)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Youth Opportunity Passes
3. Improve Security & Amenities
4. Fare Discounting
5. Increase Frequency



CITY OF SAN DIEGO – D9:

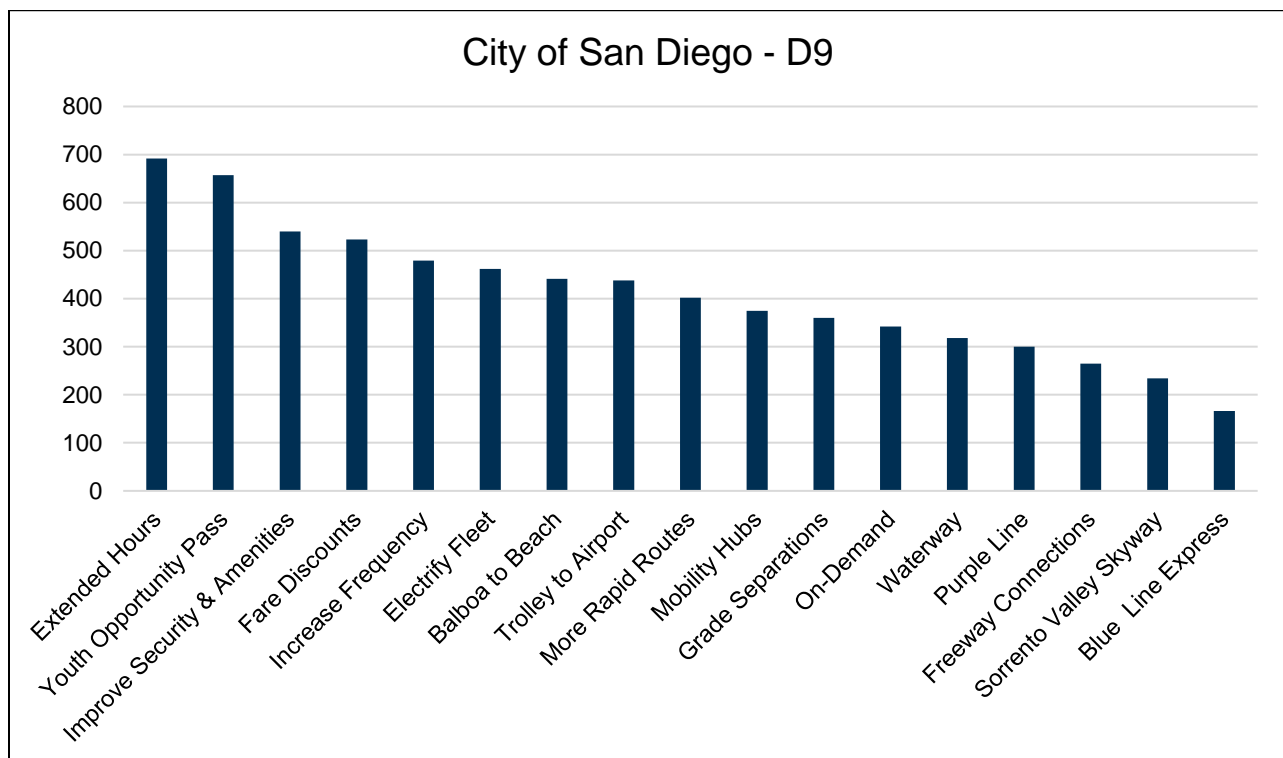
Total Responses To-Date: 702

Zip Codes Responding:

1. 92105 (327)
2. 92115 (280)
3. 92102 (260)
4. 92113 (159)
5. 92182 (3)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Youth Opportunity Passes
3. Improve Security & Amenities
4. Fare Discounting
5. Increase Frequency



CITY OF SANTEE:

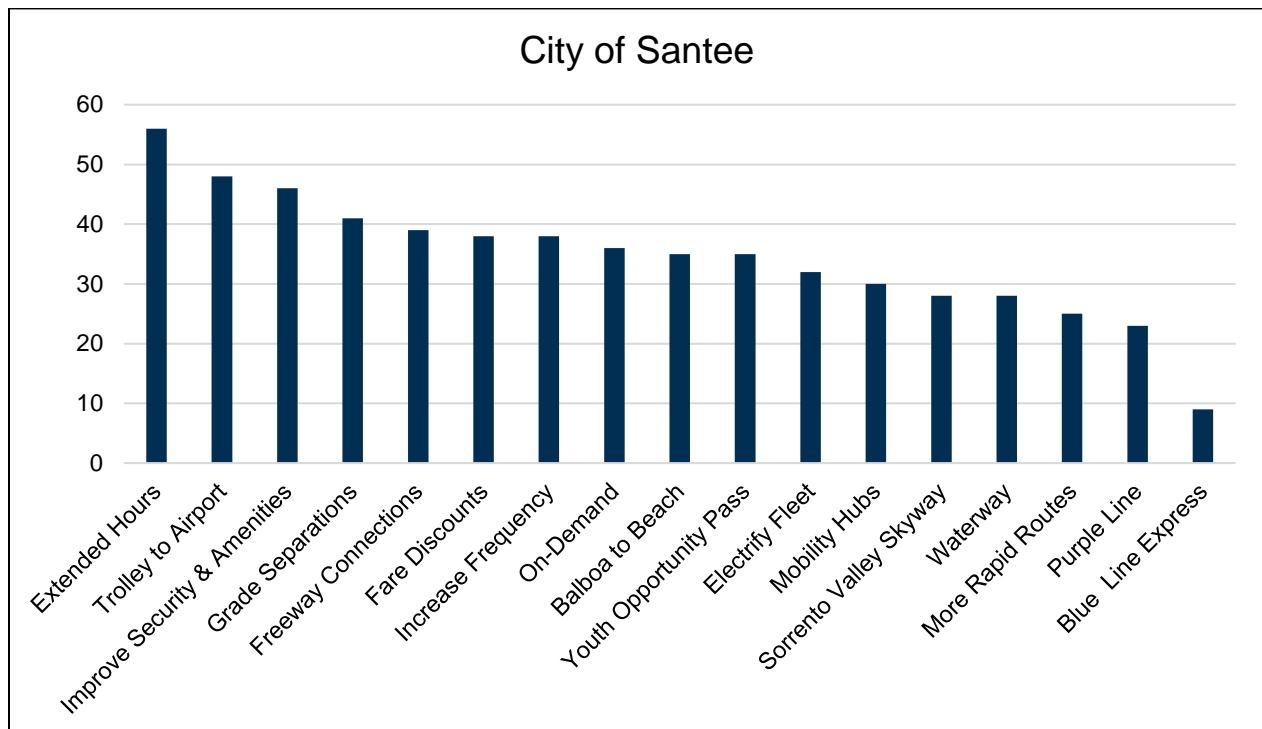
Total Responses To-Date: 83

Zip Codes Responding:

1. 92071 (83)

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Trolley to the Airport
3. Improve Security & Amenities
4. Grade Separations
5. New Freeway Transit Connections



COUNTY OF SAN DIEGO – D4:

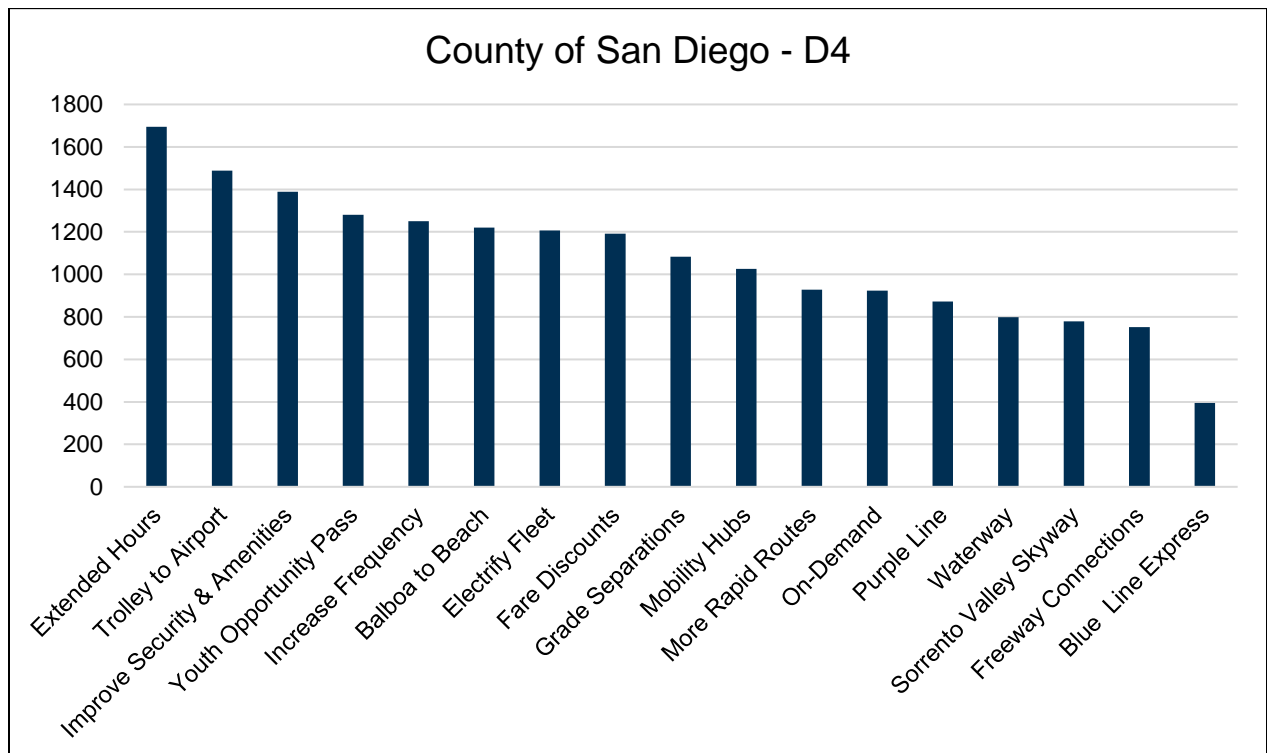
Total Responses To-Date: 374 + 560 +284

Zip Codes Responding:

- | | |
|----------------|-----------------|
| 1. 92105 (327) | 9. 92109 (138) |
| 2. 92104 (288) | 10. 92111 (128) |
| 3. 92115 (280) | 11. 92037 (93) |
| 4. 92102 (260) | 12. 92110 (84) |
| 5. 92103 (234) | 13. 92107 (84) |
| 6. 92116 (211) | 14. 92123 (82) |
| 7. 92114 (171) | 15. 92106 (62) |
| 8. 92117 (161) | 16. 92093 (8) |

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Trolley to the Airport
3. Improve Security & Amenities
4. Youth Opportunity Passes
5. Increase Frequency



COUNTY OF SAN DIEGO – UNINCORPORATED:

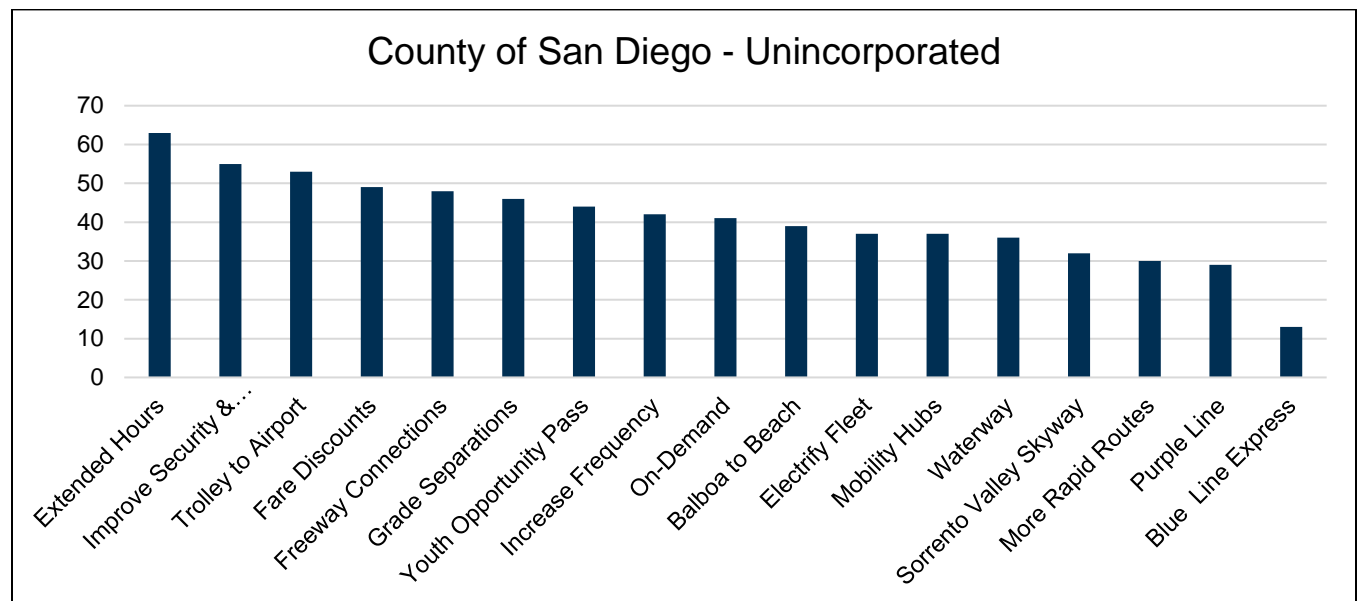
Total Responses To-Date: 188

Zip Codes Responding:

- | | |
|----------------|---------------|
| 1. 91977 (100) | 9. 91976 (2) |
| 2. 92040 (31) | 10. 91903 (1) |
| 3. 91902 (15) | 11. 91931 (1) |
| 4. 91978 (12) | 12. 91938 (1) |
| 5. 91901 (12) | 13. 91934 (1) |
| 6. 91935 (6) | 14. 91962 (1) |
| 7. 91917 (2) | 15. 91916 (1) |
| 8. 92036 (1) | |

Top Five Selected Projects:

1. Extended Service Hours/24-Hour Service
2. Improve Security & Amenities
3. Trolley to the Airport
4. Fare Discounting
5. New Freeway Transit Connections



SUMMARY OF VISION BUILDER TRANSIT CENTER POP-UPS

MTS held pop-up events at 13 transit centers between October 14 – 30, 2019. MTS cross-referenced the dates and times of these events with IP addresses to identify participants. In total, there were 172 identified transit center participants from the MTS service territory.

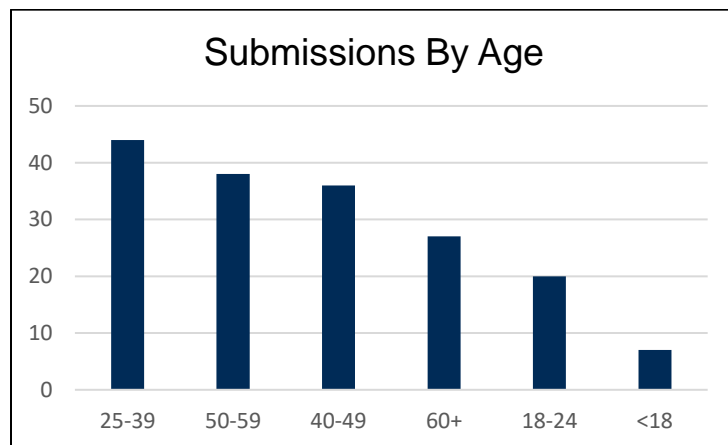
More than half of the outreach was conducted at transit centers south of I-8.

- 8th Street
- City College
- City Heights Transit Plaza
- E Street
- El Cajon
- Euclid
- Kearny Mesa
- Old Town
- Otay Mesa
- Palomar
- Sabre Springs
- Sorrento Valley
- UTC

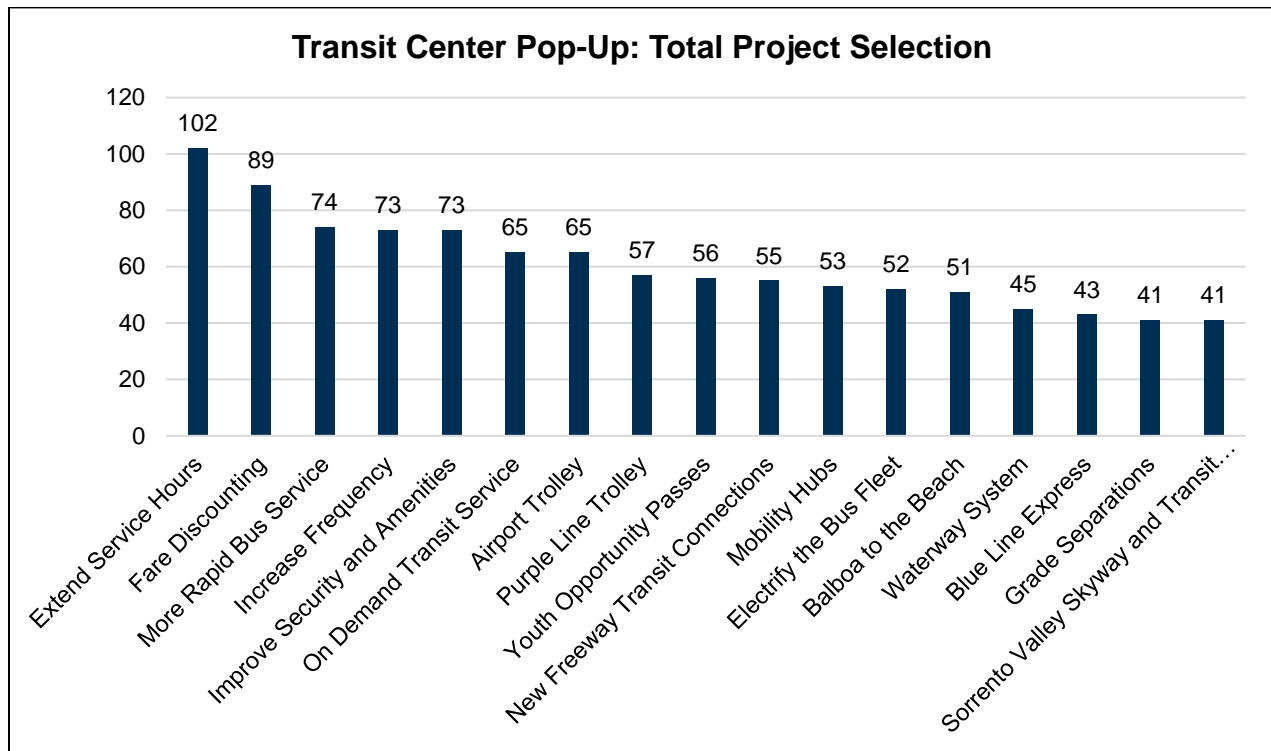
The top responding jurisdictions (based on Zip Codes provided by participants) include:

1. Chula Vista (16.9%)
2. City of San Diego, D3 (14.5%)
3. City of San Diego, D4 (10.5%)
4. City of San Diego, D9 (10.5%)
5. City of San Diego, D1 (8.7%)
6. National City (6.4%)

Compared to the general Vision Builder submissions, transit center participants represented a slightly older audience, with nearly 40% of submissions from riders 50+ (37.8%), compared to 25.8% in the general Vision Builder participation.



Please see the following page for total Vision Builder project selections and a summary of comparison between transit center participants and general public participants.



Compared to the overall Vision Builder participation:

Projects Popular Among Both Groups:

- Extended service hours/24-hour service #1 in both groups
- Fare discounting #2 with transit center participants and #5 overall
- Increasing frequency #4 in both groups
- Security and Amenities is T4 for transit center participants and #3 overall
 - Of the two comments received from transit center participants re: this item, one comment mentions both security and amenities (bathrooms, water fountains, shelters and cameras for security), and the other comment mentions more security.

Projects Unpopular Among Both Groups:

- The Blue Line Express, Sorrento Valley Skyway and Waterway are bottom five projects in both groups.

Projects More Popular with Transit Center Participants:

- More *Rapid* service is significantly more popular with transit center participants (#3 vs #12 overall)
- On-demand transit T6 with transit center participants and #11 overall
- Purple Line Trolley and Freeway Transit Connections both rise five spots with transit center riders

Projects Less Popular Among Transit Center Participants:

- Airport Trolley drops outside top 5 with transit center participants (T6 vs #2 overall)
- Electrifying the bus fleet drops from #6 overall to #12 at transit centers
- Grade separations #7 overall and tied for last at transit centers
- Balboa to beach connection #9 overall and #13 at transit centers

COMMUNITY ADVISORY COMMITTEE – VISION BUILDER EXECUTIVE SUMMARY

October 22, 2019

Skyline Hills Library – Skyline Hills

1. Welcome/Call to Order

Kristen Byrne, meeting facilitator, called the meeting to order at 2:05 p.m. She introduced Sean Connacher, the second group facilitator and MTS leadership and staff in attendance. She thanked the group for their participation and their importance in the Elevate SD 2020 Public Participation Program. After a few brief announcements she introduced MTS Board Chair and Supervisor Nathan Fletcher to provide opening remarks.

2. Opening Remarks

Chairman Fletcher welcomed the group and thanked them for their participation. He discussed the importance of a robust public transit system to our region's future and the importance of public participation in developing this vision.

3. Agenda Review/Meeting Objectives

Sean Connacher reviewed the meeting agenda and indicated that the objective of today's meeting was to have a more detailed discussion about potential projects and provide priority rankings of the projects we discussed at the last meeting. He also noted that MTS will share information about public outreach efforts and project modeling and technical review.

4. Public Involvement Efforts and Results

Mark Olson, Manager of Public Relations for MTS, presented information about the various public involvement efforts that have been ongoing for the last several months. The ElevateSD 2020 effort has involved a multi-pronged outreach effort, including the Community Advisory Committee, meetings with Working Groups, public workshops, participation in community events, and pop-up outreach at transit stations. All of the input received from these activities will be shared with the MTS Board of Directors who will make a final decision on a program of projects to put before the voters in November 2020.

The public involvement program is a three-phased effort. The first phase focused on values and project types. The second phase, where we are now, is focusing more closely on project types and priorities. The third and final phase will present information and seek input on expenditure and financing plans and how we fund our identified transit priorities.

Mark shared some key themes of public input that MTS has received over the last several months. Public input about transit values and projects has tended to fall into two categories: 1) projects that make transit a viable alternative to the car, and 2) projects that improve the existing transit system. He shared the results of the input on values from each of the outreach efforts, and top priorities identified tended to fall on these two categories.

Mark announced that the online Vision Builder Challenge tool was launched earlier in the month. This tool allows members of the public to "shop" for transit project within a specified budget to share their priorities. This tool was developed to provide the broader public an opportunity to share their input about what transit projects would make an impact in our region. It is web-based and smartphone friendly so is easily accessible to transit riders and others on the go.

Mark shared the results to-date that have been received through the Vision Builder exercise. More than 1,600 responses have been received so far and the tool will be live for another six weeks. The tool is now available at ElevateSD2020.com/Projects.

Mark reviewed upcoming activities through March 2020, when it is anticipated that the MTS Board will make a decision on a program of projects to put before the voters. Public outreach activities will continue and, at the same time, MTS will be conducting modeling and technical review of project concepts (assessing ridership impacts, GHG reduction potential, cost, and other measures). Using the results of technical analysis and input received from the public, MTS will develop a number of expenditure/financing plan options in November/December. These options will be presented to the MTS Board for further direction late this year, and then will be shared with the public for further input and refinement in early 2020. The goal is to have a vote on a preferred expenditure plan by the MTS Board in spring 2020.

5. CAC Discussion: Transit Project/Investment Ranking

Kristen introduced the group discussion activity. CAC members were asked to work together with others at their table to develop a consensus on a priority ranking of projects. She noted that members were randomly assigned to tables in an effort to provide a diversity of viewpoints at each table. The discussion activity was conducted in two parts. In the first part, members were asked to rank projects without any budget considerations. In the second exercise, members revealed a “coin value” for each project, representing an order-of-magnitude cost for each project. They were given a budget of 1,000 coins and asked to revisit their project rankings within that budget. After the exercise, each table provided a report of their rankings and were asked to consider the following questions:

- Summarize top priorities in both the unconstrained and constrained versions.
- Were there different priorities when budget was taken into consideration? If so, what were they? And why did you make these changes from one list to the next?
- Thinking about the transit values that we’ve discussed at past meetings, which value or values do you feel is accomplished with your list of projects? Did your table have consensus on what the most important values were?

Listed below are the unconstrained and budget constrained lists developed by each table, along with comments shared when they reported on their discussions.

Table 1

CAC Members: Merlynn Watanabe, Kelly Batten, Maya Rosas

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in green are within or near 1,000 coin budget)
Increase Frequency	Increase Frequency (390 coins)
Extend Service Hours (24-hour service)	Complete Streets (bus lane, bike/walk) (no coin estimate)
Complete Streets (bus lane, bike/walk)	Fare Discounting (80 coins)
Fare Discounting	Improve Security & Amenities (20 coins)
Improve Security & Amenities	More Rapid Bus Service (260 coins)
More Rapid Bus Service	Balboa to the Beach (40 coins)
Purple Line Trolley	Blue Line Express (340 coins)
Blue Line Express	Purple Line Trolley (450 coins)
Grade Separations	Extend Service Hours (24 -hour service) (20 coins)
Airport Trolley	Airport Trolley (110 coins)
Mobility Hubs	Mobility Hubs (30 coins)
Youth Opportunity Passes	Youth Opportunity Passes (140 coins)
On-Demand Transit Service	On-Demand Transit Service (20 coins)
Balboa to the Beach	Grade Separations (30 coins)
New Freeway Transit Connections	New Freeway Transit Connections (290 coins)
Electrify the Bus Fleet	Electrify the Bus Fleet (130 coins)
Sorrento Valley Skyway & Transit Connection	(Sorrento Valley Skyway & Transit Connection (60 coins)
Waterway System – San Diego Bay	Waterway System – San Diego Bay (30 coins)

- Increased frequency is the top priority to increasing ridership.
- We added a focus on complete streets as a new project, since it is important to focus on improving access to transit.
- Fare discounting has a low cost but a potentially big impact.
- Improving security and amenities would benefit all riders, including homeless passengers.
- Increasing *Rapid* bus service provides a big impact for relatively low cost.
- We moved Balboa to the Beach up in the budget constrained list because it is relatively affordable and could benefit a lot of people.
- The Blue Line Express is needed because there is such high ridership on that line.
- We removed Purple Line Trolley because it took so much of the budget.

Table 2

CAC Members: Katy Crennan, R. Daniel Hernandez, Oscar Medina, David Flores, Sylvia Mertvez

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in italics are within or near 1,000 coin budget)
Increase Frequency	Increase Frequency (390 coins)
Fare Discounting	Fare Discounting (80 coins)
Extend Service Hours (24-hour service)	Extend Service Hours (24-hour service) (20 coins)
Blue Line Express	Blue Line Express (340 coins)
Purple Line Trolley	More <i>Rapid</i> Bus Service (260 coins)
More <i>Rapid</i> Bus Service	Mobility Hubs (30 coins)
San Ysidro International Mobility Hub	Grade Separations (30 coins)
Grade Separations	San Ysidro International Mobility Hub (70 coins – estimate)
Youth Opportunity Passes	Sorrento Valley Skyway & Transit Connection (60 coins)
Sorrento Valley Skyway & Transit Connection	Youth Opportunity Passes (140 coins)
Mobility Hubs	New Freeway Transit Connections (290 coins)
New Freeway Transit Connections	Waterway System – San Diego Bay (30 coins)
Waterway System – San Diego Bay	Improve Security & Amenities (20 coins)
Improve Security & Amenities	On-Demand Transit Service (20 coins)
On-Demand Transit Service	Airport Trolley (110 coins)
Airport Trolley	Balboa to the Beach (40 coins)
Balboa to the Beach	Electrify the Bus Fleet (130 coins)
Electrify the Bus Fleet	Purple Line Trolley (450 coins)

- Increasing frequency and fare discounting are our top priorities.
- Mobility Hubs were a priority to help with the first/last mile and access to transit stations.
- We added a San Ysidro International Mobility Hub because there is so much activity at the border and many modes of travel.
- We removed the Purple Line Trolley because of its high cost.

Tables 3/6

CAC Members: Nicholas Reed, Toshi Ishihara, Rebecca Lieberman, Olivier Clerc, Karen Montufar, Anjleena K. Sahni

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in italics are within or near 1,000 coin budget)
Increase Frequency	Increase Frequency (390 coins)
Extend Service Hours (24-hour service)	Extend Service Hours (24-hour service) (20 coins)
Youth Opportunity Passes	Youth Opportunity Passes (140 coins)
Purple Line Trolley	Purple Line Trolley (450 coins)
Blue Line Express	Blue Line Express (340 coins)
More <i>Rapid</i> Bus Service	More <i>Rapid</i> Bus Service (250 coins)
Fare Discounting	Fare Discounting (80 coins)
Mobility Hubs	Mobility Hubs (30 coins)
Electrify the Bus Fleet	Electrify the Bus Fleet (130 coins)
Bathrooms	Bathrooms (no coin estimate)
Sorrento Valley Skyway & Transit Connection	Sorrento Valley Skyway & Transit Connection (60 coins)
New Freeway Transit Connections	New Freeway Transit Connections (290 coins)
On-Demand Transit Service	On-Demand Transit Service (20 coins)
Grade Separations	Grade Separations (30 coins)
Balboa to the Beach	Balboa to the Beach (40 coins)
Airport Trolley	Airport Trolley (110 coins)
Waterway System – San Diego Bay	Waterway System – San Diego Bay (30 coins)
Improve Security & Amenities	Improve Security & Amenities (20 coins)

- We also thought that security and amenities should be separated, but this was not a high priority.
- Increased frequency and 24-hour service were our highest priorities. We need to make our transit system operate so you don't even need to think about a timetable.
- Youth opportunity passes are important to get young people riding transit from an early age.
- We included the Purple Line Trolley because this has been promised to the region for a long time. It has been included in plans for 40 years.
- The Blue Line Express is important since that is such a busy line.
- More *Rapid* bus service would help provide more fast transit much more cheaply than light rail.
- Bathrooms at transit stations are important.
- We ranked the Airport Trolley lower because the project doesn't have a regional impact.

Table 4

CAC Members: Vianney Ruvalcaba, Stephanie Bunce, Rosa Olascoaga, Allie Rice, Sophie Wolfram

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in italics are within or near 1,000 coin budget)
Fare Discounting	Fare Discounting (80 coins)
Youth Opportunity Passes	Youth Opportunity Passes (140 coins)
Increase Frequency	Increase Frequency (390 coins)
Extend Service Hours (24-hour service)	Extend Service Hours (24-hour service) (20 coins)
More <i>Rapid</i> Bus Service	More <i>Rapid</i> Bus Service (260 coins)
New Freeway Transit Connections	Complete Streets Policy (no coin estimate)
Purple Line Trolley	Purple Line Trolley (450 coins)
Blue Line Express	Blue Line Express (340 coins)
Electrify the Bus Fleet	Electrify the Bus Fleet (130 coins)
Mobility Hubs	Mobility Hubs (30 coins)
Improve Amenities (separated out security)	Improve Amenities (separated out security) (20 coins)
Balboa to the Beach	Balboa to the Beach (40 coins)
Blank	New Freeway Transit Connections (290 coins)
Waterway System – San Diego Bay	Waterway System – San Diego Bay (30 coins)
Grade Separations	Grade Separations (30 coins)
Sorrento Valley Skyway & Transit Connection	Sorrento Valley Skyway & Transit Connection (60 coins)
On-Demand Transit Service	On-Demand Transit Service (20 coins)
Airport Trolley	Airport Trolley (110 coins)

- Our discussion focused a lot on projects that would provide priority to low income and transit dependent riders.
- Discounting fares and youth opportunity passes were our top priorities to help these groups.
- Increasing frequency and 24-hour service will also help these groups but also makes transit more attractive to more people.
- In the first round we linked more *Rapid* service with freeway transit connections, but changes freeway transit connections to implementing a complete streets policy in the budget constrained round. We need to get people to transit safely.
- The Purple Line is still a priority, but perhaps you could partner with SANDAG to implement this since it is such a high cost project.
- We think improved amenities are important but removed security from this project. These are two separate items and not necessarily related to one another.
- Regarding amenities, the lack of bathrooms at transit stations are a problem for many people – moms with kids, people with medical conditions, etc.

Table 5

CAC Members: Jack Shu, Marissa Lucero, Bee Mittermiller, Jennifer Hunt, Kyle Rentschler

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in italics are within or near 1,000 coin budget)
Extend Service Hours (24-hour service)	Extend Service Hours (24-hour service) (20 coins)
Youth Opportunity Passes	Youth Opportunity Passes (140 coins)
Increase Frequency	Increase Frequency (390 coins)
Increase Speed of Trolley Lines	Increase Speed of Trolley Lines (no coin estimate)
Improve Security & Amenities	Improve Security & Amenities (20 coins)
New Freeway Transit Connections	Blue Line Express (340 county)
Mobility Hubs	Mobility Hubs (30 coins)
Blue Line Express	New Freeway Transit Connections (290 coins)
On-Demand Transit Service	On-Demand Transit Services (20 coins)
Grade Separations	Grade Separations (30 coins)
Balboa to the Beach	Balboa to the Beach (40 coins)
Electrify the Bus Fleet	Electrify the Bus Fleet (130 coins)
Fare Discounting	Fare Discounting (80 coins)
More <i>Rapid</i> Bus Service	More <i>Rapid</i> Bus Service (260 coins)
Sorrento Valley Skyway & Transit Connection	Sorrento Valley Skyway & Transit Connection (60 coins)
Purple Line Trolley	Purple Line Trolley (450 coins)
Waterway System – San Diego Bay	Waterway System – San Diego Bay (30 coins)
Airport Trolley	Airport Trolley (110 coins)

- Our top priority is to extend service to 24-hours.
- Youth opportunity passes are important to help create transit ridership at a young age.
- Increased frequency will help make transit a more viable alternative to the car.
- Increasing the speed of the trolley lines is a project we suggested because travel time often keeps people off transit. If travel time is faster more people would choose transit.
- Improved security and amenities is a high priority, especially the addition of public restrooms (important for the elderly, moms with kids, people with medical issues).
- Improved security should focus on being helpful, not harassing.
- The Blue Line Express would improve service on our busiest line.
- Mobility Hubs will help improve bike and pedestrian access to transit.
- We didn't prioritize the Sorrento Valley Skyway, Purple Line Trolley, Airport Trolley because we want to keep the ballot measure flexible and not tied to specific projects in case needs change in the future.

Table 7

CAC Members: Dan Bickford, Nicole Burgess, Lucas Kurlan, Nancy Vera

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in italics are within or near 1,000 coin budget)
More <i>Rapid</i> Bus Service	More <i>Rapid</i> Bus Service (260 coins)
Last Mile/First Mile	Last Mile/First Mile (30 coins – estimate)
Extend Service Hours (24-hour service)	Extend Service Hours (24-hour service) (20 coins)
Improve Security & Amenities	Improve Security & Amenities (20 coins)
Mobility Hubs	Mobility Hubs (30 coins)
Increase Frequency	Increase Frequency (390 coins)
Youth Opportunity Passes	Youth Opportunity Passes (140 coins)
Sorrento Skyway & Transit Connection	Sorrento Valley Skyway & Transit Connection (60 coins)
New Freeway Transit Connections	Balboa to the Beach (40 coins)
Balboa to Beach	On-Demand Transit Service (20 coins)
Fare Discounting	Fare Discounting (80 coins)
Purple Line Trolley	Purple Line Trolley (450 coins)
Blue Line Express	Blue Line Express (340 coins)
Airport Trolley	Airport Trolley (110 coins)
Electrify the Bus Fleet	Electrify the Bus Fleet (130 coins)
On-Demand Transit Service	Grade Separations (30 coins)
Grade Separations	New Freeway Transit Connections (290 coins)
Waterway System – San Diego Bay	Waterway System – San Diego Bay (30 coins)

- We didn't change a lot from the first list when given a constrained budget.
- More *Rapid* service is our top priority.
- Addressing the first mile/last mile issue and complete streets are also important.
- Mobility hubs will hopefully help people access transit stations without a car.
- More amenities doesn't necessarily tie to security. The priority should be to make transit more attractive to more people.
- Increasing frequency is important.
- Both the Sorrento Valley Skyway and Balboa to the Beach are reasonable affordable and could impact a lot of people.

Some additional comments were received after the meeting from CAC member Nicole Burgess from the San Diego County Bicycle Coalition. Her comments are as follows:

- When bundling projects, it is recommended that electrifying buses be in every package as this will be a state requirement and should be included in every budget. These new buses can also include many of the needed amenities that our residents are looking for, to name a few - WiFi on board, 4 space bike racks on all new busses, user friendly payment options.

- Complete Streets/ First and Last Mile connections and Mobility Hubs should be incorporated at transit stops. We must get transit riders to their final destination and active commutes are by far the best for this effort so investments in this regard help everyone, even the ones that don't use transit. Envision mobility hubs at a smaller scale, ready to retrofit any transit stop and include in all TOD. These do not need to be elaborate and there is no need for carshare but a simple solar bike shed for a fleet of ebikes would be extremely beneficial.
- Increasing frequency and 24 hour service is definitely important to current and future users.
- Increase lifelong ridership by providing transit that is efficient, user friendly, and appealing and how does this become a reality and shared to the general public. Suggestions include, but are not limited to: 1) Providing youth bus passes with the suggestion of ages 0-12 Free, 12-25 discounted (in your paperwork, it is noted that the con of youth bus passes is increased demand and more ridership; this should be a pro for this type of investment. Don't we want more ridership?), 2) Educational and encouragement campaign, collaborating with schools, bus wraps for education, and mobility workshops.
- Purple Line - is there currently a good plan for this route or does it need to be evaluated for the best option? Options include but are not limited to: Reallocate freeway space for BRT, Trolley Line, or Underground as Hasan would like to do.
- Important to be successful with the Mid Coast Trolley - need to invest in safe biking and walking access from the Balboa Station via tunnel or bridge across the I-5. This is an extremely important corridor to one of the primary employment areas in San Diego.

6. Project Modeling

Denis Desmond, Director of Planning for MTS, presented information about project modeling and technical review that is currently underway. Potential transit projects and investments are being evaluated based on a variety of metrics, including the guiding values identified during the Elevate SD 2020 outreach process. These include:

- Providing better access to jobs and education, especially for disadvantaged communities
- Making transit time-competitive with the auto
- Providing fast and dependable service for riders
- Improving access for seniors and people with disabilities
- Utilizing existing infrastructure to make immediate improvements
- Seeking opportunities for longer-term, high-investment infrastructure improvements

A scoring system will be developed for each of these metrics to provide a quantitative way to compare the projects. Using this information, a number of packages of projects will be developed for review and input. Potential concepts for bundling projects into packages include:

- Highest ridership package
- Highest GHG reduction package
- Highest ranked in outreach package
- Others?

Denis indicated that packages would also be assessed based on how well they serve low income, minority, and senior populations.

CAC members posed the following questions and comments:

Q: Do you think there will be much difference in projects that will have a high ridership impact and those that have a beneficial GHG impact?

A: There may be some overlap in these projects, but there could be differences too depending on the project.

Q: For the “Highest Ranked in Outreach” package, are you focusing on outreach to existing riders or non-riders? The input you receive from these two groups could be very different.

A: We will be looking at all of the outreach that we have done, from this group to the working groups to the general public. We will also have some poll results to take into consideration. We have done one poll and will be doing one more soon.

C: The package should also take into consideration connectivity with other modes of travel and coordination with other agencies.

Q: Electrifying the bus fleet is required, so will this still be a part of the package?

A: Yes, it is required to happen by 2040. If it is included in the package it could be done sooner. There isn't identified funding for it right now. If we don't have funding, it could require changes in service in the future to fund it.

C: MTS needs to be very transparent about potential future impacts to service.

C: The highest ranked projects in outreach may be different between current riders and non-riders. It would be valuable to see the demographic data of who we did outreach to.

C: You list seniors, low income, and minority communities as groups that you are taking into consideration for project evaluation. Youth should also be taken into consideration.

Q: What do you mean by minority groups?

A: The FTA has a definition for this and we can provide that to you.

(RESPONSE TO QUESTION: The FTA's Title VI guidance is being used for the purpose of the project modeling. That guidance defines “minority” as:

(1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.

(2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam.

(3) Black or African American, which refers to people having origins in any of the Black racial groups of Africa.

(4) Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

(5) Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.)

Q: Will we get any information about how these packages will conform to the Climate Action Plan and how they will affect a shift in mode share?

A: This is not the Regional Transportation Plan so it doesn't have the same requirements to meet. However, we do coordinate closely with SANDAG on transit planning and will share all of our information with them as they work on the Regional Transportation Plan.

Q: Do you feel like your synergy with SANDAG is productive and is there an alignment on projects between the two agencies?

A: SANDAG is still very early in their process and have not identified specific projects. A lot of what they will propose will be operated by MTS.

Q: How much is the polling going to impact the proposed packages versus using pure metrics? Because this needs to be voted on you will need to have some sort of geographic spread of projects that benefit all area.

A: We will need to reach a balance between assessing projects based on metrics and based on how likely they are to encourage a positive vote.

7. Public Comment

Sean opened the meeting up to public comment. The following public comments were offered:

- Jack Shu commented that as a transit advocate he wants MTS to succeed and understands that they are limited to a sales tax. But we need to keep an open mind to other opportunities for funding transit that is not a regressive tax. The sales tax is just a start. We may want to consider delaying the process to get a better sense of what our needs are. The problem with TransNet is that it locked us into specific projects. What we are doing right now is going through a campaign process, not a planning process. We need to make assurances that a percentage of projects will go to serving communities in need and a percentage will go to reducing pollution.
- A comment was made about the importance of addressing the first mile/last mile issue and increasing public awareness about pedestrians and cyclists to make access to transit safe.
- A suggestion was made to do outreach to youth through high schools and colleges to ask them what would encourage them to ride transit.

8. Adjourn

After the completion of public comment, the meeting was adjourned at 4:00 p.m.

EDUCATION WORKING GROUP – VISION BUILDER EXECUTIVE SUMMARY

Date: Tuesday, November 5, 2019

Location: South County Regional Education Center – National City

Attendees: 9

At the second Education Working Group Meeting, attendees received an update on public engagement to-date, and were introduced to an initial project list and the Vision Builder Challenge. Participants were grouped in teams to complete an in-person version of the Vision Builder to identify what projects were most important to them.

Groups were first asked to prioritize projects based solely on their knowledge from the presentation and project description packet (unconstrained); then, groups were shown a coin amount and were given a 1,000 coin “budget,” and asked to reprioritize their projects. The results of each group follow.

There were three small groups at the Education Working Group. All three groups prioritized lower-cost fares and/or Youth Opportunity Passes. Two of the three groups included the Purple Line project as their top priority; two of the three groups had new freeway transit connections in their final project list, and two of the three groups had improving security and amenities in their final project list. When asked about why they selected security and amenities, both groups said the focus was on security.

Group 1

The first group included San Diego State University, Congressman Juan Vargas’ office, and San Diego Unified School District. The Purple Line Trolley was the top priority for this group in both the unconstrained and constrained activity. When working with the constrained budget, two of the larger infrastructure projects stayed as priorities (Purple Line and Rapid routes), while increased frequency and the Blue Line Express dropped out of their final project list. The group also lowered the priority of Youth Opportunity passes (but kept it in the 1,000 budget), and moved up security and amenities and mobility hubs. This group discussed how Youth Opportunity Passes would positively impact students/families in South Bay who may have more financial challenges; and the SDSU representative noted that extended hours of service (specifically late-night, past midnight) was important for college students.

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in bold italics are within 1,000 coin budget)
Purple Line Trolley	<i>Purple Line Trolley</i>
Youth Opportunity Passes	<i>Fare Discounting</i>
Fare Discounting	<i>More Rapid Bus Service</i>
More <i>Rapid</i> Bus Service	<i>Extend Service Hours (24-Hour Service)</i>
Increase Frequency	<i>Improve Security & Amenities</i>
Extend Service Hours (24-hour service)	<i>Youth Opportunity Pass</i>
Blue Line Express	<i>Mobility Hubs</i>
New Freeway Transit Connections	Electrify the Bus Fleet
Improve Security & Amenities	Increase Frequency

Sorrento Valley Skyway & Transit Connection	New Freeway Transit Connections
Mobility Hubs	Blue Line Express
Electrify the Bus Fleet	Sorrento Valley Skyway & Transit Connectors
Airport Trolley	Airport Trolley
On-Demand Transit	On-Demand Transit
Balboa to the Beach	Balboa to the Beach
Waterway System – San Diego Bay	Waterway System – San Diego
Grade Separations	Grade Separations

Group 2

The first group included San Diego State University, Southwestern College Board of Trustees and the Chula Vista Elementary School District. The Purple Line Trolley was the top priority for this group in both the unconstrained and constrained activity. When working with the constrained budget, the group kept their initial project list and prioritization, with the exception of the Blue Line Express, which was replaced with electrifying the bus fleet (up from #13 to #6). The group's main concerns were reaching students in South County and projects that would positively impact life for students and families in the area.

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in bold italics are within 1,000 coin budget)
Purple Line Trolley	<i>Purple Line Trolley</i>
New Freeway Transit Connections	<i>New Freeway Transit Connections</i>
Improve Security & Amenities	<i>Improve Security & Amenities</i>
Fare Discounting	<i>Fare Discounting</i>
Blue Line Express	<i>Waterway System – San Diego Bay</i>
Waterway System – San Diego Bay	<i>Electrify the Bus Fleet</i>
Increase Frequency	Increase Frequency
Youth Opportunity Passes	Youth Opportunity Pass
More Rapid Bus Service	More Rapid Bus Service
Airport Trolley	Airport Trolley
Grade Separations	Grade Separations
Balboa to Beach	Balboa to Beach
Electrify the Bus Fleet	Sorrento Valley Skyway & Transit Connection
Sorrento Valley Skyway & Transit Connection	On-Demand Transit
On-Demand Transit	Extend Service Hours (24-Hour Service)
Extend Service Hours (24-Hour Service)	Mobility Hubs
Mobility Hubs	Blue Line Express

Group 3

The first group included UC San Diego, the University of San Diego and the San Diego County Office of Education. The majority of projects prioritized by this group in the unconstrained activity were new infrastructure projects, making up six of the first eight projects on the list. However, in the budget constrained list, the Purple Line Trolley dropped from #3 to #9 (most other priorities stayed the same). This group wanted to ensure that students who live in northern/outlying areas of the county have access to public transit, and connecting them to the coastal communities.

UNCONSTRAINED LIST	BUDGET CONSTRAINED LIST (items in bold italics are within 1,000 coin budget)
New Freeway Transit Connections	<i>New Freeway Transit Connections</i>
Airport Trolley	<i>Airport Trolley</i>
Purple Line Trolley	<i>Youth Opportunity Passes</i>
Youth Opportunity Passes	<i>Increase Frequency</i>
Increase Frequency	<i>Sorrento Valley Skyway & Transit Connection</i>
Sorrento Valley Skyway & Transit Connection	Waterway System / Grade Separation (couldn't decide)
More Rapid Bus Service	More Rapid Bus Service
Waterway System – San Diego Bay	Purple Line Trolley
Improve Security & Amenities	Improve Security & Amenities
Mobility Hubs	Mobility Hubs
Blue Line Express	Blue Line Express
Grade Separations	Balboa to Beach
Balboa to Beach	On-Demand Transit
On-Demand Transit	Extend Service Hours (24-Hour Service)
Extend Service Hours (24-Hour Service)	Electrify the Bus Fleet
Electrify the Bus Fleet	Fare Discounting
Fare Discounting	

LABOR WORKING GROUP – VISION BUILDER EXECUTIVE SUMMARY

Date: Friday, September 13

Location: San Diego/Imperial Labor Council Offices – Mission Valley

Attendees: 8

Overview:

At the second Labor Working Group meeting, attendees received an update on MTS' Elevate SD 2020 public engagement efforts to-date, were introduced to the Vision Builder Challenge and were briefed on a 'roadmap to March' (tentative timeline for decision making on whether the effort will become a ballot measure or not).

Participants were also asked to complete the Vision Builder Challenge in teams to identify what projects were most important to them.

Note: The project concepts, coin allocation and coin budget were still being worked on at the time of this working group, so the project list capacity will vary from other working group, CAC and members of the public.

Group 1:

The philosophy of the first group was "Go big or go home!" This group generally opted for fewer, but more expensive projects:

- Grade Separations
- Increased Frequency
- More Rapid Service
- Purple Line Trolley
- Security and Amenities

The group said that on-demand transit, mobility hubs and the waterway project were not priorities for them.

Group 2:

The second group had all three rail projects in their list, as well as more of the lower cost projects:

- Airport Trolley
- Blue Line Express
- Electrify the Bus Fleet
- Extended Service Hours/24-Hour Service – this item was important to the group as an item for the hotel and hospitality industry, as well as employees at the Airport
- Fare Discounting – The group specified they wanted this project over Youth Opportunity Passes (due to cost), and clarified they would like age 18/19 & under, or possibly for low-income riders
- Grade Separations
- Mobility Hubs
- Purple Line Trolley
- Security and Amenities

The second group had to make a concession on including increased frequency for more infrastructure projects they preferred.

Both groups identified the Purple Line Trolley as the highest priority project, noting the high-impact of ridership it would have, as well as greenhouse gas impacts and moving people to jobs.

PORT TENANTS ASSOCIATION – VISION BUILDER EXECUTIVE SUMMARY

Date: Wednesday, November 13, 2019

Location: Kona Kai Resort – Point Loma

Attendees: 8

At the Port Tenants Association workshop, attendees received an update on public engagement to-date, and were introduced to an initial project list and the Vision Builder Challenge. Participants were grouped in teams to complete an in-person version of the Vision Builder to identify what projects were most important to them. There were two small groups at the Port Tenants Association workshop. Both groups prioritized the Purple Line Trolley, Blue Line Express and Waterway System on the San Diego Bay in their final project list.

Group 1:

Due to time constraints and the length of discussion on projects, the first group primarily focused discussion on their priority projects. Those include:

1. Purple Line Trolley – The group liked the high ridership and GHG impacts associated with the Purple Line Trolley.
2. Blue Line Express / More Rapid Bus Service – The group was torn between these two projects and which would be a better use of the budget. The group liked that the Blue Line Express would allow for 24-hour service, and cited the high number of employees that currently use the line, but wasn't sure that the cost associated with the time savings was sufficient. They thought more Rapid (express) bus service along the Trolley line could be an alternative, and provide more Rapid bus service elsewhere.
3. Airport Trolley – Cited as top regional destination
4. Waterway System – San Diego Bay – The group liked the Waterway ferry concept, and suggested that MTS could partner with the Port to maximize investment
5. Sorrento Valley Skyway & Transit Connection – Cited as a major job center
6. Balboa to Beach
7. Mobility Hubs

Group 2:

In general, the second group liked projects that had connections to downtown San Diego, as it's a central hub for Port business and commerce. They also liked that the Blue Line Express could help improve speed between South Bay and downtown for the high number of employees that make that commute.

The second group focused on grouping their projects into high priority, mid-priority and low-priority:

Top Priority Projects: Blue Line Express, Purple Line, Waterway System, Increased Frequency, Improving Security and Amenities, Airport Trolley

Mid-Priority: More Rapid Bus Service, Extended/24-Hour Service, Electrifying the Bus Fleet, Mobility Hubs, Fare Discounting, Youth Opportunity Passes

Low-Priority: On-Demand Transit, Sorrento Valley Skyway and Transit Connection, Grade Separations, New Freeway Transit Connections, Balboa to Beach

VISION BUILDER COMMENTS

Below are comments received from Vision Builder participants who provided a Zip Code within the MTS Service territory (2,092 comments).

The comments have been organized in alphabetical order by service area.

MTS Service Territory	Zip Code	Comments
Alpine	91901	Extend bus service to more times an hour and over the stops
Alpine	91901	I like the plan I chose...but the real stumbling block to increase users is faster travel between points eliminating stops. Create more express trolley routes
Alpine	91901	I think that you should make fares cheaper on the rural routs when making local trips. I don't mind paying more to ride a long way but hopping on the bus outside my house to the local library should be cheap.
Alpine	91901	I would like to see light rail extend further east. There is an opportunity for more high density housing in Alpine. Having a trolley that makes it here would open up opportunities for public transit going west. Start at EC transit center, run up Main Street EC to Los Coaches Walmart to Alpine transit center which could be located at open space next to Alpine Mountain Health Center
Alpine	91901	PLEASE GIVE US BUS COVERS FOR THE BENCHES WHERE WE WAIT FOR THE BUS
Alpine	91901	Please have longer bus hours in alpine
Alpine	91903	Need to accommodate more of County.
Bonita	91902	Es nuestra propiedad ojalÁ y lo logremos
Bonita	91902	I believe youth 18-25 should get a significantly discounted fare but not necessarily free fare. Youth under 18 could get free fare in my opinion or a significantly discounted fare (80% off for instance). Safety is one of the most important for me and other female friends of mine. The trolley parking lots should also feel safe.
Bonita	91902	Please streamline the 30 bus line through Ja Jolla.
Bonita	91902	Re fare - now over 60, I enjoy the senior rate of bus pass. But it's too expensive for individual adult under 60 To make the public transportation attractive to the wider population, I believe you make it significantly cheaper than gas you use private vehicles. Public transportation should not be the means for the poor. I hope you will make the use of public transportation look more hip and trendy. It's a way to contribute to reduce the cause for climate change. Many people became vegan for that reason and still he/she drives his own car by him/herself. It doesn't make any sense. But it's because of lack of education and PR efforts. I really hope more people utilize MTS.

Bonita	91902	Thanks for the opportunity to make some input.
Bonita	91902	Trolley stop in Bonita
Chula Vista	91910	Also hope a trolley gets built in the ucsd area and more connections to and from central sd
Chula Vista	91910	Am a frequent user
Chula Vista	91910	Bus passes for youth in City Heights are a must
Chula Vista	91910	Clean & automobile competitive public transportation is key to improving our city & helping save the planet.
Chula Vista	91910	Even though there is already BRT going to Otay, adding rail before the future university will promote transit oriented development in an area that will constantly use it
Chula Vista	91910	Fast, interconnected, and safe
Chula Vista	91910	For accessible rides
Chula Vista	91910	For better and faster service
Chula Vista	91910	God bless MTS
Chula Vista	91910	Great idea to survey users
Chula Vista	91910	Having dedicated lanes for buses and BRTs on I-5, I-8, I-805, and I-15 is major incentive for SOV commuters like myself who are willing to take bus and BRT instead of my own vehicle. Make public transportation convenient and competitive in commute times with SOVs and you will get an increase in public transportation riders and supporters.
Chula Vista	91910	Hi, I think there should be a bus route connecting Eastlake Parkway, Olympic Parkway, Hunte Parkway, and Otay Lakes Rd. This would likely help students from Eastlake High School. With that being said I recommend improving your marketing to the youth (they are the future as they say), a lot of people my age (18) don't know how to take the bus. Perhaps go to college campuses, HS, elementary schools do presentations and possibly give away free one-day passes for young adults to try out. Implementing "free bring a friend day pass after you do X" or "get first month free" would encourage new riders in the long run. To retain existing riders use a reward system such as a free or highly discounted month for purchasing x amount of passes/tickets. Furthermore, for someone who doesn't go to school and is 18 like me, \$72 a month is too much and most likely for many others. Giving discounted passes to people under 25 is a good idea. Your CompassCloud app is great, keep improving it. Oh and another thing, a small detail, you should add music in the background to fill up the quiet void and make it less awkward with a bunch of people in silence. Elevator music type will suffice, but also Starbucks-esque music would be great. I've only been taking your transportation systems for about half a year now and those are my observations and ideas.
Chula Vista	91910	Hopefully, one day soon, we will have zero point energy to power all vehicles and eliminate any impact on the environment.

Chula Vista	91910	I believe a trolley to the airport is a MUST! Another MUST is 24-hour service.
Chula Vista	91910	I didnt see the option listen but I dont know if its possible to add 1 or 2 more trolley cars to each trolley during peak hours for commuters so we dont have to stand
Chula Vista	91910	I experimented with public transportation. I found it to be appalling. My last straw was a homeless man masturbating in the seat in front of me on the trolley. Accidentally sitting down on urine from an elderly person on the bus. And having to wait over 35 minutes in the cold dark night with no bathrooms facilities in barrio Logan at 10pm.
Chula Vista	91910	I like this style of the survey are you going to make a practical example for community event.
Chula Vista	91910	I live down south inland, but I work in Kearny Mesa. Traffic is horrible, so having trolleys that go from South to Kearny Mesa would be amazing.
Chula Vista	91910	I love taking public transportation so much that I sold my car to help make a better impact on the environment.
Chula Vista	91910	I love to ride MTS is my main transportation !
Chula Vista	91910	I love when MTS asks for feedback from community members! Please continue to do so, and help move these great ideas forward.
Chula Vista	91910	I need more coins!
Chula Vista	91910	I need subway system
Chula Vista	91910	I take the 929 to school and back everyday. ðŸ•
Chula Vista	91910	I take the trolley everyday and this new plans for the SD transit will help me and other commuters in a day to day basis. Go San Diego!
Chula Vista	91910	I think SAN DIEGO and MTS are doing a great job.
Chula Vista	91910	I think you are making tremendous improvements to the transit system and I look forward to seeing what else you have in store for the community. Your forward thinking is definitely appreciated.
Chula Vista	91910	I use the bus and transit stations 6 times a week and this is what Id recommend.
Chula Vista	91910	I use the trolley daily to commute to and from work, if I had to choose only one upgrade, it would be to extend service hours (24 hour trolley/bus and add certain routes like the 705 to service on Sundays).
Chula Vista	91910	I will not vote for another tax or tax increase to fund any of this.
Chula Vista	91910	If an extra trolley cart is added during the busiest morning hours of commute.. some people would at least have some leg room to stand in, instead of feeling like sardines in a can.
Chula Vista	91910	Increasing connectivity from coastal areas to inland residential areas would be fantastic.

Chula Vista	91910	Look forward to public transportation expanding as the population of San Diego continues to expand.
Chula Vista	91910	Los proyectos son buenos y cambian mucho la visi3n hacia estos transportes lo cual es bueno. Como todo proyecto siempre habr3n contras y pros, en este caso varios de los proyectos me interesaron, pero el proyecto "Electrify the Bus Fleet" me pareci3 muy bueno, ya que este reduce mucho las emisiones y le hace bien al ambiente, aunque tiene m3s contras como un alto costo en recargar energ3a, entre otros puntos. Pero creo que otra opci3n para este ser3a buscar energ3a renovable, usarla para que este transporte funcione, como un tipo panel solar para que se recargue mientras se realizan los viajes de una estaci3n a otra, claro es un suponer, pero si es posible creo que ser3a un gran proyecto.
Chula Vista	91910	Lots of good ideas listed, I hope that many of these are implemented.
Chula Vista	91910	Make rear entry possible too it would save time boarding
Chula Vista	91910	More transit options for suburban areas would make it easier for people to use public transit instead of driving their own vehicles.
Chula Vista	91910	Nice ideas hope it can be done fast
Chula Vista	91910	no cops
Chula Vista	91910	No freeways!
Chula Vista	91910	On behalf 300 plus County employees working at 3666 Kearny Villa Rd, and the 300 plus City of San Diego employees soon to arrive at Gibbs Dr, please add 1 billion coins and 100 million pesos for the 120 bus currently running to become Rapid. This might be a plan for the future, but this is needed now.
Chula Vista	91910	On Sundays is very hard to get home from work if they could extend the blue line trolley at least until 1am that would be very going to the border
Chula Vista	91910	Please lower bus fares to \$2.00 thank you
Chula Vista	91910	Studied Environmental Sciences at UC Berkeley and thought this activity was awesome for people to get an idea of where funding can go and the pros/cons. I loved it!
Chula Vista	91910	Take care of the elderly
Chula Vista	91910	Thank you for this opportunity to participate. I trust that MTS will work closely with SANDAG on overall planning for our region.
Chula Vista	91910	Thanks
Chula Vista	91910	The biggest priority for me is lowering rates. If rates continue to rise it will deter people, especially low-income people, from taking public transportation.

Chula Vista	91910	The South Bay communities are in desperate need of rapid transit from here to Mission Valley. Taking the Blue Line to the Green Line is very inconvenient. We also need buses that operate later, if not 24 hours. At least one bus, such as Bus 709, per hour during late night hours would greatly benefit those that don't have means to travel to work, etc., at those hours.
Chula Vista	91910	What a fun way to invite feedback. Well done! And the ferry idea! Love it!!!
Chula Vista	91910	What about a rapid transit from Otay Ranch or Eastlake to Downtown El Cajon. There are many people who live out this way and work in or near downtown El Cajon City Hall and Courthouse. It could pass through Bonita, Spring Valley, Rancho San Diego the same way many Drive the streets to get from Otay Ranch to El Cajon in morning traffic.
Chula Vista	91910	Will help a lot I am a college student trying to find more ways to travel to school
Chula Vista	91911	+1 More buses running more often +1 But more buses don't make sense if they don't run quickly and have their own lanes. +1 Make the Blue line faster +1 Need major upgrade on signage, user-technology & security on buses & trains 24/7
Chula Vista	91911	933/934 still have issues with late arrivals between 8:40 and 10:30. Most of the users of this route are college and community college students.
Chula Vista	91911	A huge element of the negative view of the trolley is that it is so disruptive to surface traffic. If its purpose is to ease transit, it is having the exact opposite situation in Chula Vista. It literally closes down traffic on and off of the 5.
Chula Vista	91911	Add longer times to 704 I work late and the bus stops running at 9pm.
Chula Vista	91911	and more paying station, palomar has one three and sometimes only two work
Chula Vista	91911	As a Transit Employee I believe that adding frequency to rapid routes during peak hours, and more rapid routes, would help optimize freeway traffic.
Chula Vista	91911	Buses should not arrive earlier few min
Chula Vista	91911	Climate change requires us to stop driving and use public transit much more often. People won't switch if they can't depend on its availability. Full service, 7 days a week, with extended hours will be necessary to get and keep everyone on the system. Be the change you want to see in the world!

Chula Vista	91911	Commuting using the bus in the morning is a real pain because it's always full you I have to stand up the whole way and it's really annoying because people are getting on and off and it's hard to let them through sometimes I even have to get off the bus so they can get off the bus. So more buses during morning when all the high school kids and college student are commuting would increase the quality of the service drastically. Thank you for your time and patience.
Chula Vista	91911	Complete blue line to VA hospital la
Chula Vista	91911	Extend the bus time and pay less
Chula Vista	91911	Giving access from South Bay to mission valley downtown quicker would be a dream
Chula Vista	91911	Good job mts.
Chula Vista	91911	Good survey, helpful way to show what possible paths are available for increasing/improving ridership.
Chula Vista	91911	Great decision to improve the MTS.
Chula Vista	91911	Great job!
Chula Vista	91911	Hi thank you
Chula Vista	91911	How will this data be used?
Chula Vista	91911	I am a daily commuter for the last 20 years
Chula Vista	91911	I am extremely passionate about transportation and would love to get involved in some capacity. Please send me information on different ways to engage.
Chula Vista	91911	I believe they should have a rail system that goes into Eastlake/Otay Ranch.
Chula Vista	91911	I cant afford a monthly pass for school. Help!
Chula Vista	91911	I do not want the purple line until people start taking the 225 as much as other high performance Rapid routes.
Chula Vista	91911	I especially want a deeper discount for people with disabilities and for youth that use MTS as a means of transportation.
Chula Vista	91911	I hope you can see this plan in requirement because I have no transport and I need to save for college
Chula Vista	91911	I like how you are asking for our input.
Chula Vista	91911	I park/ride the Trolley between 5:41 am to 5:56 am from Palomar to Harborside(Naval Base) daily. I would like to see more Security on the Trolley during the morning hours. At times there are lots of homeless riding. Going back Southbound need more Security in the Evenings after 4. People with Dogs riding that are not Service dogs.
Chula Vista	91911	I take the bus/trolley everyday to get to school so by changing the systems and improving it so it's easier for everyone would really help our community and allow more people to use public transport.
Chula Vista	91911	I want to share my vision for transit in San Diego!

Chula Vista	91911	I wish the extended passes like, 3 day, 5 day and two passes were still available. Not everyone can afford \$100.00 every month.
Chula Vista	91911	I would like more bus stops to have cover. From the sun and rain.
Chula Vista	91911	Im a Daily mts user at all times of the day. And I love to get involved in anything regarding public transportation (:
Chula Vista	91911	Im a full time student and work on days i dont go to college, so its kinda stressful, wasting \$6 each day, to get to my destination. Also the availability for buses around 9pm - 11pm, the time to wait before the next bus arrives is long and sometimes buses dont even stop. I hope things goes for the best, and thank you for listening.
Chula Vista	91911	Im a low income and fares are too high
Chula Vista	91911	Improve mass transit, improve the enviroment
Chula Vista	91911	Itd be amazing to see these changes in place
Chula Vista	91911	Keep up the great work with the MTS!
Chula Vista	91911	Look out for us folks that rely on public transportation
Chula Vista	91911	Looking forward to this. Thanks
Chula Vista	91911	Love!
Chula Vista	91911	Low fares in general
Chula Vista	91911	Maybe retraining security guards to not be overly aggressive and learn how to use conflict resolution techniques as opposed to power moves or intimidation tactics. With "increasing security" but not changing their training, there would be more violent incidents with these security guards (first hand experience and second hand)
Chula Vista	91911	More rail, skyways, connection to airport. Need to address congestion from south county to Kearny Mesa and Sorrento Mesa.
Chula Vista	91911	More security is definitely needed
Chula Vista	91911	More transit options for military to CORONADO seems amazing, keep in mind we work late nights too, not just 9-5!! -Actual active duty Navy guy
Chula Vista	91911	More trolleys that go further and spread out. This will encourage people to ride public transportation more.
Chula Vista	91911	Most important, to and from the airport with extended hours to cover early and late departures and arrivals.
Chula Vista	91911	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
Chula Vista	91911	My only other suggestion which is a addition to the additional discounts for disabled passengers is to reinstate UNLIMITED (of which I'm emphasizing) ride access for an entire year and due to the eased requirements
Chula Vista	91911	Need little more bus routes in different areas but other wise it's good

Chula Vista	91911	Please help me with bus passes Im low income and can barley afford it
Chula Vista	91911	Please study Japanese Transit System to help San Diego's MTS improving. They are very good system as I know.
Chula Vista	91911	Prices need to be lowered to be affordable for students including college students
Chula Vista	91911	Raising the railway platforms will not only save car drivers time and also help reduce traffic and accidents but also riders will have a smoother ride to their destination.
Chula Vista	91911	Ridden with MTS my whole life.
Chula Vista	91911	Shades and ramadas because the heat is getting worse
Chula Vista	91911	Thank you
Chula Vista	91911	Thank you for the opportunity to participate.
Chula Vista	91911	Thanks for asking for our input!
Chula Vista	91911	Thanks for this opportunity!
Chula Vista	91911	Thanks for your help and support â•• ã••
Chula Vista	91911	the MTS bus and trolley services have really helped me out whenever i donâ€™t have another method of transportation to my destination. thank you.
Chula Vista	91911	The reasons traffic is apart of all of our lives here in California is because there is only 1 way to get there. Naturally, that builds congestion. If there were more direct ways to get places, voila
Chula Vista	91911	The shopping cart is an interesting way to get feedback, but I would like to see a way to rank the choices. A trolly line along the 805 would be fantastic.
Chula Vista	91911	The skyway is the best!
Chula Vista	91911	The traffic disruptions on Palomar street are ridiculous. I constantly find my myself detouring to use Main St since the trolley is above the road way. I was additional fuel multiple times per day because of how bad Palomar street is.
Chula Vista	91911	The trolley system should feel safer and can be much cleaner then current standards. Frequency of every 10min after the 71/2 min rush hour and new lines should be introduced, running cross county, opposite to the freeways providing a faster options for rush hour.
Chula Vista	91911	Transit sells itself when motorists are sitting in traffic and they see transit buses cruising by them. Transit designated lanes during peak hours could work by using existing lanes that are time restricted.
Chula Vista	91911	Transit should be a convenient alternative to traffic without creating more congestion. The I-15 bus only lanes are a nuisance.
Chula Vista	91911	Trolly that comes through chula vista should be a no brainer since so many people live there
Chula Vista	91911	Us pour people need to go places too

Chula Vista	91911	<p>Use algorithm to manage the busses to be on time. We have technology available for that now.</p> <p>Also have someone providing the news on the website/social media. There was not enough signs regarding detours or lines not working.</p> <p>Small suggestions with big impact and low cost.</p> <p>I use the Mts system daily and I work in downtown in hospitality. So I always get this type of questions/suggestions at work.</p>
Chula Vista	91911	<p>We need 24/7/52 service so that people will know the schedule and choose to use MTS instead of personal vehicles that will negatively affect the environment. Climate change is our greatest threat and we need everyone literally on board.</p>
Chula Vista	91911	<p>We really could use a trolley from South Bay to Clairemont to cut the commute time.</p>
Chula Vista	91911	<p>Would personally love a year of free rides to my possible new work, thank you have a great day</p>
Chula Vista	91913	<p>As a daily rider, Im hoping at least some of these go into effect in the near-future!</p>
Chula Vista	91913	<p>As a senior and being disabled I would both welcome and use the new proposed Purple Line and discounted fares for the elderly and disabled.</p>
Chula Vista	91913	<p>As someone who commutes from Chula Vista to Kearny Mesa (in horrendous traffic), the proposed purple line would absolutely make a huge difference for me</p>
Chula Vista	91913	<p>Better commuting options for South Bay residence, especially in growing communities. Also, more security, as safety is a growing concern, especially on public transport.</p>
Chula Vista	91913	<p>better moral for bus employees and more frequent times for current routes along with new routes to eastlake would be greatly appreciated</p>
Chula Vista	91913	<p>Build more roads and add regular lanes to freeways. Public transit will never be an answer here with how spread out population centers are in the counties. I have used the trolley to commute to work and it was not an enjoyable experience, constant homeless riding and breakdowns were common.</p>
Chula Vista	91913	<p>Bus times and riders security is important. I was at Bonita Rd and Willow St stop 11/20/2019, 1730 pm there were two homeless men encircling and I felt that I was being targeted. There is no sufficient light and it was Pitch dark. This is a very unsafe bus stop.</p>

Chula Vista	91913	Commuting is become increasingly more difficult and there are no jobs in my professional field in my area. As the lack of housing is pushing everyone to the outskirts of San Diego, and jobs remain in areas such as downtown and Kearny mesa it is making San Diego un-livable. With the increased annual population, making public transportation not only more accessible, but fast as well will help a lot. Additionally, on the trolley I am always witnessing issues with fights and arguments. Better Security is needed.
Chula Vista	91913	Discourage driving during rush hours by increasing access, so people drive to work will take public transportation rather than congesting the freeways or local streets.
Chula Vista	91913	For most car commuters, FASTER is the critical factor. If you tell any car commuter they can get to work more quickly using transit, you immediately have their attention. Dedicated HOV connecting ramps are KEY to making this a reality and should be priority #1.
Chula Vista	91913	Highest priority would be youth passes for me
Chula Vista	91913	I currently live in otay ranch and work in torrey pines. I would love to take public transit. However, currently not an options for me as it would take almost 2.5hrs each way.
Chula Vista	91913	I think in order to cut down on our carbon emissions we need to find creative ways to use and improve existing infrastructure in a way that attracts new riders
Chula Vista	91913	I use the sd transit frequently and itâ€™s a very useful system we have here
Chula Vista	91913	Increase access during work hours.
Chula Vista	91913	Lifelong San Diegan. I've commuted from Otay Ranch to City College by bicycle & driven daily from home to Clairemont Mesa as well.
Chula Vista	91913	More frequency on the Rapid 225 during rush hours
Chula Vista	91913	More Trolley Service
Chula Vista	91913	Need 24 hrs service.
Chula Vista	91913	Need to include transfers in fare
Chula Vista	91913	public transit from east CV to East County and/or Kearny Mesa....not just downtown.
Chula Vista	91913	Purple Line # 1 priority
Chula Vista	91913	Thank you for all the possible resources. They all seem like positive impacts for San Diego communities.
Chula Vista	91913	Thank you for the wonderful service!
Chula Vista	91913	Thanks!
Chula Vista	91913	Upgrade existing system as big potential, such as blue line express. Rapid Express has impacted me the most where I live and do take it 10-15 a month on average. Before this rapid route I did not take MTS at all.

Chula Vista	91914	Bring a rail line from East Chula Vista to downtown Chula Vista and downtown San Diego via East H St and connecting to the blue and a new purple line
Chula Vista	91914	Get a faster system to link Eastlake/Otay urban development to LaJolla/Sorrento without going through downtown ...
Chula Vista	91914	How bout a skyway from balboa park to seaport village?
Chula Vista	91914	I would love to take transit to work but it would take me almost an hour and a half by transit as opposed to 45 min driving my own car all the way to work. The Rapid system should be upgraded to allow for passengers to purchase fare at the stations like the trolley. This would greatly reduce loading times at Rapid stations improving the times it takes to get to our destinations.
Chula Vista	91914	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
Chula Vista	91914	My number 1 priority would be to electrify buses.
Chula Vista	91914	Offer better connecting service to Rapid buses, especially during high commute times. If the 707 ran earlier/more frequently to Otay Ranch Mall to connect to the Rapid 225, I could ride transit the entire way to/from work instead of having to drive to the Otay Ranch transit center. Technically, I could take the 707 to Southwestern College; the 709 to the H Street transit center; the Blue Line to City College; and the 7 or 215 to work, but that would increase my commute time by nearly 50%.
Chula Vista	91914	Please be sure to support SANDAG 5 Big Moves and be sure MTS and SANDAG coordinate their plans.
Chula Vista	91915	24 hour service would be amazing! At least on weekend nights, some rapid bus routes would be awesome for party goers and industry workers
Chula Vista	91915	24hr service for rapids is best; 24hr trolley: one car every 30-45min from 1130p to normal startup of service day for full 3 car trains; rapid from UTC to Vista when Blue line is done; rapid 40ft from old town to airport (saves \$ over building tracks. Use private road along air strip like the Rental shuttles do.
Chula Vista	91915	Build a trolley line to eastlake
Chula Vista	91915	Focus on electrifying vs. more air pollution. We need a trolley to go from H street to Southwestern College!!!
Chula Vista	91915	Great service overall! THANK YOU FOR YOUR COMMUNITY CONTRIBUTION!

Chula Vista	91915	<p>I always noticed that at certain stops it would be greatly appreciated if you could have restrooms' ?? I appreciate what you have already added and it would be a great addition to MTS of San Diego.</p> <p>Thanks for letting me give you my opinions on what I think should be done.</p> <p>I will admit as long as I have been in Chula Vista, Ca. I've seen MTS reduced the allotted time for all transits in San Diego</p> <p>Again Thank You for this opportunity</p>
Chula Vista	91915	<p>I think the ideas are something that will help our Global Warming Problem.</p> <p>But not everything electric, because allthe</p>
Chula Vista	91915	I wish that we could adopt all of the plans, but I understand that funding plays a huge role. Go MTS!
Chula Vista	91915	Keep making this an accessible city for all,
Chula Vista	91915	Please consider a rapid express route from Eastlake Chula Vista to Downtown San Diego.
Chula Vista	91915	Thank you.
Chula Vista	91915	the purple line is exactly what chula vista needs, it should be the #1 project to be honest
Chula Vista	91915	There's a lot of different ideas
Chula Vista	91915	To me, the greatest thing that could happen is extend the frequency to a 24 hour schedule. Probably at night buses and Rapid could run every hour. A lot of us work overnight shifts. That would make a huge impact in San Diego.
Chula Vista	91915	Would like a rapid transit bus from Otay Ranch Town Center to Naval Base San Diego, Naval Station North Island. It would need to make multiple runs 0400 to 0600 and return 1530 to 1730 to be effective
Coronado	92118	Anything we can do to reduce freeway traffic would be help full. Get people to and from the beach would also be great and cut down on congestion. Build housing especially elderly near trolley lines.
Coronado	92118	As a student living local and working two jobs this helps reduce stress in regards to helping pay for transportation to school and work.
Coronado	92118	<p>Boldness has magic - Goethe</p> <p>The metro has gotten out of hand- time for bold new ideas. No more roads...efficient transportation!!!! I'll ride a LOT if we can do this :) p.s.- I didn't have enough coins, but let's electrify the fleet of buses too for climate action planning :) Please feel free to reach out to me for input. I want to be part of the solution.</p>
Coronado	92118	Build an elevated light rail system over the center divide on Hwy 5 from the border to La Jolla. It will sell itself while commuters sit in bumper2bumper traffic.
Coronado	92118	great idea to survey San Diegans!

Coronado	92118	<p>I want to first prioritize enhancing existing transit infrastructure and making targeted improvements with high returns on efficiency, such as creating rapid bus lanes on highly traveled boulevards or grade separating certain crossings (while not a provided option, I would also like to promote more efficient application of commuter rail with NCTD). A waterfront ferry would also allow for more potential tourism revenue if targeted correctly and coupled with commuter discounts similar to the existing Coronado ferry - while not requiring significant new infrastructure. Reinstating ferry connections to NASNI would also alleviate congestion on the 75 and 5 in and out of Coronado. Such a system could possibly be expanded to connect to La Jolla or UCSD in the far future.</p> <p>The beach and the airport bafflingly both have very poor transit access right now, so as a stretch goal I would push for a rail connection to the airport (existing busses feel inadequate) and consider a streetcar link from the Balboa ave station to the beach - appealing to tourists with a streetcar over a bus, and with dedicated lanes to provide frequency acceptable to commuters through the very congested area west of Balboa ave station.</p> <p>In the far future, the addition of more rail infrastructure to the Blue line south of downtown would be useful to expand commuter rail service. Instead of an express blue line however, I would like to integrate existing infrastructure and see the COASTER extended further south over building an express blue line. I'd love to see a three-lane rail corridor set up that could allow for a center heavy rail and outer rails functioning with light rail, provided such a network could be set up.</p>
Coronado	92118	I'm active-duty Navy. Please don't prioritize discounted fares for military; we are well-compensated for our service and can pay our own way.
Coronado	92118	I've always felt like there should be more direct routes between Coronado and Barrio Logan.
Coronado	92118	My biggest issue with taking transit is the infrequency of the bus service to and from Coronado.
Coronado	92118	Personal vehicles are NOT going away. along with further mass transit options Roads & freeways need to be maintained and upgraded.
Coronado	92118	San Diego is the 8th largest city in the US and really needs a better transit with both rail and additional bus routes designed to take workers and students from their home to their jobs or schools and back. I would also like to see the Coronado Ferry expanded to twice an hour.
Coronado	92118	Thank you for asking, I am grateful for the transit system..
Coronado	92118	Thanks
Coronado	92118	Youth transit pass - free for all. If I could put all my coins there, I would!

Coronado	92178	What we really need is all transportation to communicate and time together so a person can plan their transportation needs. (ferry, mts, amtrack, coaster, sprinter). Current the user must pull all the schedules together, figure it out and wait up to 30 minutes for the next source of public transportation to arrive. For example, the ferry arrives in downtown at 8:45 and the coaster leaves at 9:18. That gap is too long. On the return the gap is 15 minutes. That is too short. If you fix these problems I think more people will ride.
Dulzura	91917	It seems as MTS is really pushing for the first option, as it is only 20 coins and its the first "shopping item." The first option seems like a great idea, adding more bathrooms always improves facilities, until you see that the its only one option for both bathrooms and security officers. In my personal opinion, it would be better to separate the options, as personally I would like to see more bathrooms and less security, and I am sure many others agree with me. Separating the option would demonstatre what citizens want more, either bathrooms or security. It seems unfair and unjust to couple both options together and make it such a cheap option, just so MTS gets what they want.
Dulzura	91917	You forgot the back country and east county
El Cajon	92019	East County Communities need better service. Also MTS busses need to be on time more often
El Cajon	92019	I'd really like to see free service to all seniors age 55 and over, no matter their income, as well as better and more options for getting from home to the bus/trolley stops. Thanks for allowing input!
El Cajon	92019	Love the service but it needs to be 24/7 and more frequent with less bums and people on drugs.
El Cajon	92019	More weekend buses
El Cajon	92019	My #1 priority would be the airport connection - this would benefit both the local community and San Diego's many tourists. (This is also true for the beach connection.) We currently have to taxi to the airport to avoid paying expensive parking "storage" fees when we go out of the state or country. Re: the airport connection, buses already have storage space for luggage, but it would be nice to have specialized trolley cars (and a dedicated schedule) for the airport that had stops within walking distance of major hotels. My #2 priority would be the connection services between the transit stops and passengers' final destinations - (MTS "Uber" service, in other words, but with weekly or monthly passes instead of having to pay for each individual ride).
El Cajon	92019	Provide smaller buses to transport customers in
El Cajon	92019	Safety in early mornings and late nights are a necessity.
El Cajon	92019	Thanks for viewing
El Cajon	92019	The most important in my opinion would be the purple line and 24 hour service.
El Cajon	92019	Trolley connection to the airport tops my list.

El Cajon	92019	Whatever the plan is, extending service hours in suburban residential areas needs to be part of it. At present my employer (located in Kearny Mesa) provides free transit, but I can't use it to commute as we have staggered schedules and there are only three (out of over 100) possible work schedules in my department, which could be done with a transit commute from my neighborhood (east El Cajon), and I do not have one of those. (I can't get to the office before 8AM, and would have to leave the office at 7PM in order to make it to El Cajon TC before the last bus runs.)
El Cajon	92020	24HR service is will indefinitely bring more people to use the service since its always available
El Cajon	92020	Add a trolley that goes to the Otay Border.
El Cajon	92020	And the rest of my 30 coins to invest in more reliable trolleys that do not break down as much.
El Cajon	92020	Bike lane/accessibility lanes along the trolley routes East to west is really needed. Trolley to the beach from Mission Valley/old town.
El Cajon	92020	Excited for the future!
El Cajon	92020	EXTEND GREEN HOURS TO 92020
El Cajon	92020	Have green line trolley drivers take an empathy course for waiting 3 seconds for riders who run to it and get to the door before they take off so they will wait those 3 seconds to let them to board before they take off. (Has happened way too many times.)
El Cajon	92020	I am a Student in High school and I use bus everyday to go to school and I am struggling every month to renew my monthly card.
El Cajon	92020	I think moving toward clean emissions for the busses and improving accessibility would be key for me.
El Cajon	92020	I think there should be express line to downtown SD from all the further towns.
El Cajon	92020	I use the trolley to get to and from downtown San Diego for concerts, I would use mts a lot more if I didnâ€™t have to leave a show early to catch the last trolley

		I would just like to add that if a driver sees someone running across the tracks to catch the trolley, they should just wait like 5 more seconds because it's obvious what that person is trying to do. It's bad enough that the transit makes some of us late because of natural delays, but deliberate ignorance of passengers is ridiculous. MTS helps the elderly, homeless people, commuters, and families. So you can't tell me that a trolley operator can't wait 5 more seconds for a guy that just wants the trolley to wait to help his mother get to work on time. There are a lot of good ideas on the table here, but maybe this is a stepping stone leading into 24 hour services or improved scheduling. I'm sure that I'll be like 30 by the time this stuff goes into effect, but let's be honest, drivers waiting 5 more seconds is free. By all means, do these things that are offered, San Diego County needs just about all of them, just don't forget about the simpler ideas that aren't that hard to implement.
El Cajon	92020	
El Cajon	92020	I would like to serve on the boards and committees.
El Cajon	92020	If MTS would be able include all of these suggestions - that would make MTS an even better public transportation system.
El Cajon	92020	If there was a way to get from 92020 to Escondido Transit Center in about an hour, I'd likely do it most days.
El Cajon	92020	More rail transit makes sense with the higher capacity to carry customers.
El Cajon	92020	Please add more busses in the 94 highway rural route , late night and early morning busses , I would have used all my coins on that option
		Please keep the bus stops clean. They are usually very dirty and sometimes disgusting. Also, it would be nice if the "No Smoking" law were to be enforced. Additionally, I'd like for the vagrants to be discouraged from hanging out at the bus stops constantly.
El Cajon	92020	Thank you.
El Cajon	92020	Preferably express routes for all lines including green line and orange line.
El Cajon	92020	Rapid transit from east county would be great. Especially on the 52
El Cajon	92020	Stop Lyft and Uber unprofessional drivers and invest in professional bus drivers with 24 hour service so all people can have safe efficient rides

		Take everything I'm about to say with a grain of salt as I don't use public transportation: You need to perform a legitimate triage to determine the true concerns. You need to get back to your roots and focus on what public transit is supposed to be good at. I'd bet 99.99% chance that San Diego will never have a fully integrated public transit system across the entire county. Its just not a dense enough city except for the hot spots. Sure it sounds great and modern to have "on demand" transportation, but do you really feel you will be able to compete with the likes of Uber and Lyft? Even if you could compete from a \$ perspective how much of that market can you really capture? You don't get the most juice out of a lemon on the last squeeze, but on the first squeeze. Ride sharing is already done releasing juice IMO....the boats sailed. The \$ is much better spent focusing on efficiently moving large amounts of people in small dense areas. Places like Sorrento Valley, Downtown, Eastlake etc. could all use help. Somewhere like Sorrento Valley would also be targeted towards working class people so you would get a return back on the \$. Finally, if you did market more towards business people/workers/paying customers, you would need to beef up security. Why would I ever want to be on a small trolley with a homeless person covered in filth that is clearly mentally gone? I know the trolley supposedly has over 100mm rides a year, but I can count on one hand the number of people I know that actually use it. I've literally lived here my entire life and know less than 5 people that use the trolley for anything other than sporting events. At this point I feel there is very little incentive to use public transit for myself.
El Cajon	92020	
El Cajon	92020	Thank you for the upcoming Blue line, glad to see progress is being made to connect students to schools and people to all the healthcare jobs in USCD area!
El Cajon	92020	Trolley needs to run later at night so a person can get past SDSU w/o the dangerous Orange Line.
El Cajon	92020	We need a plan to reduce the \$6 dollar fare back down to \$4. Why did the fare go up? It is because Mid-City CAN is not doing their jobs at advocating. I suggest you see me. I am not tolerating fare increases and you shouldnt either.
El Cajon	92021	A connection between Santee and Kearny Mesa TC or Miramar TC would be useful. I would use it if it was accessible early enough. For me to ride MTS, it would take over 2.5 hours each way. My employer will pay for my pass but i won't spend 5 hours a day commuting.
El Cajon	92021	At El Cajon, main street, It is too hard to get to the track, for the trolley. I have trouble walking, but not wheel chair bound. The ramp is impossible to walk. Elevators would help.
El Cajon	92021	Bring back 2 3 4 & 14 day passes again \$ 6 is too much
El Cajon	92021	Could also look at replacing the three car S70 trains with 7 unit Avenio cars to carry more passengers in the same length by eliminating intermediate couplers and cabs.

El Cajon	92021	East county resident that needs to get to the airport!!
El Cajon	92021	Great ideas and method for collecting community input!
El Cajon	92021	I also hope there will be discount or promos on Monthly Passes. I have been using MTS buses and trolleys for 6 years now and for someone like me, I suggest we can buy the monthly pass at a discounted rate also like a promo. Thanks.
El Cajon	92021	I have acrophobia. Elevated transit points SCARE THE SHIT out of me.
El Cajon	92021	I hope these matter
El Cajon	92021	i like the numbers at the bus stop for knowing when the next bus is arriving ..and need more trolleys when a trolley is out of service the backlog of people grows and the trolley is full of people at the next stop and need more trolley for downtown events also.
El Cajon	92021	I really like the idea of public transport and making it better in any way is always a good idea. San Diego is a growing city and expanding public transport and making more efficient is always good. Hopefully, my contributions help.
El Cajon	92021	I see very little for east county. How about trolley service all the way to Alpine or extension from Santee to Lakeside.
El Cajon	92021	I think a "Men of MTS" calendar would be awesome. Also it would be nice to be able to give feedback on daily bus drivers like I do with my Uber drivers. Some of the drivers make it obvious that they hate their job and it makes me uncomfortable riding with those types because people are random these days and I never know if the day I'm riding is the day they decide to go wild and take everyone out.
El Cajon	92021	I think there should be an option to buy passes for more than one month at a time. Maybe discount prices for buying 6 months or a year for frequent riders.
El Cajon	92021	I wish the trolley had a stronger WiFi connection and able to charge electronics for those who might need a bit more juice for emergencies
El Cajon	92021	Its really difficult to get home from work when the buses stop running by my house.
El Cajon	92021	I've been asking for 20 years for bike access on-board the trolleys. On many older trolleys, you have to somehow get your bike up steep stairs to enter the trolley, then find a place to sit or stand with it so it doesn't roll off and hit passengers. Other cities (Portland, Denver, Amtrak) provide convenient roll-on trolleys with bike racks where you flip up the bike vertically and simply hook the front wheel. Done. Not SD. Any new trolleys purchased should include this from now on.
El Cajon	92021	LOVE HOW CREATIVE THIS POLL IS. EASY TO NAVIGATE AND UNDERSTAND (ESPECIALLY WITH VIDEOS)!
El Cajon	92021	Love mts

El Cajon	92021	More weekend routes in East County would be great.
		My top 3 priorities that I feel are most important in the available options are: 1) Improve Security and Amenities: I feel safer when there's at least one Transit worker who is present at a station. Also, adding restrooms or at least listing public places with available restrooms would be a very much needed benefit. 2) Electrify the Bus Fleet: This would be a great way to reduce emissions and I'm happy it was an option that was considered. 3) Purple Line Trolley: I believe this trolley route would hit all the central communities that would originally require bus transfers from a Blue Line trolley route. This would be a major convenience for people that have to make multiple transfers and I feel out of the options that require a large investment that this would be my personal choice.
El Cajon	92021	
El Cajon	92021	Please add transit
		Please donate my unused coins to a disadvantaged citizen. Thanks!
El Cajon	92021	plzz have respect to us
		San Diego should be much more big city when it comes to transportation than any other city in California because the city has everything a city could want. It's just not at your fingerprints; yet.
El Cajon	92021	Thank you for finally doing something like this and allowing us riders decide whats better for us.
El Cajon	92021	Thank you MTS for making our life easier. I wish you consider more connections especially to connect East and both country.
El Cajon	92021	This is a great way to get people involved and informed about the future of one of San Diego's biggest lifelines! Thanks!
		We need to allow younger civilians the ability to get from one place to another. I see many fare disputes with younger riders. With MTS allowing younger riders up to 25 it would allow the Bus Operators to continue on route faster. We also need better security. It would be nice to have one TSS personal at every trolley or at least 10 mins away at any given time. A farrier from Downtown to Coronado would help improve the 901 as well! Great idea!
El Cajon	92021	
El Cajon	92021	When the 838 was invented, the quality of life for the people east of east cou
El Cajon	92021	With out 24/7 service what's the point
El Cajon	92021	Yay public transportation!
		Anything to expand coverage - I live in IB, medical in Eastlake and work in Kearney Mesa - right now transit has nothing but really long bus rides to offer - no thanks, I'll take my car but Id rather take transit - but then self driving cars are coming...
Imperial Beach	91932	
Imperial Beach	91932	Beautiful Trolley system
Imperial Beach	91932	Great ideas. Thanks for asking for input from the public.

Imperial Beach	91932	i am really excited to see what will be happening in the future.
Imperial Beach	91932	I believe that the 24 hour is one of the best ideas considering some people get off work late and have to either call for an Uber or Lyft and by having 24 hours youâ€™ll be providing a safer environment for them.
Imperial Beach	91932	I have using MTS for over 15 years.
Imperial Beach	91932	I ride trolley workdays from Palm Avenue to Courthouse. No desire to ever drive, but would like express transit with fewer stops if possible. Trolley is very safe and secure. After 4 years of riding, I have seen a few yelling matches but never any physical altercations. Very well run machine
Imperial Beach	91932	Im a disabled rider in a wheelchair and the narrow bus aisles make getting my chair into place difficult. I suggest a rear entrance with a larger space for easier maneuverability that would accommodate more wheelchairs.
Imperial Beach	91932	I'm broke af and going to job corps pls give me the free 1 year of passes I cant afford hygiene products if I get the bus pass but I need the bus pass
Imperial Beach	91932	Increasing frequency will help solve MANY transit problems and deterrents. The trolleys generally run rather frequent and i have very little complaints about the trolley system. But the buses are terrible. Most of the time theyre every 30 minutes to an hr, sundays are the worst. Often if there is a delay many buses get back up. So youll be stuck waiting at a stop for nearly 2 hrs and then suddenly 3 of them appear. A small errand can quickly turn into a half day adventure and its very frustrating. Also maybe upgrading gps tracking for them? To better see exactly where the bus your waiting for is at.
Imperial Beach	91932	It will help a lot and communiting back and forth to work and home will be much easier especially if this is the only transportation to take going to work and going back home and safer for everyone.
Imperial Beach	91932	It's difficult for me to want to use public transportation when it is so slow and far away. I'm also really pissed that what we voted on to fix our freeways is being used to add public transit. Violation of voter trust. But I would use public transit if I could access it quickly and easily.
Imperial Beach	91932	More routs or even a new trolley station heading to Eastlake or southwestern college
Imperial Beach	91932	Need discount fare to Disabled Veterans that are 10% or more diabled
Imperial Beach	91932	People rely on mts to get to work and back. Night bus and early morning times are trash. STOP MAKING SUNDAYS A CRAPPY DAY TO USE PUBLIC TRANSIT AND INCREASE FREQUENCY!

Imperial Beach	91932	Please do not change busroutes 933/934 on Sundays! We need the stop along 15th and Satellite Ave.
Imperial Beach	91932	Please make better for deaf to get around . More audio
Imperial Beach	91932	Smaller buses for smaller volumn routes. Mix the use of small or large vehicles depending on time of day need.
Imperial Beach	91932	Sugiero que agreguen un bagon mas al trolley azul, y vuelvan a activar los pases 3 o 4 dias
Imperial Beach	91932	Thank you for opportunity.
Imperial Beach	91932	Thanks for the opportunity to provide input. Would love to see electrification of buses too but ran out of coins to spend!
Imperial Beach	91932	The transit system here is good, and with a few improvements you can make it extremely efficient.
Imperial Beach	91932	Too many great options but I did my best. What ever direction this heads will be great for the future of public transportation. As someone who has used it for a majority of my life I wish you the best of luck.
Imperial Beach	91932	Trolley going from otay border crossing to Mission Valley and following parallel to the 805 would be best
Imperial Beach	91932	Very good tool and excellent method of soliciting public feedback. Provides good insight into project costs and fund spending limit.
Imperial Beach	91933	I would like to support you for your electric bus fleet.
Jacumba	91934	Provide free transit for VETERANS and military personnel. Add a bus route from Downtown San Diego to El Centro.
Jamul	91935	Add trolley lines to Seaworld, sports arena and Del Mar race track. Thank you
Jamul	91935	Im a career employee at UCSD (Hillcrest) location. I live in Jamul and got tired of the daily commute so three years ago decided to park and ride. I park at Spring St, take Orange line to downtown and catch the 3 at the Fifth Street station. The 3 is late almost every day but fortunately I factor this into when I catch trolley. Overall a good experience but would be nice if trolley ran more frequently like the blue line. And I know Im dreaming but would be great to have a trolley end in the Rancho San Diego area near Cuyamaca College. :)
Julian	92036	There should be a better way to add a weighted value of the importance of these items. As a candidate to be a daily commuter, the lack of bathrooms is the biggest obstacle I face to committing to an hour each way commute with MTS. Yet this item had a very low point value
La Mesa	91941	A bit too cute...The addition of some sort of priority or top preference of choices would make this survey more relevant and truly meaningful for future planning effort decisions.

La Mesa	91941	adding more buses to already crowded roads won't address the problem of too much traffic. Add trolley routes to adapt to current economic centers, and change grades to eliminate crossings. Finally, build the airport trolley route!
La Mesa	91941	All new BRT routes should have separate lanes from regular traffic. Better yet, they should have their own separate rights of way, and serve as precursors for new trolley routes. The trolley system should be converted to an underground power grid, like the trolley system in Bordeaux, France.
La Mesa	91941	All stops need to provide shade, especially since, with climate change, it will be getting even hotter than it already is. Regarding restroom facilities, a friend mentioned he knows of cities where a local resident/s "sponsor" a stop and its facilities - and they get free transit or the like for doing it. He said it's successful as they take pride in it because it's in their neighborhood. I hope MTS will consider this.
La Mesa	91941	Also need a Balboa Park Streetcar and improvements to the LOSSAN corridor for better connections to Los Angeles.
La Mesa	91941	As a frequent trolley user and traveler, I can't believe the trolley went to UCSD over the airport. Congestion at the airport is only getting worse! We need a trolley to go there easily!
La Mesa	91941	As a regular public transit user I would love to see any sort of used to go into actually improving it for the people who use the transit for its intended use. We do not need to further discount for low income it is cheap enough. We need to get the disgusting People who do not pay off of the trolley, and make it more secure. Improving security should be at your utmost importance you should really look at how many assault actually happened at your transit stops. I was sexually assaulted at your fashion valley stop at 8 AM in front of over 100 People you should really look into stopping things like that, before you give an ADDITIONAL discount to old people.
La Mesa	91941	as for security and amenities I agree with one of the cons bathrooms are hard to maintain and a hotspot for illegal activity however i believe a rise in security is definitely needed all around, not so much the amenities .
La Mesa	91941	As usual, East county is pretty much left out of these projects. What about transit to Grossmont College?
La Mesa	91941	Biggest issues are frequency, timeliness, and security.
La Mesa	91941	Cleanliness of stations and trains is important.
La Mesa	91941	Fix the roads. People in San Diego cannot use mass transit effectively
La Mesa	91941	How about a bus on Avocado Blvd., somewhere between Fuerte Drive and the Hwy. 94. It's a long walk to Calle Verde down the hill.

La Mesa	91941	How about an up-to-date twitter feed with delay notifications. I waited at SDSU for 30 minutes yesterday when I would have looked for other options if the delay was well communicated.
La Mesa	91941	I like the idea of selecting options with a budget and cost - but it seems that some might be out of scale in terms of how many coins they cost versus others?
La Mesa	91941	I really feel a trolley line to the airport is paramount. Every major city I have visited has train service to the airport. Schiphol In Amsterdam is especially efficient
La Mesa	91941	I really wish more frequently busses and a 24 hour transit system
La Mesa	91941	I support longer term projects but believe strongly that our region needs to reduce GHG emissions now. So nearer term projects are preferred.
La Mesa	91941	I would focus in making our current system work better (aka faster and more reliable) first, then work on expansion projects with the exception of the airport connection. The bus and trolley already go where I need to go for the most part. I just can't get there fast enough to make it usable!
La Mesa	91941	I would like to increase frequency but not enough coins. You wouldn't need 3 trolley trains, you could go down to 2 trolley trains, because they wouldn't fill up as much
La Mesa	91941	If you could try to see if you can't put a bus route in La Mesa from Amaya trolley station to the Brigantine
La Mesa	91941	If you do ferrys make sure that the demographic is tailored to both tourism and the local community
La Mesa	91941	Im most interested in trolley lines alongside all congested freeway systems. Please coordinate with SANDAG for the best plan for our region.
La Mesa	91941	Increased Frequency is my highest priority preference! If the trolleys came more often, I would go back to commuting by trolley.

La Mesa	91941	<p>Increasing frequency and operating hours would be huge, especially in perpetually underserved East County - which also badly needs more granular neighborhood coverage. (Could Access-size or even van-size vehicles on very short routes help with this? Is that partly what's behind the idea of mobility hubs? They're a great idea, by the way.)</p> <p>The Purple Line sounds grand but is obviously a very long-term project: in the meantime, how much of the planned route could be Rapid service? And how about serving Temecula?</p> <p>Rather than reducing fares, what about making it easy for even smallish employers to subsidize employee transit?</p> <p>Let me recommend reinstituting passes - for youth/senior/medicare, too - that last several days or a week or two weeks: it's not just tourists that benefit.</p> <p>The ferries could be tourist draws, too: cruise the Bay without having to pay Hornblower prices!</p> <p>Could a skyway that connects the trolley and the airport also serve Liberty Station and pick up more traffic that way?</p> <p>I am SO glad I saw this survey on Facebook! Clever, to have people prioritize by "buying" ideas; wish I'd had more to spend.</p>
La Mesa	91941	<p>It's important to ensure that the MTS transit plans are integrated with plans at SANDAG and the various cities in the region, so keeping the funding flexible to work on a regional basis seems very important. Also, having accountability around reducing greenhouse gas emissions. Thank you.</p>
La Mesa	91941	<p>Money better spent on improving current road situation (repairs and less congestion) and waiting for the autonomous vehicles that are coming sooner than you think.</p>
La Mesa	91941	<p>MTS has always provided a great service, and living in La Mesa I feel very fortunate to have access to your service. A big thanks to MTS!</p>
La Mesa	91941	<p>Not one thing to help East County with 8 and 94 parking lots on this survey. Dedicated Rapid Bus lanes are needed on both freeways.</p>
La Mesa	91941	<p>Please ensure that all new projects are in accordance with the SANDAG RTP.</p>
La Mesa	91941	<p>Prices should be fair since majority bus riders are low income. \$8 for a day pass adds up when you cant afford to pay for the month at the time of need. \$6 with tap card also adds up again when you dont have all of the money for the monthly but have to get to your destinations. Raising the prices makes it harder for the majority to get done what needs to be done for their families!!!</p>
La Mesa	91941	<p>RIP mid-city trolley *cries*</p> <p>Express trains are desperately needed and should be everywhere!</p>

La Mesa	91941	SANDAG Executive Director Hasan Ikhata is the only local leader with a true (and legal) vision for the regions transportation future. More rapid bus transit routes should be considered only if they have dedicated lanes and don't have to compete with other traffic, and can be used to lay out viable routes for future electric rapid transit lines. San Diego badly needs a network of ferries on our bay to take people out of single passenger cars. We're miles behind the Bay Area, which kept its ferry network and San Francisco's beautiful Ferry Building. Where did San Diego's Ferry Building at the foot of Pacific Highway go?
La Mesa	91941	Some of the so called Express busses arguably have too many stops. Namely Line 150 (and Line 50 to a lesser degree.) Line 60 could use some additional departure times from Euclid, perhaps increased frequency.
La Mesa	91941	Thank you for collecting this feedback! I ride the trolley most days to work from La Mesa to Downtown, and I want to make sure this service is inviting, safe, and usable for all riders.
La Mesa	91941	Thank you!
La Mesa	91941	Thank You!
La Mesa	91941	Thanks for giving me a voice.
La Mesa	91941	The Rapid bus service is basically nonexistent within the overall MTS system. If we can actually make them Rapid, as in take shortcuts through much longer bus and trolley routes. And making access to buses specifically much more flexible with every person's own time will make MTS much less intimidating and time-consuming. On top of that, increasing quantity will help the problems with busy hours and crowded buses and trolleys.
La Mesa	91941	The thing I want most, however, is not on the list. I want you to change the Green and Orange lines from their current configuration, each crossing at Grossmont and then heading to downtown by separate routes, I want you to make one a circular (going both ways) from downtown around the interior (western) parts of the current Green and Orange lines, and then one a U shaped line connecting Santee and El Cajon. These would still intersect at Grossmont and the rider experience coming from East County would largely be the same (with a transfer at Grossmont). But the rider experience on the west side (La Mesa, 94 corridor, Mission Valley) would be GREATLY enhanced by no longer needing to transfer from Orange to Green at Grossmont to, for example, go to SDSU or the Stadium from La Mesa, and the ability to go to Downtown either via Mission Valley or via the 94 corridor from any point along the new circular route.

La Mesa	91941	This actually mundo second submission but I needed to make one suggestion to expand on the Rapid bus service. It would be excellent, (especially as a college student who takes almost two hours to get to school) if there were a Rapid bus route that traveled to all colleges to cut time for college students all around San Diego. Or, at the very least, was a shortcut to the area the college is in.
La Mesa	91941	This is a very well thought out interactive way to submit ideas. And it will be easy to assess the answers. Good job!
La Mesa	91941	Why arent carpool lanes on the list? Mass transit is all good but in San Diego employers and housing are spread out. Spending 5 hrs a day on transit isnt a good option.
La Mesa	91941	Would like to have "increase speed of existing trolley systems" as a choice which would cost as much as the Purple line. Orange line and existing Blue line are not fast enough to be competitive with using autos. The choices are not well thought out nor do they give participants enough information. For example, the airport connection route is still being designed by SANDAG, it may also be of little demand given that we may have to reduce flying in the future because of the GHG's flying produces.
La Mesa	91941	Would like to see round trip tickets for seniors
La Mesa	91941	youth is a priority
La Mesa	91941	Youth opportunity passes are a top priority!
La Mesa	91941	Youth Opportunity should be a Priority
La Mesa	91942	As a senior who is not able to ride scooters or bicycles to the nearest bus stops, which are each one mile away, I would like to see door pick-up in La Mesa. We used to have a Dial-a-Ride program but that ended some years ago.
La Mesa	91942	As someone that travels by car from La Mesa to Kearny Mesa and back every day, ANYTHING that will help alleviate traffic or give me an alternative to driving that doesn't take two hours each way would be amazing.
La Mesa	91942	Electrifying buses is a waste of money. Buses are already offsetting noise and pollution by removing several cars from the street. The most important for buses is to waste less time at stops and traffic lights. A card-only, no-cash system is necessary (see Sydney's system, the best I know, very fast and convenient). Traffic light control also is paramount: alter the cycle to favour a bus when one is detected. The buses and trolleys are safe but they do not feel safe. Women fear taking public transportation if they are sure they will have to ride with paranoid schizophrenics who yell insults. Women are more likely to abandon driving than men, so increasing ridership is conditional on removing this perceived lack of safety, e.g. with more control officers.

La Mesa	91942	For the express bus Lanes on freeways, there should be a transfer station at every freeway interchange in the county. The overpasses would act as a partial structure for the stations.
La Mesa	91942	Fundamentally, an increase in service hours and increased frequency of transit would be most beneficial to me, as someone who commutes on the Orange Line at least five (5) days a week from Grossmont Transit Center to Civic Center Plaza.
La Mesa	91942	Gotta start to allow more use from youth to seniors, home to more destinations, even a view from our water will make for expanded horizons for many.
La Mesa	91942	I am excited to see what the future holds for mts. I think ferries would be the coolest addition!
La Mesa	91942	I have 200 coins left. Tried to submit for restrooms/security for 20 coins and could not. Please credit me the inconvenience. Thanks, Brandon Jerome Barnett Norman Zlotoff.
La Mesa	91942	I have chosen a car-free lifestyle, commuting from La Mesa to my office job in Mission Valley and enjoying San Diego's leisure opportunities using bicycle, trolley, and occasional buses. Though not options, I'd spend money on keeping transit clean and running on time.
La Mesa	91942	I have now been using the bus daily with my General Relief case and continue so now with my cash aid assistance. Both myself and my son use this for personal and school transportation daily. I have always had my own vehicle until 2018, seeing the struggles of not having one time is the biggest factor when it comes to daily activities and accessibility to areas needed for appointments and life care. I hope my input assists the direction for MTS growth for others to use in the future.
La Mesa	91942	I mostly commute on SR 52 in the afternoon, from Kearny Mesa to La Mesa. I think a dedicated HOV/Express lane would be great, or even a new trolley line to connect La Jolla/Kearny Mesa/East County residents would greatly reduce the bloat on SR 52.
La Mesa	91942	i think the trolleys should all be newer cars by now the older cars are hard for my wife to use being that she is handicapped and there is no operator to lower the handicap ramp
La Mesa	91942	I think there would be a LOT more public transit usage if it were more convenient and wasn't so limited in where it traveled. I certainly would
La Mesa	91942	i use mts daily. thank you for reading my opinion
La Mesa	91942	I would like to suggest having trolleys alternate between stations to help reduce wait times. Basically have half visit even stations and the others visit odd stations. Adding a new express rail would also be nice if space can be found.

La Mesa	91942	I would really love it if the transit stayed operating a little later. I live in la mesa and it's a huge hassle commuting to my work in linda vista.
La Mesa	91942	Id love to use transit more, but I work nights and the trolleys stop running too early for me to get home after my shift.
La Mesa	91942	Ill keep voting to help the future of MTS
La Mesa	91942	I'm guessing it's somewhat unexpected that I chose not to use up all of my coins. I don't think the other ones are worth spending time/money on compared to the ones I chose.
La Mesa	91942	La Mesa seriously needs expanded MTS service.
La Mesa	91942	Like extending service, but doesn't need to be 24 hours in most cases.
La Mesa	91942	Looking forward to seeing better public transport system in SD
La Mesa	91942	Love using trolley, been using it for years.
La Mesa	91942	Many youth have bills to pay and require transportation to school and such but have no money to cover all their transportation
La Mesa	91942	More freeway buses! East county to north county
La Mesa	91942	MTS must coordinate work with SANDAG and ensure MTS new infrastructure projects will fit into the RTP that SANDAG is developing.
La Mesa	91942	Need all new cars on the trolley. And the 854 non Express needs to run more frequently then once an hour and on Saturday it is an inconvenience for people that live along the route.
La Mesa	91942	Non of these plans really help anything. The reason most people don't take MTS is it us to slow. Add more trains is just going to slow down people in cars by making them wait more frequently at rail crossings. Adding an Express train could help the riders of the blue line. It would also cause more congestion at San Diego Naval Base. The best solution would be to speed up the trains makeing the ride time shorter. When I tried using the train for work it took me 3 hours both ways. In which if i take my car it takes me 15-45 minutes depending on traffic. If you want more people to take the trolley make so it doesn't waist all of ther time getting somewhere.
La Mesa	91942	Routes 14 and 854 focused.
La Mesa	91942	So not listed here is my personal pet plan, which is that public bathrooms need to be built at strategic transit stations. I know this costs money, but it is a nice amenity and also important for homeless people to have access to bathrooms.
La Mesa	91942	Start building the subway now.
La Mesa	91942	Thank you for asking! Hopeful that some of these ideas may turn into real projects.

La Mesa	91942	The airport trolley, and especially the expansion towards sorrento valley are essential to make MTS more competitive. Sorrento is where the jobs are located, and the rail just doesn't get you close enough. Trains in that direction with more "last mile" solutions are what I expect the most from MTS.
La Mesa	91942	The speed and frequency of the trolley MUST be significantly increased and the fares decreased in order for mass transit to compete with cars. Until this is done, mass transit will never be a viable option for anyone who can afford to drive.
La Mesa	91942	Trolley to Airport: can't get there early enough by trolley from East County. Adding airport line doesn't help if we can't get there early for 6AM flight.
La Mesa	91942	Would be great to have opportunity to get from East county to Kearny Mesa up the 15 corridor from SDSU west to Clairemont Mesa Blvd, Miramar, Mira Mesa, etc, thanks!
La Mesa	91942	You didn't mention the most important. Expand and improve freeways and surface streets. Have parallel surface roads adjacent to freeways to prevent bottlenecks. Most people I know hate to ride the bus and don't. They take the trolley only to special events when parking is impossible. We won't give up the convenience, comfort, and safety of going in our cars. Buses are terribly inconvenient for getting around in San Diego.
La Mesa	91942	You forgot the most important step. Improve and enlarge freeways and coordinate signals on city streets. Add more electric car charging stations. This county is not practical for riding buses or trolleys. No matter what you do people will still prefer cars over mass transit. I avoid going places where I can't park or get to easy with my car. Businesses will suffer for this. Terrible solution for the county!
La Mesa	91944	Good ideas! Thanks for letting me have input!
La Mesa	91944	New line that goes from the Otay Mesa border to Eastlake and Spring Valley next to the 125 freeway and connected to the orange line
Lakeside	92040	24 hour bus services please
Lakeside	92040	A bus route up the 67 from Lakeside to Poway during commute times would be ideal and help alleviate traffic on 67 during rush hour.
Lakeside	92040	Bring more Trolleys east. Set them up to go to Alpine. Santee to Sorrento Valley
Lakeside	92040	Extend Green Line to Ramona.
Lakeside	92040	I can understand it would cause a greater electrical load on the trolley system but it would be nice if trolley had USB ports for charging & if bus fleet gets recertified, USB ports on them too. Thank you very much for your consideration.

Lakeside	92040	I have always believed in public transportation hope we can improve it
Lakeside	92040	I hope this helps!
Lakeside	92040	I use a monthly bus pass and these improvements would make my commute faster, more convenient and efficient.
Lakeside	92040	I would make a bus route from lakeside to santee
Lakeside	92040	Im really hoping and looking forward most towards the purple line, and the airport trolley extension, the airport extension will benefit me the most being as though I have to travel a lot for work, and I hate parking my car at the airport due to the high fares to get your out, and the purple line would be most beneficial to my husband who works in Kearny Mesa, and cant stand the traffic that he always has to deal with on the 52/15 to and from work.
Lakeside	92040	It needs to be cheaper for people to use the trolley compared to driving, otherwise they probably won't give public transit a chance.
Lakeside	92040	It should not take an hour and a half to get from Lakeside to Pt. Loma.
Lakeside	92040	More buses in east county
Lakeside	92040	Painfully waiting for something on the Sr-52. I watch the buses 'Out of Service' drive this most days with hope they are testing or timing the drive. Thanks for all you do, I hope to be a full time rider one day.
Lakeside	92040	Please pay your drivers MUCH better please!!!
Lakeside	92040	Security was my main issue when I took the morning trolley out of Santee. There were no security. I felt unsafe so I resumed driving my car to work. The other issue was homeless sleeping on the trolley. Sometimes the smell or urine and feces was strong.
Lakeside	92040	What a clever way to get feedback about mass transit.
Lakeside	92040	Wi-Fi on Trolley. Route between Lakeside and Santee
Lakeside	92040	Would like the bus line on Woodside Ave from Lakeside to Santee Trolley Station re-instated.
Lemon Grove	91945	Airport Trolley!
Lemon Grove	91945	Bus fare is just way too expensive. I ride the bus and trolley almost every day with my two children and I have a very difficult time affording it especially with the newest increase. We don't need new lines, we don't need new routes, we just need the existing system to be more affordable.
Lemon Grove	91945	Get out from the control of city by allowing Private Investment for the long term.
Lemon Grove	91945	I actually use the trolley.
Lemon Grove	91945	I can't wait to see the results! I can't wait for the day when when we have a system like some of the other great metropolitan cities around the world.
Lemon Grove	91945	I'm sure I'll be dead before ANY of these ideas are completed.

Lemon Grove	91945	Its a great idea to ask people for their opinion its the easy way to get things right
Lemon Grove	91945	Need faster routes, less wait time and extended coverage with less transfers.
Lemon Grove	91945	Offer more to homeless/low income
Lemon Grove	91945	Security should enforce mandatory ticket for all passengers. On many occasions I have seen transit security allowing certain people to ride the trolley for FREE! It is very unfair for those of us who pay the expensive trolley fee every single time. Further more, it's a waste of money if transit security don't do their jobs.
Lemon Grove	91945	Traffic is really congested on all freeways from 615 to 815 and 315 to 615. Anything to help that would be great.
Lemon Grove	91945	Why aren't there nonstop Express trolleys? Horrible to take 11 or more stops to go long distance.
National City	91950	Already making awesome improvements, need to focus more on rush hours, school, work.
National City	91950	As myself i dont drive so i use public transportation
National City	91950	Best of luck choosing the plans that best suit San Diegos communities for the new and improved ways of MTS San Diego!
National City	91950	Buses and trolley 24 hours
National City	91950	donate money to Gompers preparatory academy
National City	91950	<p>Every single coin needs to go to transportation between West Chula Vista and West National City to Kearny Mesa area to alleviate the 15, 163 and 805 freeways from thousands of workers who commute daily from the West side of Chula Vista and National City, and return home again. The new UTC line was an insult. A useless trolley serving no one. On the Free Ridership day morning, I spotted a group of well-to-do looking MTS executives taking photos of us as we dashed to catch connecting buses in Fashion Valley, and I have my 2 cents for them: 1) We are not animals placed on earth for your camera ready amusement, and 2) I ride public transportation Monday through Friday from the Southbay to Kearny Villa Rd, so when I say, getting to work and home again sucks every single day, you can believe me as you ride your car home today.</p> <p>Thank you for reading, Susana Garcia, Present at each MTS public meeting, and subscriber of MTS emails.</p>
National City	91950	FOR GREATER GOOD
National City	91950	Free passes for students
National City	91950	Great service in my community
National City	91950	I am very concerned that the cost of "security" for transit was only 20 coins. The current way security works on transit is terrible and hurts all riders.

National City	91950	I need discount or free bus pass
National City	91950	I think MTS it's a great transportation system but it always need to be improve according to the county expansion,
National City	91950	I think MTS should work with SANDAG. I think the purple line should be a faster train service that goes all the way up to North County
National City	91950	If u did all the things in my cart i would consider mts the public transit in the country. I have lived in multiple citys and feel confident about my statement being true.
National City	91950	im too poor to keep buying my monthly pass.
National City	91950	It was hard to choose and stay on budget
National City	91950	It would be great to have a Trolley Line going from the east section in SouthBay up to the Clairemont Mesa Area, or a RapidShare bus. If I could use public transit instead of relying on my car for transportation to work, I would do it immediately.
National City	91950	looking forward to some being implemented
National City	91950	Making changes is the best
National City	91950	Me gustaria transito gratuito para jovenes asta la edad 25 anos
National City	91950	Mejorar el transporte
National City	91950	My favorite is not in your list. I want choke points on freeways fixed so traffic jams can be minimized. My second favorite is to add more general use lanes to the most popular freeways. Most people have cars and need to use them efficiently.
National City	91950	Needs more coins for more suggestions/projects .
National City	91950	Nice way to get opinions...
National City	91950	No 24 hour bus routes, we don't need hotels 1, 7, and 215. No VTA (San Jose) Hotel 22.
National City	91950	No 24 hour bus routes. No overnight shelters for the homeless. No hotels 1, 7, and 215. The point behind this comment is VTA's route 22 in San Jose.

		Overall, price reductions for the public transportation system isn't needed. Most companies, like stated in the more info sections, already give free or reduced passes. The first major idea is the Purple line trolley, which does seem like a good idea. San Diego has major hot spots for jobs that are very separated from each other. An extra line could relieve some of the transfers as well as congestion in blue line. The Ferry system would be pretty useful considering the amount of people exiting or entering Coronado. An idea that came to mind for a conjunction of the ferry and Mobility hub is setup 2 hubs. One of them somewhere on the bay in downtown(Near green line hubs) and another on the island. From there have ferries going between both. Very one dimensional plan of course, more thought would be needed then a couple of minutes Direct airport trolleys, just seem nice to disperse the traffic to stations instead of directly to it. The others are more of ease of access.
National City	91950	
National City	91950	Praying for MTS to prosper and be a blessing to the people of whole California and other States, Amen!
National City	91950	Take the bus everyday for the last 7 years. Could use a buss assistance
National City	91950	Thank you for your informations and the future projects for the good of the people of the United States..Please keep up the good works and God Bless Us All More!!!
National City	91950	thank you!
National City	91950	Thanks
National City	91950	Thanks you mts
National City	91950	This exercise is great! Never thought of the ferry idea from southbay to downtown but think it could work. Other bay cities use a ferry for transit.
National City	91950	This would be a great plan for the future to be able to provide MTS transportation for people that depends on the system to and from their destination on a daily basis ..
National City	91950	We should also be able to connect our physical day pass to the Compass Cloud app, and make it easier to access the app from more than one device, just not at the same time. If i log into the account on one phone, it should log out on the other without my account being locked.
National City	91950	would like more night service and see more security n the bus in plain clothes
National City	91950	Would love to work for you and be part of this projects.
National City	91951	The main priority for me would be 24 hour service and an express trolley from 12th and imperial to the San Ysidro border as many people work in downtown and get off late to go home in San Ysidro or Mexico.
Poway	92064	Add lanes to 52 & 56 freeways

Poway	92064	Build high quality parking structures like Sabre springs then connect riders with express buses
Poway	92064	Expanding the network is critical followed by dealing with the last mile problem
Poway	92064	Extend Access bus service from Poway all the way to Mission Valley without changing buses.
Poway	92064	Great ideas !(:
Poway	92064	<p>I think adding additional frequency to our existing routes is the easiest and by far the most cost efficient way to improve our network. These are things we can benefit from almost immediately instead of twenty years later. Similarly a blue line express would be much less expense and work than an entirely new line but really help ridership by decreasing travel times.</p> <p>In general I would recommend sticking with our tried and true trolleys and buses and not untested stuff like skyways.</p> <p>The SANDAG plan for a Central Station with a subway to the airport seems like a good idea and I hope MTS will support it and reap the ridership gains</p>
Poway	92064	I would appreciate restroom facilities at 12th and Imperial - it's a major hub! I live in North County Inland and would like to see increased public transportation options to downtown San Diego.
Poway	92064	If there could be a bus from North Central to East county wkd be great
Poway	92064	If you add a line to airport it should also go through rosecranz area all the way to liberty station. Basically, it should go along the bay all the way to liberty station and perhaps to the entrance of the military base.
Poway	92064	More frequency on route 928 service
Poway	92064	<p>North County service, esp. between Escondido, Poway, and coastal areas needs improvement. 1.5 to 2-hour commute each way is not sustainable for most people. Within-city route needed in Escondido, also Escondido to Safari Park -- (#371 does not run frequently enough).</p> <p>#235 should run later at night, esp. Fri-Sun when people want to be out later downtown (ex. Padres games).</p>
Poway	92064	North/South BRT connections to Mission Valley are needed. Also a commuter train system on the I-15 Corridor from Temecula South to Escondido, Mira Mesa, Kearny Mesa, Downtown.
Poway	92064	Please add bus service across the 56 from the Sabre Springs transit center to the coast at Torrey Pines: 56 W to Carmel Valley Road to Del Mar Heights Road to Coast Highway, to Carmel Valley Road to the 56 E.
Poway	92064	Poway needs more MTS bus routes to support the Poway High School students and that community by Poway High School.

Poway	92064	Rapid busses like the 280 and 290 need to run much later into the evening for people that work downtown
Poway	92064	reinstate route 944 to Garden road
Poway	92064	Route 944 from Sabres springs to poway weekday last night service should be 11:15. Last route 945 from Rancho Bernardo transit center to poway should be 11:37 on weekdays. 945a should go from mount Carmel high to poway high every hour. Last departure to poway should be 6:39. Weekend last 944 service to poway should be 7:39 and last 945 to poway on weekends should be 7:57
Poway	92064	Stop wasting money on expensive rail systems that only serve limited populations that live near the rails! We need bus routes along every freeway. Case in point: I live in Poway and can't use transit to get to my job in Torrey Pines. And I can't take the bus to a Padres game because you send the bus drivers home to bed too early for ne to have confidence they'll be there after a game. But my tax dollars are still wasted on trolleys and the Coaster that I can't use.
Poway	92064	Thank you
Poway	92064	Thanks for doing this.
Poway	92064	<p>The Rapid Transit plans are excellent BUT if you're not on the 290 bus by 6:12, you're in trouble. That deadline can be challenging for professionals working in downtown. It would be nice if the Rapid Transit kept it's higher frequency until 6:45pm or 7:00pm.</p> <p>Security at the downtown stops is a BIG problem. After sunset, the risk increases even more dramatically. I know several riders that have stopped using MTS because they feel it is unsafe. When riders don't feel safe at the stops waiting for their transit, they just stop riding. Riders need decreased wait time or increased security. Multiple times I've had to put myself between aggressive-acting panhandlers and other riders (that don't have the same physical stature as me).</p> <p>Because they are not secured, most downtown stops are filthy... littered with trash and wreaking of urine.</p>
Poway	92064	Transfers have to be made smarter if you are actually trying to reach choice riders. All these changes are useless if you have to waste hours waiting for your connection
Poway	92064	What a vision for the future!
Ramona	92065	Electric buses only but mainly improve the road system so we can better utilize our electric cars. Mainly buses are just in the way. Spend money on roads.
Ramona	92065	I hope some of these come true in my lifetime!

Ramona	92065	I understand the north county uses different bus providers. It would be great if the transit systems would coordinate their services. Those who live in more affordable areas Escondido, Vista, Oceanside and Ramona could definitely use something to get to jobs downtown & in Sorrento Valley
Ramona	92065	I wish you had more options that involved the northern part CA 67 specifically Ramona. I believe a rapid transit option that connected Ramona to options leading to the 56/52/125 and other lines would be beneficial. There is quite a bit of everyday single person car commuters that go up and down that stretch of the 67 from Ramona to a variety of County areas.
Ramona	92065	More east/west options are needed on 52, 56 and Miramar Rd. I like the 237 rapid bus.
Ramona	92065	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
Ramona	92065	Repair transit property Make the property look nice Such as parking lots And operate transit only when it's needed.
Ramona	92065	Thanks for letting us help communicate what projects we'd like to see happen in the future for MTS. The only project I didn't see, which I wish would be added it to add service to/from Ramona to Escondido/Santee.
Ramona	92065	The big one is security and 24 hour service and a line out too the Airport
San Diego D1	92037	Add Electric buses on Superloop routes 201/202/204. These routes have high ridership and UC San Diego welcomes green initiatives.
San Diego D1	92037	Airport trolley is the most critical by far. MTS should coordinate with SANDAG.
San Diego D1	92037	Balboa to the beach do it. great tourist magnet
San Diego D1	92037	Glad to see you're doing the survey. Really like the ideas of more frequency and the airport connection.
San Diego D1	92037	going more frequent and reliable bus service to EJ communities-especially i the south bay
San Diego D1	92037	Great gamification of survey
San Diego D1	92037	Great outreach activity!
San Diego D1	92037	I absolutely love the MTS approach here. A+ on conception and execution of participatory citizenship. Is it possible for people to share their plan via social media? Could enable further positive conversation.
San Diego D1	92037	I have enjoyed using the trolley/buses as a UCSD Student. Thanks a lot for it!!!! Cool idea for idea submission! Good luck!
San Diego D1	92037	I love public transit, please make it accessible to everyone and useful for commuting

San Diego D1	92037	I really like the idea of electrifying, improving, and expanding the bus fleet. San Diego seems poorly laid out for trains, and building them would take too long. Also, I think that for the fare discounts, we should focus on low-income families more than rider groups that already get discounts.
San Diego D1	92037	I think some funds could be put towards bus stops where no sidewalk exists, to add space for people who are waiting (thinking specifically of the 150 route, southbound at Villa La Jolla Dr., Stop ID: 11554 and any other in similar condition)
San Diego D1	92037	I was VERY disappointed to see that there was no improvements for bicycle riders. I would have spent ALL my coins on that. I am not talking about making things easier for bike and scooter companies. I would like to see more bike lanes and the painting on the road that lets cars know that bikes are allowed to drive in the lane. I have some suggestions for the 92037 area if you would like my input.
San Diego D1	92037	I wish I had 30 more coins for the last mile transit hub improvement.
San Diego D1	92037	I would strongly support a transit connection between UCSD and Sorrento Valley, but I think it might be more cost effective to construct a bus-only (or HOV) lane between from UCSD to Sorrento Valley along the I-5 freeway. One could, for example, run these buses from the Mid-coast trolley stop in UCSD to the I-5 HOV lanes via the already planned Direct Access Ramps and then have buses stop and turn around at a small station in the median of the freeway directly above the Sorrento Valley Coaster Station. Passengers could use stairs or an elevator to transfer between the new bus stop and the Coaster station.
San Diego D1	92037	Improving "last mile" connectivity I think is key in order to increase usage. I also think there should be a more extensive safe system of bike paths.
San Diego D1	92037	Individual ridership and private transit modes should be discouraged, always in favor of a transformative embrace of and investment into public transit infrastructure.
San Diego D1	92037	Instead of building new lanes, please turn existing auto lanes into bus only lanes!
San Diego D1	92037	It would be nice to have benches at more bus stops shelter from rain/sun at major stops
San Diego D1	92037	Lower age for senior discount pass to 55 years of age.
San Diego D1	92037	More frequent service!
San Diego D1	92037	More security in the trolley and buses will make me ride public transportation more. Also it will be good to upgrade Old Town Transportation Center.
San Diego D1	92037	MTS must coordinate with SANDAG and ensure MTS's new infrastructure projects will fit into the RTP that SANDAG is developing.

San Diego D1	92037	MTS MUST COORDINATE WITH SANDAG TO MAKE SURE THE NEW INFRASTRUCTURE PROJECTS FIT IN WITH THE RTP THAT SANDAG IS DEVELOPING. I work at city college and Father Joes Villages and I care very deeply about the future of our under served population.
San Diego D1	92037	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D1	92037	My top priorities would be extended bus/transit hours, electrifying the bus fleet and fare discounting.
San Diego D1	92037	Please consider lowering the age threshold for the senior discount pass to 55 - 65 is too high - I'm 57 and using the bus a lot now - but may use it less by the time I'm 65 and older.
San Diego D1	92037	Please fix what you have before adding new bus routes, some buses are extremely slow and late by more than 30 minutes then you miss your next bus and have to wait another 30 minutes. Trolleys are faster but can sometimes be so crowded there is no room. Again, fix what you have first and add trolleys please! Ps- it takes me 2 hours to get almost anywhere in San Diego that could be driven to in about 20 minutes... that's one way. Bus 150 always runs late, and 202 and 201 are so crowded can't find room. Also late because of college students taking forever to show their passes. Europe does fare verification at the bus stop and makes things faster please maybe consider this in future to entice more people to use public transportation and stop clogging up roadways, right now bus and trolley is just too unreliable to rely on alone for workers and appointments. I would love to use it more but even I can't afford to be late or waste 4 hours a day getting to a scheduled time so I use a vehicle or Uber. :(
San Diego D1	92037	San Diego transit is already exceptional in comparison to that of other big cities. I'm enjoying using SD MTS
San Diego D1	92037	Secure bike racks EVERYWHERE
San Diego D1	92037	Stick with Rail. Why is electrifying the LOSSAN San Diego Subdivision not on there? Since SDMTS already has a skilled catenary maintenance staff and expertise, why can't it be expanded for electrified busses like San Francisco that use wire?
San Diego D1	92037	take the balance of the "coins" to improve freeways as this is really what people want done with their taxes!
San Diego D1	92037	Thank you for allowing the community an easy and fun way to participate and share their opinions.
San Diego D1	92037	Thank you for your work !

San Diego D1	92037	The fact that I did not use all 1000 coins does not reflect the opinion that the City shouldn't invest as much as possible in improving public transit access. On the contrary, I believe that more transit connectivity, especially by expanding the trolley system over the long-term, should be a priority.
San Diego D1	92037	This should be coordinated with Sandag's regional transportation plan to ensure that they fit together. Also: more service, and more direct routes!
San Diego D1	92037	We need transit connections to the Nobel Trolley Station for the southern half of La Jolla Village and La Jolla Colony. These densely populated areas are complete transit deserts right now.
San Diego D1	92037	What a dream these would be!!! Hey, there, Nathan, keep up the great items you are proposing and implementing!!!
San Diego D1	92037	wish there were more low \$ optiond presented - eg break up big project (Blue line to border?) into phases.
San Diego D1	92092	Elevate SD using this proposed plan will help connect all of San Diego cohesively and make MTS Transit easier and more convenient for passengers.
San Diego D1	92092	Focus on improving your existing service to justify future expansions. Half-baked, expensive expansions result will hurt future expansion plans.
San Diego D1	92092	I think that it is essential that we make public transportation options that are available to everyone.
San Diego D1	92092	I will echo the comments that many members of San Diego 350 will be leaving, which is that MTS must collaborate with SANDAG in order to guarantee that the new infrastructure projects created by MTS will agree with the RTP under development by SANDAG.
San Diego D1	92092	Making transit a convenient and appealing alternative is critical. Currently it takes 1h20m to get from UCSD to Convoy by bus, whereas it takes 12 minutes to drive. I'm imagining more connections on electric buses using bus-only lanes on existing infrastructure. If you re-purpose one lane of a five-lane freeway and have a good bus service that flies by the congested traffic, people will quickly want to take the bus instead and less lanes will be necessary to support the cars. Expanding the reach of existing and upcoming infrastructure (e.g. the trolley extension) could dramatically improve ridership - connections to Sorento Valley and the airport could have huge implications for the quality of life of many people. I'd also like to see more micromobility infrastructure like protected lanes, which were not mentioned anywhere except maybe the mobility hubs. I do like the reduced fare idea for low-income individuals, but I did not select it because am confused why this is lumped with the "con" of offering lower fares to military personnel that are already often covered by their employer. Many good ideas here - anything but cars! If you build it, they will come.

San Diego D1	92092	Night service is important for any large city! Instead of increasing frequency for some services, guaranteed timed transfers could be more useful for planning commutes and reducing travel times, or extending certain lines to cover more with one ride. Trolleys are usually more reliable than buses and can skip traffic, so more lines could be better
San Diego D1	92121	hope you guys can really get this to work, would love for public transit to be a more viable option in sd county.
San Diego D1	92121	I am very supportive of future mass transit options in San Diego to cut down on fuel emissions and traffic congestion and to provide more transportation for those who don't/can't drive.
San Diego D1	92121	I rely on public transportation to get to work/ I actually turned down a position on the naval base in coronado due to transportation issues only.
San Diego D1	92121	I think ferries are a great idea!
San Diego D1	92121	Please bring transit service to Sorrento Valley, Carmel Valley & Del Mar. Also connect Sorrento Valley to the new trolley. This would alleviate some of the congestion in Sorrento Valley
San Diego D1	92121	Safe and clean public transportation
San Diego D1	92121	tax the 1% to fund our infrastructure
San Diego D1	92121	Trolley (or equivalent link) to airport is absolutely essential.
San Diego D1	92122	Add two lanes each way to I-5 and I-805 from Chula Vista to Oceanside! Seniors don't want transit. How do you go to the grocery, the doctor, the dentist; transit takes hours and doesn't go from your door; what am I gonna do...walk 2 miles carrying thirty pounds of frozen food, milk, canned goods, etc?? I won't vote for higher taxes, either!
San Diego D1	92122	Build more light rail - and extend into residential areas. It made no sense to end the blue line at UTC - should have gone all the way down to Governor Drive or further along Genesee. Go where people live so it makes sense. Other cities have figured it out, why can't San Diego. Look at European metros and see what works. I would gladly use it to go to work etc but right now it is not practical
San Diego D1	92122	dedicated bus lanes on 5 freeway from UTC to Downtown for (150 route especially)
San Diego D1	92122	Do it
San Diego D1	92122	don't spend money. figure out how to increase ridership on assets you already bought. I don't think that the trolley system is worth the cost so far - so why throw more money at it.
San Diego D1	92122	Extension of the Trolley system should be highest priority -- the denser the system, the more easier it will be to use and the more will people will actually use it regularly.
San Diego D1	92122	Have transit programs for students of local community colleges and USD and SDSU like UCSD has the student transit pass

San Diego D1	92122	I believe a subway would be the best option.
San Diego D1	92122	I do not own a car, so I take MTS transportation everyday
San Diego D1	92122	I live in University City (Golden Triangle). The Kaiser Hospital on Zion is difficult to get to on the bus with all the transferring, and your bus does not go all the way to the new Kaiser Hospital in Kearney Mesa which is a huge disappointment in an emergency.
San Diego D1	92122	I take the 31 bus to work everyday. It would be nice if it ran more often.
San Diego D1	92122	I think the amenities could be great. But I'm not too concerned with security or bathrooms, what would be nice is USB plugs on trolley and busses or WiFi on trolley. You had some joke claiming to be WiFi few years ago, nctd has it on thier trains from Oceanside to Escondido and Oceanside to San Diego. Can't imagine either of those two costing much to add.
San Diego D1	92122	I would love a fast, reliable way to take public transport from the north park/hilcrest area to the old town transit station. Currently, buses are too slow and infrequent and it is easier/more comfortable to drive for my commute north.
San Diego D1	92122	If I could I would put all the coins on Freeway access, electrification, and more express busses. How can you guys tell anything about priorities with this survey?
San Diego D1	92122	Increase police presence. Would have spent 100 coins on that. Some areas are getting dangerous and when not dangerous things like loud music make riders uncomfortable.
San Diego D1	92122	Invest in proven options. Do the obvious - connect the airport and the beach, improve well used lines such as blue to/from the border. Improve service and safety from there. No pie in the sky (skyway) please. Connect rail to trolley at UCSD/utc as in cities with functional public transit systems... w a tunnel. Spend the money on what has worked for a century and almost a half.
San Diego D1	92122	It would be great to be able to use public transport to 56 as well
San Diego D1	92122	last mike ease of use is also extremely important
San Diego D1	92122	Love the trolley!!
San Diego D1	92122	Maps would have been helpful on the explanation pages for new routes. Videos should be closed captioned.
San Diego D1	92122	Need bus to go from Poway (Community Road) to Miramar College. Current route requires walking, 2 buses, and takes way too long to commute.
San Diego D1	92122	Not one suggestion for increasing bus service along governor in utc to help the many seniors who live there.
San Diego D1	92122	Please just put yourself in the shoes of people who have to ride this bus. Young and old, it is very difficult to even survive in America- let alone pay for transportation everyday.

San Diego D1	92122	Renew bus stops in SW University City such as Pennant Way and Stresemann
San Diego D1	92122	San Diego needs much better and smarter transit
San Diego D1	92122	Thank you for letting us add our voice. I wish I had enough coins to vote for Rapid expansion AND transit lanes on freeways while NOT shortchanging electrification of the bus fleet.
San Diego D1	92122	Think about locals, not tourists. Use trolley up and down the 15. Mins
San Diego D1	92122	This is a great survey! Seen at one of the bus stations on Nobel Dr.
San Diego D1	92122	This is a very good idea. I like that you are listening to your current and future transit customers. Thank you and good luck!
San Diego D1	92122	Transit options from UTC into Sorrento Valley are non-existent. This coupled with terrible highway traffic has led me to seriously considering leaving San Diego in favor of a more transit friendly metropolitan city.
San Diego D1	92122	Use cameras and computers, all linked together in key corridors such as UTC & UCSD areas, to improve traffic flow and eliminate the now-common situation of everybody sitting at a light and no-one moving because the light is green for the lanes/direction with no cars in it. Also, fix the many, many broken/wrong timers for traffic and pedestrian signals.
San Diego D1	92122	Would love high freq bus service east-west on balboa & Claremont Mesa.
San Diego D1	92130	A Sorrento Valley connection is crucial--not sure why it didn't happen with the UCSD line. Airport also!
San Diego D1	92130	Appreciate opportunity to help shape SD transportation investment plan. My inputs endeavor to balance ecological, employment and to be honest my locality needs. If the transportation plan is funded to a 1000 coin level that will be enough to instantiate a substantive and beneficial change in our transportation infrastructure.
San Diego D1	92130	Carmel valley is a growing area without any public transport! Do the powers that be think we are all millionaires?
San Diego D1	92130	Carmel Valley lacks public transportation. Please add suburban-friendly transit options to Carmel Valley.
San Diego D1	92130	Carmel Valley need bus service. Hook the schools to the bus system to reduce traffic. Need it along Del Mar Heights Road and intersecting streets like El Camino Real, Carmel Creek, Carmel Country, and Carmel Valley Road.
San Diego D1	92130	Carmel Valley needs a bus line or two.
San Diego D1	92130	I bike commute, take Amtrak to LA, and Coaster now but we need more convenient Light Rail in North County.
San Diego D1	92130	I don't need free transit for a year, there are no buses around, and my carpool lifestyle will suffice.

San Diego D1	92130	I live in Carmel Valley and believe we need local bus service for residents (not commuters.) The service should largely run east-west, connecting PHR, Carmel Valley, Del Mar and possibly Solana Beach and the train station there. This would be consistent with the City of Villages concept, where transit connects villages. I would like to use the bus for shopping, going to the beach, and maybe catching the train to get to the airport or to Los Angeles.
San Diego D1	92130	I think one thing this interactive feature forgot to mention in the electrify the bus fleet category is that there's theoretically cost savings in the long term with regard to maintenance and electricity. I'm actually not sure if that's true or not so maybe that's why you don't have it listed as a pro, (positive aspect of electrifying the bus fleet) maybe the upfront cost of installing infrastructure and land and getting the buses would be so great that it would be a very long time before the buses break even in cost savings. I am very excited about the purple line too because it goes along the 805 which I believe is one of the most congested freeways in the country. Thanks!
San Diego D1	92130	I would like to see an option to use money to increase highway sizes like SR56 and connect it to I5. I would also encourage tax incentives for employees to offer one day a week work from home policies to keep cars off the road
San Diego D1	92130	I would take the bus to and from school (Del Mar Heights Rd to UCSD) if I could make it home when rehearsal ended at 10:30pm.
San Diego D1	92130	Improve bike lanes, and improve bike route connections. For example: the 56 bike path just ends at El Camino - it's 1.5 miles short of 101 and the beach. For example: the I5 downhill bike path to Sorrento - it just ENDS... there is no provision for getting ONTO Sorrento or getting to other connecting bike lanes and paths. San Diego is PATHETIC with bicycle transportation. It has 500 bike routes, each 1 mile long, and NONE of them connect to each other!
San Diego D1	92130	In Carmel Valley, either add a shuttle connection to route 101 or add direct transit to Sorrento Valley/ UTC area. Carmel Valley currently has no public transit.
San Diego D1	92130	It is unfathomable that the trolley was extended to ucsc but not a half mile farther to the dorrento valley transit center.
San Diego D1	92130	MTS must coordinate work with SANDAG and ensure MTSS new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D1	92130	Need commuting options in Carmel Valley
San Diego D1	92130	Please be very mindful of the environment when you plan public transportation. Electrifying the fleet of busses would be a good start.
San Diego D1	92130	Please give us bus service on Del Mar Heights Road between Camino Del Mar and Carmel Valley Road.
San Diego D1	92130	Really need bus service in Torrey Hills, Carmel valley!

San Diego D1	92130	Recommend an express bus on I-5 from Carmel Valley to downtown. (there used to be one before the Coaster). Riding the Coaster from this location is not time effective (the detour around UTC) and fairly inconvenient (parking in Sorrento Valley, need to catch the trolley downtown). I have tried it and won't ever be using it again, the express bus is much better (I currently take 56 to Sabre Springs to ride the express bus) . Do to the construction of One Paseo and increasing development/densities in the area, an express bus from the old location would be a great option.
San Diego D1	92130	Stick to rail mostly. Add more of the huge commuter busses and make all local buses go to commuter buses. Local bus service is so slow it is essentially useless to everyone but the poorest who have no other choice. You should be able to get a local bus to take u to a commuter and maybe a local from the commuter to get u the last bit. Cant be taking a trip from rancho Bernardo to downtown on a local bus. I did it once and never again
San Diego D1	92130	Thank you for doing this! Great project ideas. -- I moved to the US from Europe, and proper public transportation continues to be the No. 1 thing I miss. I happen to be blessed with a short daily commute, but every time I happen to be stuck in traffic, I am wondering, how do people not go crazy if they do this daily? How do they not see the promise of public transportation? Good luck!
San Diego D1	92130	The 56 corridor needs public transit. A route along Del Mar heights from PHR to the beach would be heavily used.
San Diego D1	92130	There is no used to put public transportation if you are not going to put parking next to it nobody wants to pay a lot for parking if you use trolley and pay for that as well just drive your car I don't know why it UTC they put a trolley when there is no parking! Would also be nice to have a lane just for bikes no cars we have plenty of extra Lanes.
San Diego D1	92130	This seems a bit unrealistic.
San Diego D1	92130	Transit that would connect our area to the the midcoast trolley and for our area to be better connected other than by car would be huge. Carmel Valley is in a no man land area and will continue to grow only causing more traffic on the roads and highways.
San Diego D1	92130	Trolley service that connects airport to another station (Santa Fe Depot or American Plaza) is needed for future growth.
San Diego D1	92130	Trolley to airport is critical
San Diego D1	92130	Waiting for transit Carmel Valley to MidCoast trolley.
San Diego D1	92130	We, in Carmel Valley have been here for 33 years with NO transit. Now we are asking for connections to the trolley in UTC and the coaster in Sorrento Valley!!!
San Diego D1	92130	You all are great. Keep on doing strong work.

San Diego D2	92017	Expanding the trolley system via new lines should be near the top of the priority list, if not the top. The 'Purple Line' is a great start, but additional lines - such as one that services our Uptown neighborhoods - should be high priority as well.
San Diego D2	92106	Airport trolley total waste of massive money needed and would never get enough use as 7% of passengers is top transit service to any US airport with direct service and a connection with SD won't be quality service. With location of SD on West Coast, many outbound passengers are required to be at the airport before 5:30am and will never take a trolley extension - same for late arriving inbound passengers. Ferries from South Bay to Downtown is just crazy. Wouldn't 24 hour service on Blue Line prevent any freight train service? Bad idea. Blue Line express - don't buy added track, just have current trolleys skip every other stop (Establish A stations Beyer/Palm/H St/ 24th St/ Pacific Fleet/Barrio Logan and B stations Iris/Palomar/E St/8th St/Harborside) This would speed up (improve) service by maybe 5 mins from San Ysidro to Downtown, thus reducing headway by several mins without adding any cars or tracks. Transfer would be required if someone departs an A station to a B destination, studies would probably indicate very few do this - of course, a couple major stations like E and 8th should be all-stops to allow transfers. While most stations are based on bus skeds, my guess is buses lines don't have the frequency to feed each trolley, so skipping stations (reducing slightly station departures) shouldn't affect transfers, rather improve total travel time for transfers and walkups. If trolley's don't automatically trigger a red light at crossings, spend some of the extra track money there. No to any Skyways. Beach route - Simply merge Route 8 and Route 27 to provide through service desired from Beach to Balboa, this could be done now. Assume Route 27 will stop at Balboa Trolley Station. Maybe throw some money at added frequency in Summer even though I don't see the 8 bus full anytime. Grade separations needed where cross traffic is worst. Taylor Street should have grade separation before Mid Coast is added - impossible to cross those tracks during peak hours, especially since gates activated way too early when trolleys are still being loaded at the station - total frustration and can only get worse with Mid Coast addition. No more Trolley extensions, my rule of thumb is the next extension will be the costliest and/or have the lowest ridership or it would have been built before other extensions. BRT is the flexible, cheaper and easiest to establish. Paul Grimes 619-518-4983
San Diego D2	92106	Airport would be very helpful!
San Diego D2	92106	Also would love to see better access to Point Loma/Midway/Liberty Station areas including a trolley stop in that area if possible.
San Diego D2	92106	Another option - add affordable multi day passes. Currently only offer 1 day or 1 month passes. Many visitors want a 3 to 7 day pass.
San Diego D2	92106	Great concept!

San Diego D2	92106	I would also add that you need to provide frequent bus service to the airport. You also should provide bus service all the way to the end of Rosecrans without having to transfer! More people would ride the bus if they didn't have to transfer, which takes longer. Also, do they have to pay or can one get a transfer ticket?
San Diego D2	92106	I am looking to the next year for the good of MTS and affiliates soon.
San Diego D2	92106	I appreciate being able to use public transportation for daily commute to work and other activities. It is good for the environment and it also helps me get to know the city better. Most bus drivers are friendly and helpful. Thank you for your service to the community.
San Diego D2	92106	I feel addition and preservation of the trolley is key to the environment. My hometown Philadelphia can learn alot from MTS' forward thinking.
San Diego D2	92106	I have visited Amsterdam nyc Paris Madrid jersey island this year and was blown away by the accessibility. I hope our city heads this way!
San Diego D2	92106	I would especially appreciate the return of Saturday 923 buses, even if only every 2 or 3 hours. Thanks
San Diego D2	92106	If I had 10 more coins I'd add Grade Separations, but I only have 20 left. I don't think On Demand Transit Services are a good use of funds.
San Diego D2	92106	I'm really excited about the future possibilities for San Diego MTS!!!
San Diego D2	92106	My top priorities are more energy-efficient transport (electric buses) and free passes for youth.
San Diego D2	92106	Please install a Point Loma trolley. That would be game changing.
San Diego D2	92106	Provide better parking facilities near transit stops wasnt mentioned but is critical to increase transit use
San Diego D2	92106	Rail to the airport is a MUST! It makes absolutely no sense to have the train a mile to the East with no easy connection to the airport. Every other major city has a train to the airport and that leaves us miles behind. Seems irresponsible not to have with our economy so dependent on tourism. Same for train/easy access to the beaches, balboa park, and Del Mar racetrack.
San Diego D2	92106	Stop sending me this link. I've taken the survey twice. Thanks
San Diego D2	92106	Thanks for giving us the chance to voice our opinions. This is very transparent.
San Diego D2	92106	The purple line should have the most priority on this list, then electric buses (in my opinion).
San Diego D2	92106	This is a very cool tool.
San Diego D2	92106	We need to put our Youth first! They are the future and when we invest in them we invest in our future.
San Diego D2	92106	wish route 84 was run on Saturdays or Sundays/holidays

San Diego D2	92106	Wish this survey would allow prioritizing our list for the plan. I definitely feel stronger about some items on the list.
San Diego D2	92107	Also, improve the tracking system for the busses. It is often not accurate and wastes time. I am on the verge of driving to work (20 min) versus 1.5 hours by bus some days/evenings.
San Diego D2	92107	As a property owner and an alternative transportation advocate. I really appreciate having the opportunity to express my view, thank you!
San Diego D2	92107	Bring back the streetcars that once connected all of San Diego communities to downtown!
San Diego D2	92107	Bus and trolley and coaster should be heavily discounted or even free to help save the planet and reduce congestion
San Diego D2	92107	Busses on highways making direct connections between neighborhoods. Doesn't matter if timetable is unreliable due to traffic, just have them every 15 min during rush hour. If it's too expensive, charge more for tickets to e.g. Sorrento Valley - they can afford it. Also the city should stop fighting dockless scooters/bikes and embrace, even subsidize them - they are solving a problem that the MTS can't solve at basically no taxpayer cost. Currently, highways are clogged with one-driver vehicles for 6 hours a day and that is a huge crazy waste of people's time and resources.
San Diego D2	92107	Excellent presentation! Good explanations for each project. Thank you for including the public in considering transit options.
San Diego D2	92107	Expand options in Ocean Beach/Point Loma, please! I understand providing public transit is one of the most difficult problems regions face. Thanks for working hard to create innovative public engagement tools like this!
San Diego D2	92107	Faster and more efficient routes is what I care the most about
San Diego D2	92107	Great idea for the coin choice. Wish you had a specific "to the beaches" choice. Here in OB, limited service on weekends? What's with that? The beaches are a huge tourist and resident draw!
San Diego D2	92107	Green new deal friendly
San Diego D2	92107	I would love to see more of our tax dollars going towards massively increasing bus, train, trolley and ferry services that can use existing roads, tracks and waterways. I've lived in Chicago and Philadelphia. It was much easier to use public transportation than to drive to work. This was due to availability and frequency. How else can I participate?
San Diego D2	92107	I can't stress enough how excited I'd be to take a water ferry. I hope you'd consider working with the Port to lower costs or match grant opportunities.

San Diego D2	92107	I know MTS doesn't operate the Amtrak trains, but I think the biggest change that I would like to see are cheaper Amtrak prices. Amtrak should be cheaper than driving if you want people to use that as an option!
San Diego D2	92107	I really like your user interface for this project. I think increasing frequency of bus/trolley trips and increasing the time of day that the services run would have the largest impact on making our region offer world class public transit. I think the worst use of \$\$ would be electrifying the bus fleet. Would this increase the level of service for riders? The majority of carbon consumed by a vehicle is in the production/manufacturing stage, so we might as well use the current fleet as long as they are serviceable and spend the \$\$ for upgrades on things that will actually improve the coverage area and reliability of transit timing and convenience for riders. Even by consuming fossil fuels with the current bus fleet Thanks for your time putting this project together and considering all of the feedback.
San Diego D2	92107	I support more and better transit. Please coordinate your plans with Sandag!
San Diego D2	92107	I would love a rapid train service like BART. No one is going to spend 1.5 hours on the bus for car trip that takes 20 minutes.
San Diego D2	92107	Its absurd that the trolley doesnt connect to Lindberg Field.
San Diego D2	92107	Love it! A skyway would be fantastic. Practical and looks to be less than other alternatives.
San Diego D2	92107	more lines are needed more than anything else. a line that goes to City Heights or Hillcrest or North Park would definitely be nice
San Diego D2	92107	More trolleys and electric buses are my number 1!
San Diego D2	92107	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing. Also, MTS must be thoughtful about impacts on local wildlife and delicate ecosystems, such as wetlands.
San Diego D2	92107	MTS needs to also work with NCTD on coordinating schedules to accommodate riders transferring from Coaster trains. It's so frustrating to see buses leave in droves at Old Town transit center just as the train arrives and people are running like mad to make the connection. This happens every day! Adding more time to an already long commute from North County! Some riders give up and start driving again.
San Diego D2	92107	Nice devise to engage the public in transit planning.
San Diego D2	92107	PLEASE give us back weekend service in OCEAN BEACH! I have to walk 1 mile to Newport Ave if I want to go anywhere on the weekend!!!! We need 923!!!!
San Diego D2	92107	Priority should be on first last mile connections and safe routes to transit but this was not an option.

		Research rail more options between San Diego and Riverside. Many people live in SD but commute to Riverside during regular business hours, either for educational or employment reasons. The existing routes and schedules assume that traffic goes only from Riverside to San Diego for work or school, so there are no viable options to get to Riverside for work or school, and to return to San Diego at the COB. For instance, to take the Metrolink to Riverside, one must drive >30 miles to Oceanside and take a train departing at either 4:30 a.m. or 7:30 a.m. The 7:30 train doesn't get to Riverside till nearly 10:00 a.m. That wouldn't be too bad, but to get back to San Diego, one must catch the 3:00 p.m. Metrolink in Riverside and transfer to Amtrak to get back to Oceanside. That only works for bankers. And then one must drive >30 miles to get to San Diego. Riverside is a destination, not just a bedroom community, but nothing is being done to address the vehicular traffic between the two cities. Wake up!
San Diego D2	92107	
San Diego D2	92107	Sorento valley is severely under served due to limited coaster hours.
San Diego D2	92107	This isn't hard. Start a subway system now! Maybe in 30-50 years we can connect each village!
San Diego D2	92107	To increase ridership, lowering fares for ALL would be great (not just youth and seniors). If allowed, I would submit most coins for the airport train (I've used these in countries all over the world and LOVE the convenience)... and for 24 hour service (as well as lowered fares for ALL).
San Diego D2	92107	Unfortunately, very few of these options would impact my ability to take public transit. I would suggest thinking of other ways to include the coastal communities. It would currently take me at least 1.5 hours and two transfers to get from my home in Point Loma to my workplace in Kearny Mesa East, a commute that usually takes 20mins without traffic.
San Diego D2	92107	Yop for sduisd paid by City or county
San Diego D2	92109	24 hour service and more frequent routes would be my priority. Along with conversion to electric
San Diego D2	92109	Add moped parking rather than promoting tentable scooters & bikes
San Diego D2	92109	Add the ability to use ApplePay to pay fares
San Diego D2	92109	Airport connection is important, and I'd also recommend spending money on re-branding MTS bus riding (perceived incorrectly now as unsafe, dirty, predominantly used by homeless or mentally ill). Better security, clean facilities, vehicles, etc will help with that image. Also, recommend more flexibility for bikes on bus (to encourage people to overcome last mile challenge).
San Diego D2	92109	Allow seniors to buy day pass tickets online. Now we cant get the senior discount online.
San Diego D2	92109	An option for dedicated bus/bike Lanes in high traffic areas would also be great.

		Assisting with the homeless issue is needed on public transport. All the other Improvements won't be of benefit if this issue cannot be improved. People who do not regularly take MTS are turned off because they are not comfortable with all the homeless people on bus and trolley. They think of it as dirty. This is coming from someone who takes both bus and trolley everyday
San Diego D2	92109	
San Diego D2	92109	Balboa to Beach!!! So needed!
San Diego D2	92109	Better transit connections between University Heights, Normal Heights, and North Park to Pacific Beach and Little Italy.
San Diego D2	92109	Buses need to actually be on schedule, so users can trust they can meet commitments.
San Diego D2	92109	Can definitely use high-capacity service through and across Penasquitos Canyon.
San Diego D2	92109	Cool tool!
San Diego D2	92109	Expanding the trolley system to more communities would be my main priority. Id personally love to live in a San Diego where I could go everywhere without a car
San Diego D2	92109	Have smaller buses with more coverage. You are wasting \$ on those huge buses barely full.
San Diego D2	92109	I am excited for MTS to make new changes! I have been using the trolley to travel from work, to school and back to work again!
San Diego D2	92109	I believe that it is very difficult to predict future population and needs of the masses.my pi ks are based on my current needs. ...that k you
San Diego D2	92109	I bicycle to work every day, have been for years. I see great potential for electric bikes as they are becoming more and more popular. I see an increasing number of e-bikers passing me up on my pedal power bike. I think if bike lanes were made safer on busy double lane streets, more people would be inclined to ride e-bikes. We have the weather, why not take advantage of the growing number of people who would utilize these separated bike lanes.
San Diego D2	92109	I feel by adding 24 hour service and increasing the frequency of busses and trolleys would have the greatest impact right away. Thank you.
San Diego D2	92109	I love seeing the trolly expand to UCSD. Keep expanding the service area!
San Diego D2	92109	I love this idea of gathering feedback, thank you & keep up the good work!
San Diego D2	92109	I really love this.

San Diego D2	92109	I specifically did not select "mobility hubs" because I am disgusted at how little effort goes into that. I have been involved in the Balboa Ave Trolley Station mobility hub and no planners are willing to tackle the problem of getting from PB to the trolley station despite a decade of discussions. MTS and SANDAG receive an F- from me on this station location and station plans.
San Diego D2	92109	I take transit as primary transportation. I would love to see increase frequency to San Ysidro. It takes me 1hr 30mins to get to work from Pacific Beach to San Ysidro.
San Diego D2	92109	I think grade separation would do more for ridership given its potential effect on commute time. Also, Skyways along Grand Ave is a bad idea due to likely view-corridor/privacy-related opposition and lack of interoperability for equipment. Skyways in Sorrento or between Fashion & UCSD Medical Ctr, Hillcrest would be better. Purple Line would be great but not along a freeway. Let SANDAG deal with that one.
San Diego D2	92109	I think MTS has a good handle on things. I really enjoy riding on MTS
San Diego D2	92109	I think this is a really creative and interactive way to facilitate community involvement!
San Diego D2	92109	I work in Sorrento Valley and donâ€™t think there is a good way to get to work.
San Diego D2	92109	I would like to see improvements. I do utilize public transit.
San Diego D2	92109	I would like to see larger projects such as the purple line as part of a larger SANDAG proposal.
San Diego D2	92109	Integrate existing car roads in mobility plans. Connect new trolley to the beaches.
San Diego D2	92109	Just moved here and have been without a car for the last 4 months- the bus has been a lifesaver! Love the system, thanks so much!
San Diego D2	92109	Look at cities like Berlin, germany
San Diego D2	92109	Love these ideas and I hope to see them in action
San Diego D2	92109	MTS must coordinate work with SANDAG and ensure MTSS new infrastructure projects will fit into the RTP that SANDAG is developing.
San Diego D2	92109	Nice survey
San Diego D2	92109	Nice survey!
San Diego D2	92109	Pleadr coordinate work with SANDAG to ensure MTSâ€™s new infrastructure projects will fit into the RTP that SANDAG is developing!
San Diego D2	92109	Please make the 27 bus run all 7 days a week!!
San Diego D2	92109	Please produce evidence supporting claims that changing senior pass discount age from 60 to 65 saves money or increases ridership, asap.

San Diego D2	92109	Such a cool way to allow for the community to participate in the planning process. All of them are great ideas. If I had more coins, I'd say more bus frequency and true BRT, too!
San Diego D2	92109	Thank you for asking.
San Diego D2	92109	Thank you MTS for creating a cool platform to engage the community!
San Diego D2	92109	Thank you!
San Diego D2	92109	Thanks
San Diego D2	92109	Thanks for getting feedback!
San Diego D2	92109	Thanks for listening
San Diego D2	92109	Thanks!
San Diego D2	92109	The COASTER rail needs to run more often.
San Diego D2	92109	The Trolley has WAY too many stops. It is shorter to drive somewhere with traffic then take the trolley. There needs to be more rapid transit from where people live: South, East, North County to where people work. Central SD: Downtown, Kearney Mesa, military bases.
San Diego D2	92109	Veteran, cyclist, Environmentalist
San Diego D2	92109	We are a household commuting from PB to Sorento Valley and UTC which is generally working fine, but a rapid connection would be great and if a bus is late due to traffic you are not able to reach your connecting bus line and need to wait 30 minutes which means we are late for work. The way with the car takes 15-30 minutes, with public transportation nearly 1,5 hours from door to door. That's just sad...we would love to see improvements and like the MTS services and especially the friendly drivers. Thanks for asking for feedback of your customers, that's great to have the feeling to be integrated :)
San Diego D2	92109	We don't need any more busses. We do need rail transportation directly to the airport. It makes no sense not to have rail to the airport in a major city! Also rail to the Zoo, Sea World and at least some beach would make a lot of sense. Tourist and residents should be able to spend the weekend and see the sites without ever getting in a car or bus!

San Diego D2	92109	<p>Why is there no Freeway expansion on here? On- and off- ramp widening? Or traffic light improvements? The traffic lights in San Diego are 50-years obsolete. They alone are probably sucking up billions of dollars of our productivity! And they would probably cost a few million dollars to update? It takes 15 minutes to travel 2 miles on La Jolla Village Drive in UTC because the traffic lights suck. You know how many FREE rides on electric scooters, bikes, or a new San Diego City on-demand electric car pickup would be? A LOT less than the \$3B you spent on a useless trolley extension that nobody is going to use. That \$3B could have dug a tunnel under UTC to reduce the ABSURD Coaster time to travel from Oceanside to DTSD! More than an hour! Or cut the time to travel from LA to SD so hundreds of thousands of people would take the train instead of drive. You should have one goal: reduce transportation time. You have billions of dollars to spend, yet transportation time has INCREASED in the last 10 years! San Diegans like cars. Make them faster! Fix stop lights! Replace stop signs with yield signs. Increase maximum speeds on roads. Widen Freeways and on- and off-ramps. San Diegans like trains. Increase them and reduce their travel times! San Diegans like on-demand electric services! Subsidize electric scooters, bikes, and on-demand taxi services! PAY residents to carpool! I bet a subsidy of \$1 or \$2 a day would encourage a lot of people to carpool. Do a public/private joint venture with Wave. It's not that hard. Less cars, less pollution, and faster travel times.</p>
San Diego D2	92109	<p>Would like to see more safety and technology projects added to this list. Also, better paratransit service including updated fare payment system. The Access tickets are awful. An integrated universal fare payment system for all riders would be ideal.</p>
San Diego D2	92109	<p>Youth Opportunity Passes are my highest priority, as they would provide youth in San Diego the opportunity to go to school, work, extracurricular activities, and early career opportunities by eliminating the financial burden of transit.</p>
San Diego D2	92110	<p>1. Clean and well-serviced restrooms at all transit hubs, even bus only hubs. If a rider must transfer and allow adequate time, they MUST have CONVENIENT bathrooms. 2. Really research the Mexico City "Ecobici" bike system: It is fully integrated into transit cards for bus/rail including transit info app for location/availability; and DENSE network of Docked stations of bikes/scooters means you always know where they are (and not just laying around anywhere). Near all major bus stops and all rail stations and very dense in residential neighborhoods for last half-mile issues. 3. Move toward continuing to LOWER transit fares for all, especially working people.</p>
San Diego D2	92110	<p>Add more steps for Green Line trolley and buses around Fashion Valley and downtown.</p>
San Diego D2	92110	<p>beach trolley!</p>

San Diego D2	92110	Build the people mover underground from old town to the airport. A 5 min connection between the two would radically reduce traffic. As a regular airport user, I would finally be able to justify using public transit to get to the airport. You would totally unclog little Italy and could now easily access the airport from north county with the coaster. It would actually be more reliable and faster than driving in the afternoon.
San Diego D2	92110	Bus driver
San Diego D2	92110	Disband HOV lanes. No intentionally finds a rider to use an HOV lane. They do not reduce the traffic but instead clog up the remaining lanes.
San Diego D2	92110	Express lines in general are sorely lacking. Stopping too often is the biggest frustration to using trolley or bus.
San Diego D2	92110	First priority: tram service to the airport!
San Diego D2	92110	Get rid of Old Town TC and put a transit center at the beach! Appalling to live next to USD and it takes 1.5 hours to get 4 miles to PB because you have transfer! This is the case for everyone commuting from east of Old Town. At the very least put a snack cart at Old Town so when I miss my connecting bus I can get a coffee or a piece of bread on my way to work since yall made my commute horrendously complicated. Also why is there no option to purchase a 2.50 ticket on the mobile app? I don't have cash so now I gave to spend \$6 instead of \$2.50? What are yall thinking?
San Diego D2	92110	Great ideas! But it is crucial that MTS develop these in concert with the regional transportation plan that SANDAG!
San Diego D2	92110	Greater frequency and guaranteed arrival times are a MUST. Your current service schedules are atrocious. It should take 1-1/2 hours sometimes to travel 4 miles. Get rid of the bike racks on the buses and stop those that haul their multiple bags and boxes onboard and block the aisles.
San Diego D2	92110	I am a college student that has a semester pass. I love all the improvements that SDMTS is working on and I hope that SDMTS continues on working on awesome projects ðŸ˜Š
San Diego D2	92110	I am fully on board with the ideas MTS has proposed. We need to get workers from homes to jobs (East and South to North). And if we can get them there FASTER then sitting in traffic, WOW. I loved that idea about somehow using the slow side of the freeway for a dedicated lane. Like what they do on the Coronado bridge? HECK, we have dedicated lanes for bikers. Why not MTS?

		<p>I have lived in 5 countries in in Europe. All have truly rapid transit, more frequent schedule, sometimes every 5 to 8 minutes, even in cities smaller than San Diego. All these countries also offer free transit passes to seniors, to support and encourage them, to support those on fixed income, and to thank them for their contributions to society during their working years. I had to travel from my home in Loma Portal recently to Mission Valley to get a Kaiser Permanente flu shot at the Target Stores / KP Clinic, a distance of only 5.7 miles via #35 bus and Green Line trolley from Old Town. That trip took 75 minutes one-way because the trolley, which was packed, sat at the station in OT for 25 minutes, after arriving 15 minutes late. That was outrageous. There was only a single track, and they were waiting for a Coaster train to go ahead of them, waiting and waiting without being told what was happening, and how long was the expected delay. Outrageous! Your services are so undependable and slow, at even at age 79, I prefer to walk. In fact, I used to ride the Jump e-Bikes, until this backwater, stupid city administration made Uber/Jump remove all their e-Bikes. Dumb beyond words to express! Walking is healthier, less expensive, and even safer. During the 5 years that I lived in Europe, I whizzed around all over major and smaller cities on public transit that was truly also rapid transit, safe, dependable, almost always available. And in Europe, life and commerce go on late into the night and early morning, and so does public transit.</p> <p>Thank you for this opportunity. Please be more progressive and innovative. Do more. Make this a World Class city. San Diego deserves to be more cosmopolitan and international, and we all deserve better public transportation.</p>
San Diego D2	92110	
San Diego D2	92110	I hope we can have some of these changes
San Diego D2	92110	I ride the bus/trolley randomly often in between cars or when mine is out of comission. Thanks for asking!
San Diego D2	92110	If you guys ever do the purple line you should make it underground. Also, San Diego really does need more light rail trolleys or you guys can even do subways. The more the better!
San Diego D2	92110	I'm a frequent rider and love every idea I saw for elevate 20/20 it was hard to decide, I hope I made the right choices for the future.
San Diego D2	92110	Improving transit options in Sorrento Mesa would alleviate the 805 freeway and reduce traffic congestion during rush hour. If MTS provided a Rapid bus route from the 805/Palomar Transit Center to Sorrento Mesa people would use it. But for it to work a dedicated lane would have to be build in order to persuade people to use the Bus and leave the car parked.
San Diego D2	92110	Just get the trolley right to the airport. Forget that SPAWAR grand central station and any more little shuttles. If you really want a good airport get the Marine Boot Camp out of there, move the departure gates to the east side. And stop hobbling automobile transportation until you actually have a usable transit system.

San Diego D2	92110	key is last quarter mile. best and cheapest model is EcoBici which is used in Mexico City and was done inexpensively with public/private partnerships. (app for bikes/scooters etc docked and always predicable for riders to rely on) happy to show you the app on my cel phone! I witnessed its growth in Mexico City in 30 minute concentric circles which won riders and income and users! extremely effective. PUBLIC BATHrooms at all transit hubs is also KEY to expand transit users as many are over 1 hour. KEY IS RIDE DISCOUNTS FOR WORKING PEOPLE, many do not have employers who offset transit. not enough to discount only seniors and youth to get increased ridership.
San Diego D2	92110	Leaving unspent coins allows for unseen needs for improvements or adjustments.
San Diego D2	92110	looking foward to improve the way of life in san diego.
San Diego D2	92110	Many bus routes in our community have been discontinued, making it difficult for kids and seniors to get to the trolley or other destinations.
San Diego D2	92110	More trolleys! San Diegans donâ€™t like buses because they donâ€™t avoid traffic. Trolleys are the only kind of transit that will get people off the roads.
San Diego D2	92110	My personal need is a re-established bus route that uses the old 35 route from Oldtown to Ocean Beach by way of Rosecrans, Chatsworth, and Voltaire. The current option of the 28 and 923 takes an hour where the previous route took 10 minutes for my destinations.
San Diego D2	92110	Police are abusing the poor people who can't afford a ticket. It's a real social justice issue. Other cities like Kansas city have even made public transit free. The economic benefits would out weigh the loss of ticket funds. Police should be protecting us from criminals not the poor who can't afford to use public transit, especially trolleys. It's a real depressing shame to see it happen so often. A stain on 'America's finest city' for sure!
San Diego D2	92110	Putting HOV/dedicated lanes between La Jolla and downtown San Diego would be my number 1 preference
San Diego D2	92110	Spend some monies on Palm Tree Food and watering and trimming them along trolley lines. San Diego is a tourist town and they love to see beautiful palms in Southern California not ugly palms and Pine trees!!!! Get it together when it comes to the beauty along the tracks!!!! Spend some of the money on the visual, pleasant, calming qualities that tourists and citizens both would enjoy. Right now the trash and Yuck along the tracks is disgraceful and an embarrassment to San Diego!!!!
San Diego D2	92110	Sunday service suck
San Diego D2	92110	Thank you for asking for our ideas.
San Diego D2	92110	Thank you for offering this feature!
San Diego D2	92110	Thanks for whatever improvements end up being made!

San Diego D2	92110	The youth passes would be the most important thing for me. In Madrid they have a 25 and younger pass that allows for them to acquire their transportation pass at a discounted price. That discounted price allows for students and young professionals to continue to worry about other things on their path to success. Thank you for all the work you do.
San Diego D2	92110	This is a great process! Thank you!
San Diego D2	92110	tracks over or under needed in Old Town Transit Station.
San Diego D2	92110	you forgot: a separated bike path reaching from apartments and condos on W Pt Loma Blvd to get to Old Town tRansit Center.
San Diego D2	92110	You guys should add some subways. And the purple trolley line is a MUST.
San Diego D2	92110	You guys should also add subways in San Diego!
San Diego D2	92110	You need to connect everything with Coaster. Don't be too bureaucratic. Talk with NTSD too.
San Diego D2	92137	Thanks for getting public input like this!
San Diego D2	92167	Dear MTS, The Skyway is Not a good idea. There are Sooo many other great ideas. Glad to take the challenge. I am a new rider.
San Diego D2,D6	92117	15 minute weekend service on route 41 pls
San Diego D2,D6	92117	A new resident of Bay Park or Mission Beach/Clairemont who commutes daily to downtown; I love the area I live in and feel it is a perfect central location from downtown and Pacific Beach. However, more effective public transit would be a huge economic and efficient alternative to my current commute.
San Diego D2,D6	92117	As an Urban Studies and Planning major at UC San Diego and an intern with Caltrans District 11, I feel that these are the required steps in order to increase mobility, ridership, and efficiency of the services that MTS offers while providing a multitude of benefits to both the residents of the San Diego region and to the environment.
San Diego D2,D6	92117	biggest traffic sources/sinks in SD are the border and UTC. More transit to and from those are critical. Our slow to load and unload, slow traveling and poorly secured trolley isn't the complete solution
San Diego D2,D6	92117	Compass machine at Von Claremont square. New route from Clairemont Mesa blvd/shawline to Kaiser medical center at 5893 Copley Dr. Buses pull closer to curbs for back door. Better schedule for bus connections.
San Diego D2,D6	92117	Connect sorrento valley to the trolley
San Diego D2,D6	92117	Electric busses, and more trolleys with less trolley intersections!
San Diego D2,D6	92117	Electrifying bus fleet should be number 1 priority. Use Proterra buses
San Diego D2,D6	92117	Good luck!
San Diego D2,D6	92117	Gracias!!
San Diego D2,D6	92117	great exercise

San Diego D2,D6	92117	Great job! I really love the MTS!
San Diego D2,D6	92117	Hope these go through.
San Diego D2,D6	92117	How about adding back the bus lines that have been terminated and those bus lines that have been decreased in coverage over their prior route
San Diego D2,D6	92117	I am a special education teacher and I work with young adults ages 18-22. My students will likely be life-long public transit riders.
San Diego D2,D6	92117	I can dream, can't I?
San Diego D2,D6	92117	I feel the plans on my list choice would greatly help all in need of transportation services. Those struggling to get to and from there destinations and home safely and rapidly to also save time. Thank you.
San Diego D2,D6	92117	I live by the blue line extension near morenA blvd I would like more access via this stop
San Diego D2,D6	92117	I love using public transit however, mostly wish there was more of it so it would be easier to get around! Thank you for listening!
San Diego D2,D6	92117	I notice that on ride for free day that the bus are nearly full all day. Perhaps a small tax increase to make MTS transit free to San Diego county residents will be enough incentive for more people to commute and get off the roads.
San Diego D2,D6	92117	I recently rode the bus from work in Mission Valley to Clairemont. It took two and a half hours. When I lived in SF and Portland, I did not own a car for 10 years. I ride the bus with special ed. students. The bus stop near our school is uncovered and on a busy street. It is unpleasant to sit so close to 50mph traffic in the sun. I wish I could ride the bus to work...
San Diego D2,D6	92117	I think light rail should be prioritized for long-distance travel (also an economic engine for transit-oriented development), with new rapid bus connections to/from the light rail stops (with dedicated bus lanes, to compete with the speed of driving a car), and mini-busses/shuttles that utilize an algorithm to pickup a handful of suburban riders for transit to a transportation hub (to solve the last mile conundrum).
San Diego D2,D6	92117	I wish I didn't need a car!
San Diego D2,D6	92117	If I had a slightly bigger budget I would have went for the senior AND youth discounts.
San Diego D2,D6	92117	I'm excited about these possible improvements and new systems. I fully support this.
San Diego D2,D6	92117	Increase frequency of line 27
San Diego D2,D6	92117	It would be great if we could make this happen
San Diego D2,D6	92117	Keep up the good job. Wishing MTS all the best.

San Diego D2,D6	92117	Late night and weekend service with smaller buses or vans would be huge. For example, it's great to take the 50 bus downtown, but as it's designed for commuters the service ends too early on weekdays and doesn't run at all on weekends. So, using it to go out to dinner or to a Padres game is not possible. Vans could be used during the times of lesser need; you might find that some times will be much more used than you'd expect.
San Diego D2,D6	92117	Make Transit ubiquitous. Inexcusable to be stuck downtown or elsewhere after 8pm without a ride. Inexcusable to spend \$2 billion on a trolley line but not vigorously connect it to potential riders with frequent safe dependable and inexpensive shuttles. There are lots of potential riders who are not capable of riding scooters or walking a half mile to the stations.
San Diego D2,D6	92117	More frequent buses on the weekends would help a lot for service industry people and allow safer, more environment friendly transit for those who want to enjoy the weekend without the use of personal vehicles
San Diego D2,D6	92117	More frequent selective runs would also be great-and the trolley needs to run later!!!
San Diego D2,D6	92117	More infrastructure for bikes!!!!!!!!!!!!!!!!!!!!!!
San Diego D2,D6	92117	<p>Most MTS services seem to be oriented to car-owning commuters who would rather not drive to/from work every day. The rest of us, who either do not own, or cannot drive a car, are left with two hour headways on our local lines on weekends and usually no service at all on Sunday. I'm talking about the line which passes the future Balboa station. You propose service from Balboa to the beach, which is already provided by this line, but very poorly. And it would be nice if this line were served by courteous MTS drivers and not the lot of "I'll speak to you courteously if I think you deserve it, but don't hold your breath" people employed by the private contractor.</p> <p>I think the hardest problem you have is security on your trains. The problem is related to heavy alcohol use by riders, both before and during their use of the train, but is also related to loud "in your face" racist hostility. I have stopped riding the trains which pass through downtown following the Ferguson, MO disaster, and will probably never take a train to or through downtown San Diego again.</p>
San Diego D2,D6	92117	One project missing that I would have ranked in my Top 3 is a major dedicated/barriered bicycle route that follows primary rail corridors from north, south, and east into Downtown SD. This would be three major arteries for bicycles that connect the city to its outlying areas. These are not on-street bicycle lanes - they need to be truly dedicated and protected lanes similar to what went in recently just north of Balboa Ave parallel to I-5, and also over by Genessee. Please consider adding this type of BIG project to the overall basket of projects. Id spend 400 coins for this if it were an option.

San Diego D2,D6	92117	Open the morena/Balboa trolley stop please
San Diego D2,D6	92117	Overall I like the present MTS system. But if possible, I would like to see my suggests to be considered.
San Diego D2,D6	92117	Partner with more businesses to offer discounted monthly passes
San Diego D2,D6	92117	Please bring more transit to Clairemont/Kearny Mesa! It's like a dead zone to get downtown quickly. A trolley line would be fantastic and I think would be much utilized between working families and the large amount of elderly people up there.
San Diego D2,D6	92117	Priorities: trolley to the beach & airport. Also the water ferries should be a priority.
San Diego D2,D6	92117	Public transport should be available to the public at all times. Having a lot of people depending on public transport means everyone should be able to ride when they need to without worrying if they are able to pay. Public transport should but 100% eco friendly. If the idea of public transport is to lower the amount of vehicles on the road for safety and to lower the amount of toxic gases that are entering our atmosphere. At the same time buses should have their own lanes to keep up with the schedule.
San Diego D2,D6	92117	Rapid bus services are crucial to get people out of their cars, especially during non-commute hours. New trolley lines are the solution when we are reaching our limit to expanding freeway lanes. With a new purple line, it would be best to venture off from the freeway when possible to serve other communities along the I-15 corridor. It should extend up to Mira Mesa as lots of jobs are up that far. Trolley to airport would be great and improve upon the existing 992 bus option.
San Diego D2,D6	92117	Sadly, you left out building a Coaster station at Miramar Road and a connector between the station, the north gate of MCAS Miramar and the UTC trolley station.
San Diego D2,D6	92117	Separate low income fare discount from everything else, then it's attractive. Also, why reinforce the narrative that buses aren't sexy by listing elitist perceptions as a con? This is your chance to change that...
San Diego D2,D6	92117	Tankyou!!
San Diego D2,D6	92117	Thank you for allowing San Diego residents to provide input regarding future MTS projects! This system allows various perspectives to be heard, ensuring that funding decisions are equitable. I found the coin system to be straightforward and enjoyable. I ardently support a future tax increase benefitting transportation; I look forward to voting "yes" on the increase, because such an increase will allow more San Diego residents to enjoy transit resources and reduce greenhouse gas emissions. Have a great day!

San Diego D2,D6	92117	The biggest, most important project would be a trolley to airport. That's pretty essential. I think adding in a larger reduction in fares for those under 18 would go a long way in making transportation more viable for everyone, as would increasing the frequency of buses/trolleys - missing a ride could mean adding on 15, for a frequent stop, to an hour to an infrequent stop, to a person's commute.
San Diego D2,D6	92117	The purple line should be extended beyond Kearny Mesa to meet the Blue Line or Coaster. This would provide trolley service for the busiest corridor (Sorrento Valley to and from Otay Ranch)
San Diego D2,D6	92117	The routes I'm concerned with are not South Bay where I reside, they are where my children reside within Clairemont - more options up and down the mesa will allow citizens to bike more places, just figure out how to get them up the 250 foot incline and down, plus crossing the trolley tracks perhaps at Jutland with a pedestrian bridge would help that entire north mesa area. Right now the bus service is not sufficient and could really be helped with a loop concept connecting Mesa College, shopping business district centers (Balboa / Genessee, Clairemont Town Square) to Morena and to the shopping business districts across the 805 to Convoy, which would support many high density apartments, getting them all to places that they want to be that aren't entirely focused on to and from workplace.
San Diego D2,D6	92117	There MUST be rapid bus routes added that follow Interstate 805 from South Bay to Sorrento Mesa and back. Take cars off 805 during rush.
San Diego D2,D6	92117	This is a great format for outreach!
San Diego D2,D6	92117	This is a great idea for public input! Thank you!
San Diego D2,D6	92117	This is really tough because I think the Purple Line is needed too - but if we don't do these other things, then the system won't work as well. Can we do it all? :)
San Diego D2,D6	92117	This was a wonderful tool that was simple to use and very informative. Thank you for caring so much about what your riders would like to see moving forward, and props for making the survey so fun!
San Diego D2,D6	92117	We definitely need more free parking. Old Town is full!!!
San Diego D2,D6	92117	Would like to have closer and more frequent bus service to my neighborhood. As a senior, walking a mile to/from a bus with groceries etc. is not practical. Bus service is too far, too infrequent and too slow while I can still drive.
San Diego D3	92103	Add more bicycle paths please!
San Diego D3	92103	AIRPORT TROLLEY!!!
San Diego D3	92103	All very good projects can't wait to see the ones that get approved !
San Diego D3	92103	Also: build more parking lots around trolley stations like Old Town.

San Diego D3	92103	An express rail for the blue line would be huge. Also the purple line as proposed doesn't make sense. It needs to connect to CBX (TJ international) and would be best if it at goes into the urban core (downtown) otherwise it will require a number of transfers to be useful for anyone heading from the urban core to get out to Kearney Mesa or vice versa. Finally a trolley or gondola for uptown is sorely needed. It is too hard for tourist to get into Hillcrest/north park and it is hurting business and residents that tourists have to rely on rideshares to get into a major part of the urban core! This should be a major priority!
San Diego D3	92103	Bus routes need to better align with trolley/coaster arrival/departure times
San Diego D3	92103	Connect to the Airport!
San Diego D3	92103	Daily Bus and Trolley rider to/from work. Would really appreciate a trolley link to the airport/ Grand Central station at Old town. As well as mobility hubs with scooters and bikes to get to the last mile.
San Diego D3	92103	Do a short skyway from a new parking facility on the East Mesa landfill (excavate and develop it) across Park Blvd to the location of the historic City Park trolley stop. (Inappropriate to ask gender and age btw)
San Diego D3	92103	During periods of reduced service, reschedule buses that use the same corridor in order to balance out the waiting times. Actively manage the fleet to avoid "clumping" 2 or 3 buses running bumper to bumper. Reconfigure time tables for weekends and holidays. Most buses run considerably behind posted schedules on those days.
San Diego D3	92103	Get rid of Transdev.
San Diego D3	92103	Great idea for user requests! I think ideas like this to create more ridership will get more people using the system, hence more votes for improving it next time around.
San Diego D3	92103	Great ideas! Let's hope that most of them come to fruition. MK
San Diego D3	92103	Great tool, I should hope that some other Gov agencies and jurisdictions can help fill the funding gaps to make all of these projects possible as they are all worthy.
San Diego D3	92103	Great way to engage people in public policy decisions!
San Diego D3	92103	How about reducing fares? On the one "free day" over the past two years, bus ridership increased phenomenally. Los Angeles has the Dart/Dash? that is 50 cents/ride and the buses are packed. I have a bus pass and use it to get around, but I am retired. What I see most on our buses: the poor, the elderly and the disabled. But if people can afford to live in my Bankers Hill neighborhood, they are not taking the bus. We have 3 bus lines that run empty through my neighborhood every 15 minutes. Truthfully, the new SANDAG proposal looks good....too bad it wasn't implemented 40-50 years ago, as our current model was designed for the automobile.

San Diego D3	92103	I am a fan and believer in public transit, and am rooting for the success of this project. Please tag me in if I can help tell the 'story' and human side of public transit in the city. Thank you for all that you do for the effort.
San Diego D3	92103	I am so excited to see sustainable transit options coming to San Diego. Growth and change will be challenging in the interim and SO WORTH IT in the end. Thanks for putting this tool together and sharing!
San Diego D3	92103	I believe that it is essential to San Diego's future and the future of our planet to do everything possible to make public transportation an attractive and viable alternative for our citizens and it's crucial to use as many low or no emissions vehicles to transport people, to lessen the pollution of our environment. And part of making public transportation an attractive option in California's car culture is to ensure that people who are disabled and on a fixed income can afford to pay for the fares, and make sure that trolley stations and bus stops are safe for people who have mobility issues and/or use walkers, wheelchairs, and motorized wheelchairs and that people who use mobility assistance devices have quick, easy, and ample access to safe seating once they enter buses and trolleys. The stations must be clean, well lit, and have a visible presence of security personnel at all times. And increasing the frequency of buses and trolleys as well as increasing the amount of express routes will go a long way to attract new riders and keep existing ones. Nobody is going to voluntarily decrease usage of personal vehicles if it is a big hassle and overcrowding makes them late to their jobs or other types of destinations.
San Diego D3	92103	I believe very strongly MTS should research a street car line from Old Town Transit Center to Fashion Valley Transit Center via Taylor St, Hotel Circle South & North and Fashion Valley Road. This area has many hotels/resorts and many visitors want/need to get downtown for various conventions. Street Cars are much less expensive and seem faster to get in service.
San Diego D3	92103	I had 100 coins left, but I did not think the remaining choices were a good idea, so I stopped shopping.
San Diego D3	92103	I like the idea of a survey. It could capture citizen's desires even better if not limited to one of each item. For example, I would have bought two or three of the rapid bus freeway lanes rather than some of the other items (i.e. increased frequency). Also, where is the option for adding additional trolley tracks in the middle of the interstate (similar to the tracks in LA)? Take out one lane of traffic from each side of the 805 and run trolley tracks the whole way! Or, at least from the 8 to the 5
San Diego D3	92103	I look forward to getting involved in the evolution of public transit in San Diego. I relocated from Washington DC a year ago and am dedicated to transit improvement!

San Diego D3	92103	I love mts ,
San Diego D3	92103	I loved this method of soliciting user feedback! Brilliant work by the ElevateSD team. Likewise, I've been without a car for 5 years and I've noticed the MTS getting increasingly better in all regards over that time. Thank you all!
San Diego D3	92103	I ride the 215 to work every day and bike everywhere else. Looking forward to continued improvements! Thanks!
San Diego D3	92103	I ride the bus daily to/from work and love it (into downtown). Many of mu coworkers do not ride the bus due to infrequency, and lack of transit from their homes. Bring more frequent mass transit into the city!
San Diego D3	92103	I used to take the bus, but it was the same as sitting in traffic and depending on the route the driver took, there were days I was 20min to work, so I started driving again. Iâ€™d love transit to be dependable on departure and arrival times.
San Diego D3	92103	I would only consider using the trolley but I donâ€™t because itâ€™s PAINFULLY slow and doesnâ€™t go to any beach areas. It takes over an hour to get somewhere on transit that takes 15 minutes to drive. Make express trolleys, make them not stop at everything, and speed them up like NYC.
San Diego D3	92103	I'd have liked to see a trolley from downtown through Bankers Hill to Hillcrest and along El Cajon Blvd
San Diego D3	92103	I've used MTS instead of driving downtown everyday. Overall, very pleased with timeliness and safety. It'd certainly be great to go electric. I saw it done in Nashville, Tennessee; great if we can pull it off too!
San Diego D3	92103	I'd also like to see the Middletown Trolley station replaced with a Little Italy North station near Juniper or Kalmia.
San Diego D3	92103	In the area I live isn't even a bus stop. There should be more bus routes. Cheap prices and fast connections. Also, no one enjoys waiting over 20min for the next bus. Night buses especially. Frisun would be great as many people go out and night not want to drive and search for parking which is a current struggle
San Diego D3	92103	Integrating transit with bicycles and other modes of transportation is very important. Buses need to be able to carry more bikes on them.
San Diego D3	92103	Later hours would be great
San Diego D3	92103	Leftover credits are not an oversight; did not want to choose other things that are not important to me solely to use up the remaining "coins"
San Diego D3	92103	Love this form of public outreach! Please implement more innovative, easy to use ideas like this. Also, please consider sharing with the public how each "cost" in the module was calculated based on real world costs in a brief memo.

San Diego D3	92103	Make service timely, quicker and to major employment centers
San Diego D3	92103	More bicycling lanes with vehicle separation from motorists.
San Diego D3	92103	More skyways. Balboa Park to downtown, UTC to La Jolla, even up the Washington Ave corridor. Anywhere where elevation changes make standard transit a challenge can cost-effectively be enhanced by skyways. Be more like Portland!
San Diego D3	92103	MTS and my bicycle get me almost everywhere I need to go, except Sorrento Valley.
San Diego D3	92103	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D3	92103	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D3	92103	MTS should do data analysis to figure out the most popular routes from big companies and design bus routes to address the traffic that way.
San Diego D3	92103	need another option to put trolleys in the middle of freeways instead of more HOA lanes . follow the example of 580 in east bay of SF area.
San Diego D3	92103	Need to make the system appealing to more riders
San Diego D3	92103	Not 24 hour service, but till 2:30 am. When the bars close, employees and patrons need to get home. Free monthly passes to senior and disable veterans. Also, we need buses for Ramona, Julian, and Alpine to shop or work at places like Santee or El Cajon.
San Diego D3	92103	Not an expert on most needed routes, but would personally privilege speed, hours, and free youth access to make public transit an always reasonable option.
San Diego D3	92103	Please commit to making San Diego a more accessible and more green city.
San Diego D3	92103	Please coordinate work with SANDAG and ensure MTS's new infrastructure projects will fit into the RTP that SANDAG is developing. Keep environment top of mind.
San Diego D3	92103	Please get the word out on this survey! Bus and radio advertisements!
San Diego D3	92103	Please look at Japan transportation for models to follow. We are so far behind in serving the general population with transportation needs.

San Diego D3	92103	Please use what we have to build what we need with 21st Century Technology. Please don't build fancy stations for ego purposes that uses transit with 19th Century technology. Autonomous Electric vehicles can go anywhere. Trolleys are expensive and isolated (primarily at the bottom of hills here). San Diego is aging. Please build the city for the people who will live here, not for the people you wish would live here.
San Diego D3	92103	Purple line also sounds good but long way off and perhaps express bus and dedicated lanes is better use of dollars and faster roi
San Diego D3	92103	Purple Line is important to further shape the LRT infrastructure in San Diego
San Diego D3	92103	Really like the idea of this and the thoughtfulness that was put into gathering our feedback, I really like being included on this and hope we can raise prices and ridership greatly so everything can be funded, but I still think my options get the most bang for your money, if all these can be implemented it would be an enormous step forward and prepare us for future improvements.
San Diego D3	92103	really would love a trolley to airport and just more advanced public transit that would appeal to the everyday driver
San Diego D3	92103	Ride public transportation nearly every day
San Diego D3	92103	San Diego can lead the way to awesome public transit.
San Diego D3	92103	Shorter more frequent routes would probably solve several issues.
San Diego D3	92103	Sorrento Valley x20
San Diego D3	92103	Thank you
San Diego D3	92103	Thanks for asking!
San Diego D3	92103	Thanks for giving me the opportunity to weigh in on this plan!
San Diego D3	92103	Thanks!
San Diego D3	92103	The airport is the first impression many have of San Diego. A convenient public transit option is available in most international airports - ours should have one too.
San Diego D3	92103	The airport trolley tops my list!
San Diego D3	92103	The entire mass transit system has made some bad judgment calls. Goal should be to increase convenience and ridership. Lots of land misuse for buses when LRVs could increase access to key routes in and out of the city. I'd love to be able to make things more efficient and user-friendly.
San Diego D3	92103	The most important item is the youth opportunity passes. Young people who are in the habit of using transit options are likely to continue to do so later in life.

San Diego D3	92103	The neighborhoods around the top of Balboa Park -- Normal Heights, North Park, University Heights, Hillcrest, etc. -- have a massive quantity of foot traffic, and live in those neighborhoods precisely because they want to live somewhere that feels urban rather than suburban. Moreover, people all over the city visit these neighborhoods for their hip bars and superb restaurants. I think there's a very strong case to be made that these neighborhoods should get a trolley line!
San Diego D3	92103	The ultimate goal of San Diego public Transit should be light rail to all major population centers. That light rail should have 24hr service, it should be free for all residents of the city. Right now there are numerous extensions that make sense, A North Park connection to the existing Mission Valley line would ease congestion and increase ridership. From there a Hillcrest to downtown line would be feasible. In addition to this, the existing Old Town line should be extended to Ocean Beach, and from there to Pacific Beach. I think so far the city is doing a great job with expanding public transit, I hope this continues.
San Diego D3	92103	These are all exciting options and I for one look forward to the bright future of the SD MTS!
San Diego D3	92103	This is a great tool for the public to see the challenges when making decisions for the public.
San Diego D3	92103	This is great way to get feedback. Well done!
San Diego D3	92103	This was a really cool exercise and a great way of soliciting feedback -- well done!
San Diego D3	92103	This was fun
San Diego D3	92103	To improve the speed and reliability of buses, there needs to be more dedicated transit lanes, greater use of signal priority, and use of all-door boarding.
San Diego D3	92103	There needs be improvement to the condition of streets over which the Rapid and most frequent bus routes operate. They currently operate over some of the worst streets in San Diego and the ride quality is terrible.
San Diego D3	92103	Trolley to the airport!
San Diego D3	92103	Virtual train using freeways and connected/autonomous technologies.
San Diego D3	92103	We have a good transit system, but it could be significantly improved with the right investments

		<p>We need better time coordination between lines and modes and reversals of all the TOP changes on the 1, 7, and 11 routes for senior towers residents in mid-city. Restore the 7's East terminal to Univ. and 69th for more frequent access to the Kroc Center and better driver amenities than now at College Avenue. Then extend the 11 to 12th and Imperial and have the 1 go again to Upas and 4th medical offices not Fashion Valley. We already have the 6 and 120 for Fashion Valley we never needed the 1 to go there.</p>
San Diego D3	92103	
San Diego D3	92103	<p>We need more skyways!!!!</p>
		<p>We need to expand the trolley service to as many places as possible. The first place you can expand the trolley is to make all Rapid Bus Lines into trolley lines. We all know the Rapid Bus Lines are good routes. Now let's make the Rapid Bus Lines even better, make them trolley lines.</p> <p>Do you think that since the bus and trolley have separate unions, that this is a problem? It's no problem. You simply merge the two unions and everyone's rank in the union is by their seniority date and then date of birth.</p> <p>Trolleys are faster, safer, smoother, have very easy to understand maps and schedules and are fun to ride. People like to ride rail, from people who live in San Diego to tourists. And when a city invests in rail, the city is making a clear statement that mass transit is important to the city because lots of planning and money is needed to add rail.</p> <p>Buses are the worst form of transportation. All my friends refuse to ride buses because they are the worst form of mass transit. Bus rides are not fun because the bus jerks you forward and back, and from left to right. Bus rides are very uncomfortable. Bus rides are very dangerous since they ride with other cars, trucks and bicycles on the roads and freeways. Bus schedules are very difficult to read. Most people choose NOT to ride the bus because bus transit is the worst form of public transit.</p> <p>If you are serious about excellent, fast, convenient, safe, no emissions, low cost to operate (electricity cost less than gas), fun, comfortable to ride and its routes being easy to understand for everyone in the city, then San Diego needs to increase trolley service throughout San Diego County.</p> <p>We need trolley service from all beaches and going far inland. We need trolley service starting in Oceanside and traveling to the border. Once we have trolley service throughout all of San Diego County, then San Diego will begin to become a world class major metropolitan area where people will want to live and visit.</p> <p>We also need the trolley to travel from the City of San Diego going up Park Boulevard, past Balboa Park and the zoo and into</p>
San Diego D3	92103	

		<p>Hillcrest, University Heights and North Park - as it used to. Then continue trolley service in other areas near the City of San Diego to begin to create an easy to use rail system for people to get to work, to shop and to play.</p> <p>And while you are making additional trolley routes, remember to add protected bicycle lanes next to all trolley tracks to help bicyclists travel throughout the county.</p> <p>Buses are the WORST form of mass transit. Please stop using buses. Buses are absolutely horrible to ride in. We need smooth riding and fast trolley service in as many places as possible, so that it's easy and fun to get around in San Diego.</p>
San Diego D3	92103	I would like transit to be frequent, easily reached, and free for everyone. I would like to see it take precedence over freeways and cars.
San Diego D3	92104	A better Transit System for our Community, youth and Senior are very important. And a new System without Carbon Emission is more healthy for us, Electric maybe more expensive, and the Community need to more safe.
San Diego D3	92104	A trolley line from north county to downtown would be more beneficial. Something along the I-15 corridor. The bus is too susceptible to traffic.
San Diego D3	92104	Adding new rail lines to new destinations is the most important in adding ridership. It may take a lot of time and money, but we have to look at the long term.
San Diego D3	92104	Also need better options to connect uptown districts to future mobility hubs. Run a damn trolley line through Hillcrest, Northpark, city heights etc.
San Diego D3	92104	As a San Francisco transplant to SD-County, I have been saying to my peers that I have wished there was more light-rail/metro connectivity in SD County. A major challenge is definitely the size of our county. However when I hear people talk about commuting by bus to major work hubs, I wish there were rails that directly service those areas (such as Clairmont).
San Diego D3	92104	As someone who takes the bus regularly, I would especially love to see the implementation of youth opportunity passes and more Rapid bus service. Free fares would be extremely helpful and convenient for me, and Rapid bus routes being added/extended would help me get closer to my destinations. I think that supporting these initiatives will persuade many more of my peers to choose public transportation over driving to school and their other destinations.
San Diego D3	92104	Because of college courses and expenses honestly all I'd want is free fare till i get a degree so i can make enough to pay for the pass i barely scrape by

		<p>Before ANY of these solutions are implemented, the Rapid system has to be fully deployed. We were promised BRT and we got standard buses running standard routes. Look at what metrotransit in Minneapolis has been able to do with their aBRT system. Relatively low investment for insanely good returns on ridership and service.</p> <p>Recommendations for Rapid:</p> <ul style="list-style-type: none"> -Ticket machines at all stations and implement all door boarding -New busses or at least refreshed/repainted for all Rapid routes, with emphasis on all door boarding and distinct branding from standard busses. -Implement at _least_ 15-minute headways *all day* on all Rapid Routes. If a route does not meet that standard, it should not be listed as part of the system. -Break off 280 and 290 as a separate product/brand. Express buses \neq aBRT -Rebrand all remaining Rapid Routes with a new route naming system. The 2xx system has done a terrible job of differentiation from standard bus routes. I recommend Lettered routes, A, B, C etc as Minneapolis has done. <p>Implementation of these steps would be cheap compared to the rollout of some of the proposed ideas on this chart, with a much better ROI.</p> <p>For bonus points, these next steps could be improved to really start getting these routes cooking:</p> <ul style="list-style-type: none"> -Follow through on the busway proposal on El Cajon Blvd for 215. The plan is there, implement it -Begin to implement Traffic Signal prioritization on all Rapid Routes. -Improve the 215/7 Stop in Balboa park and work with Zoo/Park officials to create better access from the bus stop to the Zoo. -Consider adding 7 to the Rapid system -Conversion of Broadway into a Bus only road, and consider implementing staggered stops for each route to alleviate congestion <p>Some of these are more expensive, some of them could be rolled out in a month with some pocket change. The point is this system has the potential to significantly improve transit performance across the region, at a significant discount compared to other projects. Thus far that potential has been utterly squandered. I implore you to put the full implementation of the Rapid system at the top of your list.</p>
San Diego D3	92104	I would love to discuss this plan with you further.
San Diego D3	92104	Bring back transfers!
San Diego D3	92104	Bus transfers need to be included. Also make monthly passes a more attractively priced option.
San Diego D3	92104	BUSES TOO BIG. OFTEN EMPTY. DISTANCE BETWEEN STOPS IS OFTEN TOO SHORT. makes the buses slow. not necessary. remove some stops.

San Diego D3	92104	Currently don't own a car so I rely on public transportation. It would be awesome to have a way to accurately track bus arrival times. I've missed the bus several times by following the estimated times.
San Diego D3	92104	Dear owner the transportation to my VA appointments are cherished and necessary to the fullest extend and extension of capitalism and each cent of a non bumsrushed tomfoolery Oscar award winnerâ€™s ride has been in defiant of the draw upon by your agents at the defiant 100% service connected handicapped individually unemployable veteran and the very arrest by agents who doubted both my ID and my word (a United States Marine Corporal) â€œI do this all the time I know but letâ€™s just go call it forced learning Iâ€™ll debrief you and send you to the alleyway and then rosecrans you for loveâ€• said code compliance SDTE izzrel. What a shock and then the daily trips to my bank as code runner and wind talker a secondary occupation to assist with weapons turn in made for a lucrative thing for Crane industries to recover and recoup weapons was abruptly stopped by the industrious code compliance crew who did not believe me when I said my birthday was 01151974 and they literally had me crying in handcuffs. It was ridiculous and they repeatedly harassed and then called me a nigger after anally penetrating a brother (the code compliance guy)! Fix this now a lawsuit and Â\$Â£Â¢ and file it in Superior and the Supreme Court where my uncle Clarence thomas jr. works and my homeboy The honorable john oâ€™connor A fellow implantee1
San Diego D3	92104	Disappointed that there was no heavy rail contemplated in the options. The trolley is so pathetically slow that it shouldnâ€™t be considered for linking far flung areas together.
San Diego D3	92104	don't forget to vote.
San Diego D3	92104	Excellence
San Diego D3	92104	Get it done
San Diego D3	92104	Give the students the passes they deserve!
San Diego D3	92104	Great ideas! We shouldn't subsidize suburban living. Incentivize smart transit that benefits all. Airport transit connection that isn't limited to roads is also very important to the growth of the area. Traveling from the airport to major areas like UTC, UCSD, SDSU, downtown, etc will help students and residents affordably get home and is a major shortcoming of our existing infrastructure compared to every major west coast city. Seattle's Link light rail is a major success because it reaches their international airport, job centers, dense urban residential areas and downtown. Directional transit lanes on corridors like the 805 are important. Beach connection to PB would remove the parking lots we call streets in MB and PB.

San Diego D3	92104	Hire better bus drivers.
San Diego D3	92104	I am a Systems Engineer working in the Transit Industry and an avid MTS user!
San Diego D3	92104	I don't believe we have optimized our existing transit options for professionals. Transit options during work hours for professionals between technology hubs (Sorrento Valley, Carlsbad, Downtown) offers few, poor options. For me to take a train/shuttle to my work in Sorrento Valley, the ride will take almost 2 hours, at inconvenient times. To drive will take a frustrating 1 hour each way, at inconvenient hours, but the time is the priority. I am not alone, thus the freeway overcrowding. Offer more express runs, more frequent runs (or both) for both trains and shuttles, and more professionals can be driven to these options.
San Diego D3	92104	I don't end up taking transit anywhere if it's too slow, so I think that increasing rapid routes and frequency will make more attractive routes than new routes that are slower. I ride the 235 sometimes, and in the part of its route that has dedicated lanes it seems as good as trolleys to me.
San Diego D3	92104	I don't think the Purple Line is the answer, but I do agree that more trolley lines need to be constructed. The purple line seems like the "easy" solution, and maybe not the best. We should be focusing on transit options that use downtown as the main transit hub. More people will be living downtown and we should be targeting more jobs downtown as well. We need to create an urban core, not a suburbia sprawl.
San Diego D3	92104	I drive electric because I really believe it's the future. The operational costs would be substantially cheaper than a regular bus because they require so little maintenance. But I do wonder how the charging time would affect current schedules. Anyhow, I dropped it along with the airport trolley for the increased frequency item, assuming it would apply to all the new lines as well. Currently, much of the routes I take take 1.5 hours (rather than a 25 minute drive), largely due to wait times between routes. I feel like the favorability gap between trolleys and rapid lines would go down if the dedicated lane were more clearly communicated. You guys made a great case for rapid busses over trolley, so kudos.
San Diego D3	92104	I just started taking the bus and actually enjoy it. The initiatives listed would make us finally become the city with a means to combat some of the larger issues at hand.
San Diego D3	92104	I like all your ideas.
San Diego D3	92104	I love MTS!
San Diego D3	92104	I Love that you're offering the opportunity to express what we as people want to see! super cool!

San Diego D3	92104	I love the sdmts. Any upgrades would be welcomed!
		I love this way of voting! Thank you so much for putting this together this is a fantastic way. for me personally I would love to take transit. I choose to take a car because the destinations I go are just too inconvenient for Transit. Even ones in which I can take public transportation I don't use because they take at least three times as long as a car and are usually more expensive especially because I carpool with my husband. once Transit is available to me in a way that makes it the same or less than driving and the same or faster than driving. I'll take it all the time
San Diego D3	92104	
San Diego D3	92104	I ride from Old Town to UCSD. A concern I have heard many times is that it takes too long to get from one area of San Diego to another via Transit, and it is unrealistic to expect people to use transit when it takes more than 2 hours to get from South Bay to North County. Waiting 20 years to get a new trolley line up and running is untenable. Implement moving people faster using resources and infrastructure currently available. And don't expect me, a 58 year old woman, ever to consider using a little scooter; it's not going to happen.
San Diego D3	92104	I ride public transport everyday, so it's good to upgrade some of the service.
		I support the idea of mass transit to the airport, but feel the people mover will be more efficient and attract more riders than the trolley. Nowhere was there an option for heavily financing lower fares across the board to increase ridership, which I would support.
San Diego D3	92104	I think new electric bus and rail networks along freeway system is critical for connectivity and low cost collaboration with cal trans. I've created a few of these options and am happy to share. Our team is www.agessinc.com
San Diego D3	92104	I think we should have more skyways and a rail way to the airport because it would drain out a lot of traffic.
San Diego D3	92104	I travel often to other cities in North America, Asia and Europe. Most cities have substantially better public transit systems. Hoping San Diego, my hometown, can move forward to get residents and visitors out of their cars
San Diego D3	92104	I want a trolley down El Cajon Blvd. What happened to that one?
San Diego D3	92104	I wanted transport to the airport too, but not enough coins.
San Diego D3	92104	I was also very interested in the skyway between Sorrento Valley and UCSD. I think more ways of connecting UCSD, and other major employers, will be even more necessary in the future.
San Diego D3	92104	I work mostly 7 days a week so i rely on the mts system thank you so much
San Diego D3	92104	I would also add electrify buses as my next priority if I had more coins.

San Diego D3	92104	I would favor free bus passes for youth up to age 18 and steep discounts or free passes for low-income, full-time students in college or public career training up to age 21.
San Diego D3	92104	I would recommend leveraging our freeway system to combat the commuter problem. Create express buses that take people from one town to another, and subsidize companies to use small shuttles to pick up employees from transit hubs and take them directly to work. Additionally this could be used with a mobility hub as well instead of subsidized shuttles.
San Diego D3	92104	I would rely on the bus if it were farther-reaching and more efficient! Instead I spend lots of money on ride share, so I'm not late to things, and walk if something is within two miles. I do not have a driver's license.
San Diego D3	92104	If I can get from normal heights to work in torrey pines in ~60min I would gladly take that everyday instead of waiting in traffic
San Diego D3	92104	If I had to choose just one, it would be: TROLLEY SERVICE TO THE AIRPORT!
San Diego D3	92104	If you want to get people out of driving solo, you MUST make mass transit BETTER than that choice. Make the system we already have do what travelers need FIRST, before adding anything new to it. People pay for personal vehicles because of the freedom they get. Maximize availability in the 4th dimension of TIME for the largest bang for our bucks.
San Diego D3	92104	Im a Urban Planner.
San Diego D3	92104	Increased frequency with the existing transit service would be the most beneficial improvement.
San Diego D3	92104	It didn't seem like there was a reasoning behind the "coin" price. It seems like adding ferry service would be pretty expensive; the same with 24 hour extended hours.
San Diego D3	92104	Interesting outreach game.
San Diego D3	92104	It is hard to make connections when busses miss each other by 3 to 5 min
San Diego D3	92104	It's about time we invest in our public transport!! Get more cars off the street.
San Diego D3	92104	Longtime daily MTS user here. Thank you for the chance to offer guidance as you plan ahead.
San Diego D3	92104	Love the concept behind building a transit plan!
San Diego D3	92104	Make it easier to transport bikes on MTS trolleys
San Diego D3	92104	more bus only lanes! Need to speed transit to be competitive with driving.
San Diego D3	92104	More direct service from downtown/mid-city to areas like mira mesa and scripps ranch up the 15
San Diego D3	92104	More innercity trolleys!

San Diego D3	92104	More protected bike lanes too please
San Diego D3	92104	More rapid buses, with more dedicated bus lanes would be nice. Trolley lines are too expensive to construct and less flexible. Buses are the future.
San Diego D3	92104	More trolley lines please!!!! Im a native San Diegan but I lived in Chicago for 5yrs and that city has a real transportation network. I barely drove when I lived there. San Diegos transit is not efficient and takes too long to get anywhere. I live in north park and Im annoyed with the grandiose plans to do away with required off street parking for new developments and getting rid of existing street parking for bike lanes in the hopes that people will use transit. Its not possible with the way our transit is set up now. All it will accomplish is crowded roads in my neighborhood with even less parking available.
San Diego D3	92104	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D3	92104	MTS needs way more transportation to go to all neighborhoods since there's not going to be any parking on University, 30th, Landis, Howard, Gaslamp, Uptown, Hillcrest, and who know what other hare brained ideas the Mayor and Council have. If there's no place to park a car because the businesses and customers have maxed it out for blocks, then the transit systems need to go thru the neighborhoods to pick up riders. Not everyone can/wants to/or needs to drop off kids/has appointments during their work hours and a bike is inefficient and not rational or practical. OR, drive our cars just like now.
San Diego D3	92104	MTS should do its best to focus on train based mass transit. Large capital projects like this will be the only way to meet emission goals and achieve high density development.
San Diego D3	92104	Need as many bus only lanes as possible (especially on Rapid lines) to shorten commute times, compete with cars, make on-demand viable when connecting to more dense transit. Those that must remain in cars should appreciate the congestion reduction that good public transit options provide for them and be willing to pay for it to prevent gridlock.
San Diego D3	92104	North park or balboa park to the beach would be great.
San Diego D3	92104	Note, on "increase frequency" would like to see better and more frequent Sunday service

		Part of me wishes I also had the option to rank things with this survey. Like I think it'd be beneficial to show which things I put in the cart that I care about most, and which things I don't really even care about, there just happened to be leftover coins for me to use. Also the things I didn't select. Like some of the sounded cool, but I was out of coins. I just think the ranking system would have provided another dimension of opinions for any close calls.
San Diego D3	92104	
San Diego D3	92104	Please add a stop somewhere in North park.
San Diego D3	92104	Please make sorrento valley accessible. 805 traffic from all directions of san diego is to sorrento valley. This is where I see that SD can make the most improvements.
San Diego D3	92104	Provide more rail options rather than buses. I'd also like to see a trolley line that runs along El Cajon Boulevard from Old Town to City Heights.
San Diego D3	92104	Quickway Proposal. Start with hubs, TOD, and dedicated lanes, more service. help with diffused distribution after.
San Diego D3	92104	Rapid Buses are not as consistent as they should be
San Diego D3	92104	Routes in the east county area especially need a lot of improvement. More routes, more frequency, later running times, etc.. I want to live in east county because it's cheaper for rent, however it's a lot more difficult to get around in general due to the lack of good public transportation there.
San Diego D3	92104	San Diego has to have more reliable transportation as an incentive for people to use that over their personal vehicles.
San Diego D3	92104	San Diego needs to improve its mass transit options. We are so far behind Europe and many east coast cities, like NYC and Boston.
San Diego D3	92104	San Diego Public Transportation should and can improve to meet the standards of similar cities around the world.
San Diego D3	92104	San Diego runs like a suburb and yet we're the nation's 8th largest city. It's time to bring urban thinking to our urban planning.
San Diego D3	92104	SDMTS serves us adequately, as we live on the transit line and are retired. If we worked and lived in suburbs, it would be near impossible to use.
San Diego D3	92104	Should have a way for me to share my plan/the shopping link on social media!
San Diego D3	92104	Some great suggestions! Maybe if we can partner with scooter cos. For integrated payments/discount for last mile.
San Diego D3	92104	Sorrento valley and airport service need to be priorities.
San Diego D3	92104	Subways? Direct (non stops? trolley from end to end of each line? Safety issues an public transit, drunks, druggies, crazy homeless... NO Safe for women at all
San Diego D3	92104	Supporting our youths!

San Diego D3	92104	Thank you for trying to improve the public transport.
San Diego D3	92104	Thanks for being out here today!
San Diego D3	92104	The buses need better shocks on them. Since San Diego roads have many potholes it not good that it bounces people up and down an gars them. I ride the bus 100% of the time. I have a grumpy neck and the bus rides sure donâ€™t help. Thank you.
San Diego D3	92104	the extra 10 coins I did not spend would go to adding additional trolley stops at a major hospital like Kaiser or Sharp Memorial
San Diego D3	92104	The more public input on transportation issues in San Diego the better. Get the public involved, knowledgeable, and supportive. Long run goal the most efficient way to move people in San Diego now, and 50 years from now.
San Diego D3	92104	The plan I've submitted has the support of City Heights residents. I represent a very large group of residents through the City Heights 'Built Environment Team' whom I've been involved with for the last eight years. Thank you.
San Diego D3	92104	The project most desired would be a high speed rail system that could get you from Oceanside to the Border in an hour and fifteen minutes or less.
San Diego D3	92104	The public transportation in San Diego should be more efficient than driving a car.
San Diego D3	92104	The trolley should go north, south, east and west to locations that people live, work and play. The current system is underdeveloped and less effective than it could be.
San Diego D3	92104	There are a lot of good ideas here. It would be great if all of these little by little could happen.
San Diego D3	92104	<p>These are all EXTREMELY important initiatives and the city should not settle for just 1 solution but multiple! Do your constituents a great service and don't allow the rich north county areas to have such a big sway in what is approved.</p> <p>One simple thing you can do NOW is reduce the cost of single-rides and give incentives for Millenials/Gen Z's to ride MTS (punch cards) instead of using Lyft/Uber. If my friends and I could bar hop around Hillcrest and North Park for \$2/person the entire night, we all would. Making MTS more accessible, because it's cheap, would then remove the bad stigma that it currently has. Once Millenials/Gen Z's start riding MTS, they'll see how easy/cost effective it is, thus creating a new consumer base that is re-engaged from the incentives (no young adult will pay \$6 for a day pass if they don't have to).</p>

		<p>These are the principles that impacted my decision making</p> <p>(1) Reduce GHG as much as possible as quickly as possible: i.e. get people out of their cars</p> <p>(2) To do, (1) you have to make taking transit practical for more people BRT, more frequency, etc</p> <p>(3) Transit equity: I chose to subsidize passes rather than electrify the buses as it gives people more access to transit and I figured more green than electrifying buses (tough that was tempting).</p>
San Diego D3	92104	P.S. I *LOVE* the 215. Thanks everyone!
San Diego D3	92104	This is a great way to gauge residents' interest in commuter solutions -- thanks!
San Diego D3	92104	This is really cool, great idea!! I would love the option to make actual BRT instead of Rapid though :)
San Diego D3	92104	Transit is a public asset. Transportation is a right!
San Diego D3	92104	Trolley to the airport would be amazing for this city. The amount of traffic it would clear up is a great value-add alone. Both visitors and residents would both see benefits; visitors being shuttled right to downtown or Old Town, and residents being able to avoid traffic and expensive taxis both coming and going from home.
San Diego D3	92104	Very impressed with SD MTS use of technology to drive (heh) engagement with your service. This experience was great - well done!
San Diego D3	92104	Very very very excited for the Purple line trolley! I want to be able to commute to work with public transportation but right now that is not possible.
San Diego D3	92104	What about a "skyway" from downtown to Balboa Park, and continuing north to Mission Valley? Great for tourism and it would support high density neighborhoods in Uptown and North Park.
San Diego D3	92104	What you are missing is high speed transit service. We need service that can get people from one place to another as fast as a car on the freeway. Stop building light rail lines that cost billions and take over an hour to travel 30 miles. No one wants that type of service except people who cannot afford to drive. Ever heard of subway. Is the plan really for no underground in San Diego in 2060? If yes, people should continue to vote against these plans until you have a better plan.
San Diego D3	92104	Where is Uptown Streetcar?
San Diego D3	92104	Working to eliminate all fees for public transit for the rider should be a medium-term goal of MTS, as this is a major way to ensure long-term, widespread public support for MTS while making transportation as accessible as possible without means testing.
San Diego D3	92104	Youth Opportunity Passes, please!
San Diego D3	92104	youth passes are a great way to get people used to using transit while they are young.

San Diego D3	92112	Beautifully done, fun!
San Diego D3	92112	elderly over 50 are free as well
San Diego D3	92112	Fun! Excellent ideas!
San Diego D3	92112	Like construction. Cool, simple, logical!
San Diego D3	92112	One thing that I would like to see implemented as soon as possible is increased service on all routes especially in the evening hours.
San Diego D3	92116	2 more bus, trolley for each route every hour of the day.
San Diego D3	92116	Add a trolley connection to North Park and a bus line from North Park to San Diego Naval Base
San Diego D3	92116	Additional bus units and lines are needed to service increasing San Diego population. My concern is there are narrow roads i feel are not able to run the busses efficiently.
San Diego D3	92116	Anything we can do to connect the beaches to the new stretch of blue line will be so great! Also, the dedicated lanes and onramps for rapid buses are super helpful. Would be cool to see a center-lane on Clairemont Mesa with dedicated on/off ramps for the 235 Rapid and then dedicated lanes all the way up/down the I-15 to connect to the awesome improvements we made to Boulevard Transit Center and City Heights. At this point, it's just a matter to finishing what was started and give riders a true advantage over sitting in a car in traffic! Thanks for all the great work, MTS!
San Diego D3	92116	As a North Park resident who has commuted to North County, South Bay, and East County, I would love to be able to use public transit as an alternative to freeway driving. At this point, that is not feasible for me and the vast majority of San Diego commuters. With more trolley and rapid bus transit options, I would happily use MTS services more regularly. It is vital that we invest in smarter infrastructure that is accessible, efficient, and environmentally friendly.
San Diego D3	92116	Build a trolley line through north park/city heights/something north o the park and central!
San Diego D3	92116	Change route six to continue on elcajon blvd instead of turning right onto 30th street
San Diego D3	92116	Connect more communities with the trolley! I don't want to drive anymore
San Diego D3	92116	Current regular fares are far too high for level of service offered especially in comparison to other large California cities (LA and SF). Current fare payment system is 15 years out of date.
San Diego D3	92116	Daily user of public transit from Mission Valley to Encinitas/Carlsbad every day
San Diego D3	92116	Do away with fares on buses and trolleys like Luxembourg to encourage public transportation use.

San Diego D3	92116	Driver training re lowering bus assisting people with invisible disabilities. ADA RUN BUSSES LATER AND WEEKENDS ON ADAMS AVENUE. Thanks for all you do.just missed bus so waiting 30minutes at 8pm for the next to connect to 2 bus. Itâ€™s a Monday!
San Diego D3	92116	Focus should be on expanding coverage and making it easier and more practical to use public transit. Currently public transit is very slow and thus impractical.
San Diego D3	92116	Frequency of busses, electric buses, & expanded access are most important to me. I also think it would be great to make the yearly "free bus fare" day on a weekend, so non-public transit commuters have a real chance to try the public transit system. San Diego's public transit is actually much better than most people assume, & it would be so good for our city &county if more people were using it!
San Diego D3	92116	From years of commuting I find the 805 and 5 corridors are getting more and more congested. As more business comes to La Jolla and north San Diego, itâ€™s imperative to create forward looking projects to create infrastructure that can absorb the increases in population. We need East west travel as well to connect to north south corridors so people in suburbs can get to work, increase bike lanes to create safe last mile access to get to work. We have the worlds best weather for being outdoors, and should have the very best bike infrastructure to match. If we build it, they will come!
San Diego D3	92116	Given that climate change has changed everything, we all need to get cars, especially cars with driver only, off the freeways and using sensible modes of transportation. We are spoiled, so it wonâ€™t be easy, but I appreciate the opportunity to weigh in on your poll, and very much appreciate your taking the right steps to save the planet for our children and grandchildren â€” and beyond.
San Diego D3	92116	Great idea
San Diego D3	92116	Great survey! Looking forward to supporting an MTS initiative in 2020
San Diego D3	92116	Hard to choose among so many interesting and innovative ideas! :-)
San Diego D3	92116	Hurry. America's finest City has the worst transit. Cars and freeway is a poor option.

San Diego D3	92116	I am a proponent of public transit but find that San Diego transit just doesnt compare in ease access and efficiency to other major cities. I have made choices that I think begin to address these problems and at the same time address public safety and greenhouse gas emissions. Thank you for the opportunity to share my perspective. I would add that what I didnt see listed among the options was better integration of the trolley system into central San Diego (for example, a trolley line down 30th street, Meade, or the new proposed pedestrian areas in Hillcrest and Downtown). I would love to see this and think, along with the other changes I have endorsed, it would bring our public transit options up to scale with other major cities.
San Diego D3	92116	I am hopeful one of my suggestions at the very least comes true.
San Diego D3	92116	I believe in you MTS. Go get that bread.
San Diego D3	92116	I have the perfect plan for all of this. However it isnt in the plans.
San Diego D3	92116	I take the bus far more frequently than I used to.
San Diego D3	92116	I want bus drivers to make more money. Hardest job I have ever seen and I know people who work in libraries
San Diego D3	92116	I want to use more transit, but commuting is twice as long. I like all the options and hope MTS can get more options on the table ASAP
San Diego D3	92116	I would add an option to make a trolley line that goes through balboa park up to El Cajon and out to SDSU.
San Diego D3	92116	I would also like to add that it would be beneficial to provide better accommodations for bicycles, such as adding a bike rack that can accommodate three bicycles instead of two, racks inside of the trolley where people can hang their bikes instead of holding them (such as what TriMet in Portland has), or places to better secure your bike (such as bike lockers) at transit stations. Additionally, better control over the behavior of people using public transit as well as what they bring on to the vehicle would be helpful. Many people avoid public transit because of the bags of cans and "interesting" people that they encounter in that space.
San Diego D3	92116	I'm not sure if "skyway" is intended to mean an aerial bridge for cars or pedestrians, or an aerial tramway/gondola. I sincerely hope the latter. I'd actually love to see a network of cable cars that connects our transit hubs over hills and canyons. Thank you! https://en.wikipedia.org/wiki/Skyway_(disambiguation) https://en.wikipedia.org/wiki/Emirates_Air_Line_(cable_car)
San Diego D3	92116	I'm surprised how little coin is needed for some of these majorly helpful projects that will help fight climate change, congestion, and make our streets more livable.
San Diego D3	92116	Improving San Diegos transit will keep me in this city.
San Diego D3	92116	Increase service window and frequency!

San Diego D3	92116	increasing frequency & adherence to scheduled times are most important to this daily MTS rider. Thanks for soliciting my input!
San Diego D3	92116	Increasing frequency of both the trolley & buses would be super helpful! This wasn't listed, but I think bike access on the trolley should be improved - it's confusing, so I'd like clear directions on what I'm supposed to do with my bike. Is there a way for the buses carry more than 2 bikes? It's not usually a problem now, but hopefully when more people are biking it will be!
San Diego D3	92116	Independent options to apply for employer discount if organization does not participate.
San Diego D3	92116	I've been waiting for 20 years for transit up the 805. Always promised. Never delivered.
San Diego D3	92116	Let's bring MTS into the 21st century!
San Diego D3	92116	Looking forward to traffic relief
San Diego D3	92116	Love taking the bus and/or trolley to work and events whenever possible. When not possible (out of MTS route work meeting) I drive but usually resent it when I get stuck in traffic. Keep up the good work ðŸ•
San Diego D3	92116	Love this idea! Heard about this from a coworker who uses transit more often, wish people could find out about it through other means such as social media
San Diego D3	92116	Make it cheaper!!
San Diego D3	92116	More transit!
San Diego D3	92116	More trolleys that go to places tourists want to go.
San Diego D3	92116	MTS must coordinate work with SANDAG and ensure MTSS new infrastructure projects will fit into the RTP that SANDAG is developing
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San Diego D3	92116	MTS must coordinate work with SANDAG and ensure MTS's new infrastructure projects will fit into the RTP that SANDAG is developing.
San Diego D3	92116	MTS should coordinate work with SANDAG to ensure MTSS new infrastructure projects will fit into the RTP that SANDAG is developing.
San Diego D3	92116	My kids and I ride the bus every day for school/work. I'm a big proponent of improving on bus routes (esp. Rapid), as I think they're safer & quicker than the trolley.

San Diego D3	92116	Need to connect job centers in Sorrento Valley and provide functional, attractive, and competitive options, while remembering that existing transit service helps our communities most vulnerable and we have a responsibility to them. Job centers outside of TPAs should have to help provide incentives for transit for residents and commuters that are more likely to use transit by offering free fares and improving service.
San Diego D3	92116	No more Rapid if it is like the 215. The 215 is slower than the 15 was and because stops are spread apart too far, people must walk further to get to it, making trips take even longer. The only benefit of the 215 is that it is more frequent. MTS should have just kept the 15 and used the 40 million it spent on the fancy signs and useless shelters to increase frequency. Make what we have now work better before trying to expand even more into the outer burbs. The post-war auto suburbs do not want transit. The pre-war streetcar suburbs do, yet Mira Mesa gets true express busses and City Heights and Normal Heights get the 215. It should not take me an hour to get the 5 miles home from work downtown using something called "Rapid." If the 215 actually were rapid, more people would take it. I have seen so many people try it out once then never return because it is so slow and once past 30th Street, the stops are spaced too far apart.
San Diego D3	92116	Not listed but important is a way to connect people travelling by bike, scooter, etc. to transit hubs. There is no convenient way for people living in Normal Heights, Hillcrest, or University Heights to access the trolley system. One solution is to connect the bikeway adjacent to hwy 15 to the trolley stop that is on the other side of hwy 8 with a bike bridge or tunnel.
San Diego D3	92116	One option that I was hoping would be available to invest in is creating more fluid bike paths. Currently there are bike paths that have small stretches but then will abruptly end and continue across the street with no crosswalk (for example, the bike path next to the San Diego River through Mission Valley). I would really like to see more investment in proper lanes, bike parking, and informational guides to San Diego residents on proper cycling etiquette, route guides, cycling resources, and incentives to bike to work. Thank you.
San Diego D3	92116	Pete and Angela were so friendly and helpful
San Diego D3	92116	Please consider Airport options that might also extend to include direct trolley/transit options to the many schools in liberty station (none of which are neighborhood schools and likely create more traffic than a typical school campus. An Airport/Liberty Station transit option might greatly reduce traffic and parking issues in the liberty station area and would connect riders to recreation and shopping options in the area.
San Diego D3	92116	Please do all of these things!
San Diego D3	92116	Please do not eliminate street parking to accommodate bike lanes. In general, do not eliminate street parking. Thank you.

San Diego D3	92116	Please keep Route#2 bus Stops OPEN at 30th Street & Meade Avenue and at 30th Street & Howard Avenue.... ACCESSIBILITY is vital to our neighborhood! thank you
San Diego D3	92116	Put larger buses on the 929 route please! It's super crowded in the afternoons. Especially after all the school kids get out and have to take the bus home at the same time. It starts at Sweetwater High School with all the kids getting out and then gets hit with all the people going home from the Walmart with all their carts full of groceries. Gets so crowded at points that the bus driver can't let some people board at stops.
San Diego D3	92116	Reducing environmental impact and increasing accessibility to lower-income people are my priorities for public transit.
San Diego D3	92116	Reinstitute a 215 bus stop at Florida/El Cajon. It's at the bottom of a hill with a light & several new large apartment buildings adjacent. Stop at Howard is uphill & waiting for long lights. #15 used to stop at GA/El Cajon.
San Diego D3	92116	Restore ALL the trolley routes. Look at an old map and put 'em back.
San Diego D3	92116	Several good proposals. I would also suggest a streetcar or trolley system running across Mira Mesa Blvd and perhaps reviving the old Adams Ave streetcar.
San Diego D3	92116	Skip the speculative large dollar fixed infrastructure; go long on inclusiveness, nimbleness and flexibility to attract new ridership and delight current patrons! This opinion and my choices are informed by personal usage of current MTS system, which I consider only barely adequate.
San Diego D3	92116	So many good ideas, so few coins!
San Diego D3	92116	Thank you for allowing input!
San Diego D3	92116	Thank you for putting this together, this is a great idea. But I hope that all the results of this community survey are made public!
San Diego D3	92116	The ferry is a great idea!
San Diego D3	92116	The level of traffic for people working from chula vista to other locations is a bottleneck each day. Consider to build a train hub between Kearney and border? it will be less expensive to budget /build if it's out of downtown. Most of the drivers ride alone (1 person for car) if the train can cover a little bit further the transit time, smog level, city housing availability plan will be extended. It could be build outside of the common areas leading for a higher impact an San Diego will be more attractive to live.
San Diego D3	92116	The main one I hope gets passed is the free bus passes for youth.

San Diego D3	92116	The most important project I checked is increasing frequency. It also makes sense for MTS to coordinate its work with SANDAG, and make sure that MTS's new infrastructure projects fit well with the regional transport plan being developed by SANDAG.
San Diego D3	92116	there needs to be more public transportation around sorrento valley
San Diego D3	92116	There should be more trolley connections to the the more populated areas of San Diego like a trolley station serving North Park / Hillcrest
San Diego D3	92116	These changes would make a big impact in the community.
San Diego D3	92116	Things that werent included that should be are all door boarding, Kiosks at all time point and rapid stops where people can pre-purchase their fair to speed up boarding. Stop mixing the old trolleys with the new trolleys. When you spent all that time re-doing the platforms to meet the new lower doors and the new were trolleys you said it was to improve service and speed up boarding. Then you mix the old and new trolleys together so that improve service never actually happened but a ton of money was spent redoing all those stops. Eliminating stops and a dedicated line on 30th St. is destined to fail. A better solution would be to extend the trolley line up into North Park either on 30th St. or Florida Street or maybe a loop through both.
San Diego D3	92116	This is a great outreach activity!
San Diego D3	92116	This is an embarrassment. Every part of this plan cedes the city of San Diego to cars and therefore congestion, pollution, and unecesary deaths. The only trolley line additions serve the suburbs and run along the freeways. These are good, but the city of San Diego needs a trolley map that interconnects and reaches all parts of its city. This plan does nothing for Uptown, North Park, Normal Heights, South Park, etc. The old San Diego Electric Railway Map (https://cdn.shopify.com/s/files/1/0068/2744/2287/products/sd-1918_1296x.png?v=1563316867) should be the starting point of San Diego's trolley system, but nothing in this plan would even get us to that point.
San Diego D3	92116	This is great but still leaves out a need for a trolley going to the different boroughs of City of SD. Also, the overall cost needs to drop. There is no incentive to edit when it is just as expensive to drive a car as it is to take the trolley.
San Diego D3	92116	Treat Sunday like a real day. Have buses and Trolleys go every 15 minutes. Never stop routes before midnight, or perhaps not at all. Fix GPS so all buses always appear correctly on One Bus Away. More routes that travel on freeways. Trains to hip neighborhoods like Hillcrest, North Park, University Heights. All tickets available instantly on phone apps, with high security for transactions. A subway!

		We need more light rail but the freeway-parallel routes are not the answer! The green line in LA is a perfect example of the noise and air pollution that it forces riders to endure, resulting in low walkability and ridership. We should focus on an El Cajon Boulevard trolley that starts on park Avenue and building more business on El Cajon and more housing in Kearny Mesa so people can live where they work. The 235 bus works great but should continue to the Temecula/Murrieta area and as far up the 15 as possible.
San Diego D3	92116	
San Diego D3	92116	We should have built more trolley lines years ago.
San Diego D3	92116	Why not just increase frequency significantly now and see how that works.
San Diego D3	92116	Would have been good to allow for more coins or twice as much on some options
San Diego D3	92116	Would have been nice to have an option to make the trolley not smell like feces.
San Diego D3	92116	Would like better commute options down the I-15 or I805
San Diego D3	92116	Would love to widen Kearny Villa Road bear the 52 so that express bus 285 can bypass the 163 at rush hour. Literally 600 feet of lane widening would alleviate congestion by opening up a second lane at the pitch point.
San Diego D3	92116	YOP!
San Diego D3	92116	You could also hire more drivers who enjoyed people and relocate the crabby ones and in troverts. Thanks, MTS
San Diego D3	92116	You guys do an awesome job! :) Thank you for making the community part of your planning :)
		You need to figure out a way to provide bus passes to school children (middle school and high school). This is so important! There are students at Roosevelt Middle School, children aged 11-13, who miss school a couple of days at the start of every month when their parents can't afford their MTS bus passes for the month until their paycheck comes in. No kid should have to miss school because they can't afford a bus pass. Please make this happen!
San Diego D3	92116	Also, we really need a transit connection to the airport. This is a major tourism destination, and the 8th largest city in the US, let's act like a real city and have airport transit!
San Diego D3	92116	Youth Opportunity Passes matter!!
San Diego D3	92163	I think the fares are too high as they are now but more importantly what I would like to talk about really is more Security on the trolley trolley security is horrible to never around when you need him the only come check her till I seen people urinating masturbating having sex on the trolley it's just really terrible
San Diego D3	92101	..Gigantic SENTINEL with holographic abilities... Skyrides (like in mountains...) ... monorails with good nature

San Diego D3	92101	1,000 coins is way too much! Reduce by 1/2 or more. The objective should be to maximize transit efficiency and ridership while keeping taxpayer costs as low as possible.
San Diego D3	92101	11 yrs riding MTS!
San Diego D3	92101	24 hour service please!!!!
San Diego D3	92101	24 hrs trolley service would be great
San Diego D3	92101	A great opportunity for San Diego
San Diego D3	92101	Airport trolley #1 priority! Lets join the rest of the modern world and provide visitors with an easy and stress free way to get to Santa Fe depot downtown and easily to points beyond
San Diego D3	92101	Airport, Beach, Sorrento Valley Skyway!
San Diego D3	92101	Also strongly support extended service hours
San Diego D3	92101	Amenities is a must have(restrooms, ambassador program(to help first time users/tourists), transit stores/kiosk,etc). No to security (they are hostile and rude today). Mobility hubs in rural & suburb areas(Santee,Lakeside,La Mesa,Spring Valley,Otay,El Cajon,Sorrento Valley,Kearny Mesa) Shuttles service. 24 hours service is a must have. Fare reductions for disabled, seniors, medicare, and low income community members is something we must stride for. Transit routes freeway/highway (805, 52, 56, 125, 94, 67, 54, 78, 75, 905, 101). A right of way grade sparations for transit(trolley,buses), more gates crossing and other safety measures. Waterways system for alternative transportation is a great opportunity. MTS should take over on demand transit services (taxis). Purple tram line should go from the border to Mira Mesa. Instead of the planned south bay to Kearny Mesa. End partnerships with Uber, lyft and the scooter companies.
San Diego D3	92101	As a resident of Downtown, having easy to use transportation between urban areas is helpful. Currently, many of my friends rely on uber and lyft, but use a public transportation system that was quick and efficient. We use the trolley for instance for trips to Mexico.
San Diego D3	92101	As in Dubai, I would love to see a 1st class cabin on the trolleys. Im sick of having to stand with fear of sitting in human feces.
San Diego D3	92101	Awesome mts
San Diego D3	92101	Bring back the 11 bus to East Village. Why was bus service cut in East Village when the area is growing?
San Diego D3	92101	Build a trolley connection to the beach!!!! PLEASE!!
San Diego D3	92101	Build more trolley lines and stations to and through current highly trafficked locals.
San Diego D3	92101	Cant have thank you veterans and troops then not offer discounts! Why even say thanks? Its not sincere!
San Diego D3	92101	Choose transit!

San Diego D3	92101	Cool way to do a survey!
		Definitely want to see more frequency on some current bus lines, like 105, 50 and 150 and added weekend services to those that do not like 50 and 150 and increased frequency on others like 105.
San Diego D3	92101	Thank You
		Didn't see as an option but I'd like to see far more enforcement of purchasing tickets for trolley usage. From my experience, it appears there are large numbers of people who do not purchase tickets when riding the trolley.
San Diego D3	92101	Easier and increased transit options from downtown to UTC would be helpful as well!
San Diego D3	92101	Even before building I think there should be a free electric bus that loops from the trolley to the airport.
San Diego D3	92101	Excellent idea guys!!
San Diego D3	92101	Expand service to give more people the option of not driving.
		Extending the trolley system is the best future planning MTS can make (along with extended hours - routes without weekend service or even dinner service is bad for businesses and workers).
		Extending the youth program to students (past 25) could be very beneficial especially because a long-term transit pass is more expensive than parking at e.g. SDSU.
San Diego D3	92101	Improving active transportation connections to/from stations (especially Class IV bicycle lanes) could also be very beneficial in improving ridership and cutting down on emissions.
San Diego D3	92101	Failed to offer better connections with Coaster- no options
		For on-demand transit, I'm wondering if there's a partnership opportunity with existing services, like Circuit in downtown San Diego: http://thefreeride.com/
San Diego D3	92101	Frequency (or current lack thereof), especially on Sundays, is my largest concern.
		Fuck the scooters. So long as they're collected for charging by fossil fuel burning vehicles they're adding to local air pollution. Stop sucking silicon valley's dick.
San Diego D3	92101	Fun to change it up!
San Diego D3	92101	Go green!
		Great concept! Please. Anything but a bus. People hate busses. Light Rail and Goldolas and even bikes / e scooters w dedicated lanes
San Diego D3	92101	Great idea to get community feedback. I would suggest advertising more and to inform more people about this survey and how to do it.
San Diego D3	92101	Great ideas! Thank you!

San Diego D3	92101	Great survey approach
San Diego D3	92101	Great tool...another metric could be Uncertainty. Developing rail has very high uncertainty in CA so it's rarely a good bet here compared to other transit options. (e.g. CA High Speed Rail ever-ballooning costs). Thanks for the effort building the tool...good luck!
San Diego D3	92101	Great way to solicit opinions and raise awareness. Very clever. Very engaging. Very thought provoking.
San Diego D3	92101	Has a subway ever been considered?
San Diego D3	92101	I <3 MTS
San Diego D3	92101	I also think you should reinstate discounts for multiple days. You recently raised the price for a single day pass but you took away the multiple day passes. That doesn't make sense to me at all. Please bring this back
San Diego D3	92101	I am a HUGE advocate for public transit and try to convince many of my friends and colleagues to take it vs. sit in traffic gridlock (plus, the more people who take it will help to unclog the freeways and surface streets). But so many people don't find it a viable option due to connections and too little frequency making a trip take 1.5 hours. Also, one of the biggest problems in San Diego is the lack of dedicated transit lanes on the freeways and streets that truly provide an incentive to riders to get out of their cars. I think the focus should be really making our current system more robust for people who live and work in the region (i.e. more frequency, dedicated lanes, extended hours, farther reach). I look forward to having a more viable system!
San Diego D3	92101	I am pregnant and could really use a year long bus pass thank you
San Diego D3	92101	I have just moved to the downtown area from Phoenix and would love to see more security and discounted rates for weekly passengers. The public transportation system out here is great, I love this city. Thank you for all the hard work and dedication from your teams!
San Diego D3	92101	I hope you can make these plans a reality. I would also love to see MTS provide a monthly subscription service for rideshare type rides, similar to Uber / Lyft.
San Diego D3	92101	I live downtown without a car.
San Diego D3	92101	I live in Marina district and use airport bus often.. it kind of doubles as the Bway local too.. and it is never crowded.. and if there is going to be a bus from Oldtown to airport then that would be the best solution for Amtrak and coaster riders just take oldtown bus right to terminal vs. catching trolley to middletown and then hop a bus..why do that if a direct bus exists from oldtown.. so if you have the 992 servicing downtown and new oldtown service to airport then little to no need for a trolley extension.
San Diego D3	92101	I love how clean the trolleys and busses are kept.

San Diego D3	92101	I love the Trolley!
San Diego D3	92101	I moved out here from Hawaii.love the transit & ride it to both my jobs every day. Always room for improvement & ideas.
San Diego D3	92101	I really like some of your ideas, they will improve transit, and make it much easier for elderly and low income riders.
San Diego D3	92101	I support and encourage public transportation. If I had to pick one improvement it would be free transportation to all students attending school up to 12th grade .
San Diego D3	92101	I support large-scale investments that reduce transfers, and prefer the smoothness and dependability of the Trolley over bus routes. Unsure how popular of an opinion this is, but wanted to share.
San Diego D3	92101	I use the trolley daily!
San Diego D3	92101	I wish I could have voted for improved security many times to get it to take the whole amount.
San Diego D3	92101	I wish it can be done. More kind drivers because they are not.
San Diego D3	92101	I would also like to see improvement in the public transportation system on the weekends. It is almost impossible to rely on the MTS on the weekends given the limited number of buses/routes operating on Saturdays and Sundays.
San Diego D3	92101	I would increase the annual capitalization budget to bring all systems current with the leading technology for backup power systems that are green (hydrogen), utilize kitting systems by third party that will save time and money so Maintenance can be more efficient, enhance the rider experience by using point to point technology that is 100x faster then cell/WiFi, install lot technology to monitor grade crossings to save signal maintainers time (ARIO ClearBlade by ARMS), and list goes on and on and on.....have a safe day
San Diego D3	92101	I would like better weekend and night time service between downtown, Ocean Beach, and Point Loma.
San Diego D3	92101	I would like to see the On Demand Transit service be active throughout San Diego County. I would like to see a monthly subscription plan for this service. Include as an add-on to the 30-Day Transit pass.
San Diego D3	92101	I would use the rest of my coins for more security. The homeless make it not safe to use public transit in downtown San Diego.
San Diego D3	92101	Ive lived in a few big cities all over the country (Chicago, Austin) and have visited many and San Diego hands down has one of the best public transportation systems.
San Diego D3	92101	I'd love to see the results
San Diego D3	92101	If I had to choose one or two of these options, it would be 1. Trolley to airport 2. Addressing last mile issues.

San Diego D3	92101	If the coin amount for connecting the Trolley to the Airport is truly that proportion then PLEASE move this forward. My understanding was it was nearly infeasible (cost-wise and politically) - so I was surprised to see it represented here at all, let alone at that cost.
San Diego D3	92101	If there are ways we can place more bus lanes, it would do a lot to help!
San Diego D3	92101	If you guys have increased the fare this much the least you can do is provide service through the entire day so we can actually make the money to afford the rate
San Diego D3	92101	I'm conservative with money and want best value for the budget amount. Don't waste, have few mistakes, no fraudulent personnel, etc.
San Diego D3	92101	It would be great to have a trolley that services the Kearny Mesa area. Plus expanded service to make sure that no one is ever stranded.
San Diego D3	92101	Keep up the good work
San Diego D3	92101	Keep up the great work. I've been in San Diego my whole life, and I wish we would have had the current service much sooner!
San Diego D3	92101	Let make San Diego a great and wonderful place for people to live and visit!!
San Diego D3	92101	Lets invest in a trolley line to the beaches and better bus service to areas without trolley service. All major trolley/street crossings should be grade separated especially Taylor St.!
San Diego D3	92101	Lets make a modern sustainable San Diego!!!
San Diego D3	92101	Live in Mexico
San Diego D3	92101	Lots of good ideas, but increasing the area covered by the trolley system as well as its speed and efficiency should paramount.
San Diego D3	92101	Love the concept of building the future of transit with this interactive input form. I will share
San Diego D3	92101	Luz, iluminacion,
San Diego D3	92101	Maintain frequency on weekends maybe? Consider analyzing common travel times compared to driving time and analyze ways to reduce significant gaps.
San Diego D3	92101	Mass transit should be used a lot more than cars, like in SF & NYC.
San Diego D3	92101	Military needs more benefits and security at night. This would encourage military to use trolley more as well as for us to help if something did go wrong. Security especially during the night and early mornings to ensure the safety of travelers.
San Diego D3	92101	More benches for senior riders. Increase frequency is most important to me, especially at night.
San Diego D3	92101	More trolley lines.
San Diego D3	92101	More trolleys! Especially connecting to the airport.

San Diego D3	92101	Mouthy Fare is too high
San Diego D3	92101	My fiancé had to walk from the Lemon Grove Trolley station to her house near College Ave and Streamview one night around 8:30 because the 936 didn't run anymore and some creep in a car harassed her for like 3 blocks before she scared him off. There are a lot of women and young girls who depend on public transportation to get them to and from work, school or whatever and some ride at night. Busses and trolleys should run 24 hours every day and bus stops should all be lit. Thank you for your time and we all appreciate what you at MTS do for us. Thanks
San Diego D3	92101	Need 24th hours more early morning busses like around 4:00 am routes. Need every 15 min stop no more 30 waits
San Diego D3	92101	Not in the option is what I like the most. Melbourne, portland, bordeaux all do trolleys right with more lines in downtown area so people do not walk far between lines and could forgo cars into and within downtown and uptown areas
San Diego D3	92101	Out of all the options, a trolley connection to the airport is a must. Most major cities in America has a rail line connection to the airport. We're the 8th largest city and no rail connection? Ridership would dramatically rise and timing couldn't be anymore perfect with the expansion of terminal 1. An elevated people mover can also work connecting the airport with the midtown trolley station!!
San Diego D3	92101	Pay fares with phone. Fares higher at rush hours. Fares less during the day.
San Diego D3	92101	Please address congestion on the I-805, plus last mile options in Kearny Mesa, UTC, and Sorrento Valley work areas.
San Diego D3	92101	please build the purple line:)
San Diego D3	92101	Please consider one-off express busses for commuting. An example would be one 150 route bus in the morning leaving downtown that skips old Town.
San Diego D3	92101	Please do the discounts for low income families that can proof that they are California residents and their income doesn't exceed certain amount.
San Diego D3	92101	Please increase frequency. Thank you!
San Diego D3	92101	Please make trolley's come on platform according the displayed schedule. Sometimes they come few minutes early than the time if displays. It is confusing. It should be real time same like Washington DC Metro or NY subway timing.
San Diego D3	92101	Provide busses at higher frequency. Bring back transfers for connecting trips. Lower fares for all riders to encourage use.
San Diego D3	92101	Reduce the bus frequency downtown. No one is using them and they cause congestion.

San Diego D3	92101	San Diego is a continuous growing urban city with vision of a neutral carbon foot print. As such, it is important that any increase in public transport adhere to the plans. Also, the introduction of special lanes on freeways will help alleviate traffic congestion and thereby lessening carbon foot print as more regulation commuters opt in for the public transportation.
San Diego D3	92101	San Diego transit is doing good but as a new resident who just moved from DC and the amazing transportation network, I wish all the best to San Diego for future endeavour.
San Diego D3	92101	Security, amenities reduced fare for low income extended service hours most important
San Diego D3	92101	Since I work at the airport, trolley service to the airport would be greatly appreciated. Bus line 992 does not run frequently enough.
San Diego D3	92101	Some much needed options on here! Hoping to see some of them become a reality, itâ€™d really make the city more accessible for leisure and commutes like work or school, or running errands!
San Diego D3	92101	thank u I use mts daily I love it
San Diego D3	92101	Thank you for asking for community input.
San Diego D3	92101	Thank you for helping me get around .
San Diego D3	92101	Thank you for this opportunity
San Diego D3	92101	Thank you guys for doing this, and allowing the public to chip in on what they feel is needed the most
San Diego D3	92101	Thanks for being there when I need you MTS!
San Diego D3	92101	Thanks for the opportunity! I hope your team is frequently and accurately assessing the Rapid Routes ridership. I know the 215 is well used, but the others need to be well used, too, in order to justify the massive investment cost.
San Diego D3	92101	That is all that is needed
San Diego D3	92101	The 150 express bus needs to run on sundays and more frequently on the weekends
San Diego D3	92101	The frequent visibility and experience with more public electric transit (trolleys, buses, ferries, skyways, etc.) will help normalize additional use of various types of public AND private electric vehicles (hence- fewer polluting combustion vehicles)...
San Diego D3	92101	<p>The limited-funding allocation approach to collecting planning feedback is an intriguing and fun method for getting participants to think about their priorities and each Project's context. I will be interested in seeing the compiled results.</p> <p>Providing links to prior studies or proposals for each plan on a separate Projects page would be a nice addition for users who would like to learn more. As much as I try to keep up with San Diego land use and transportation news, particularly concerning MTS and SANDAG planning, I must admit there were a few Projects featured which I had not previously read or heard about.</p>

San Diego D3	92101	The MTS transit system is a great way to get around but there are truly needed improvements
San Diego D3	92101	The number 1 concern is safety. Security can be around but not enough to enforce those with bad intentions or panhandlers away
San Diego D3	92101	The perfect balance with the vision to be having reduced emissions ,More travel routes options to reach smallest and trolley lines/ monorails to airport and beaches. Benefiting Tourists and locals.
San Diego D3	92101	The plan should be improving on how fast is it to get a destination in San Diego County.
San Diego D3	92101	The San Diego Trolley and MTS are great services that provide transit opportunities to the citizens. At times, in its current state the trolley system is inundated with illegal free ridership by individuals who intend to use the trolley as their personal space with loud music, offensive odors and abusive language. Paying customers opt to use other means of transport because of this and the infrequency of transit. I intend to use the MCT trolley when its active to go to work at the UC San Diego campus but I fear that the lack of security and free riders will prohibit the enjoyment of this transit experience. I would love to see electrified busses and introduced to the system however we need a connection to Balboa park via Trolley, Perhaps extending the silver line to the park. This would increase ridership and allow people get more out of the city. Additionally connection to the Airport is tremendously lacking. A trolley line along harbor BLVD looping through the Airport terminus would attract ridership and further connect the city.
San Diego D3	92101	The trolley to the airport is a huge priority. I use a wheelchair for mobility, and there are two accessible taxis in all of downtown San Diego. So, I either need to pay \$40/day for parking at the airport or use SuperShuttle to get to the airport--I live 3 miles from the airport. This situation has been very frustrating, as even SuperShuttle has been unreliable on time of pick up. The lack of public transportation options from downtown to the airport is staggering--we are a major tourist destination but yet we have no good way for people to/from the airport. And the existing light rail goes so close to the airport!

San Diego D3	92101	There should be a plan option for just weekdays to encourage commuting to work; I could drive. I was offered parking. But for the environment and distance, I figured I'd give the MTS a try since I've lived here for 7 years and never before had used the systems. I think such a Pass Program would encourage those to try MTS as opposed to merely driving. I may be bias because I lived downtown. I've worked in other places and drove. I drove to La Jolla and even Bankers Hill. I also think MTS could collaborate with the scooter companies like LimeBike, Lyft or Bird and have a program that if there was a PASS for commuting that taking those scooters to or from the "HUB" would be at a discounted rate. This too would incentives those that are close but not close enough to really want to walk. Some people are just kind of lazy and won't walk - they don't want to get sweaty after just taking a shower and getting in work attire. Taking a scooter solves that problem but if they have to pay regular a la carte pricing, it's just easier to drive. So such a collaboration could maybe help reduce traffic and encourage MTS use. Just my suggestions. Cheers, -Tom
San Diego D3	92101	There's a lot of folks that don't have a government check low income that need to go places I myself live on 50-100 dollars a month and I still can't reach the beach of go to food 4 less to get my food at less cost so I think age,aid, and income based is way to go. Thanks so much for your time and consideration.
San Diego D3	92101	these are great ideas - the best are those that recognize the assistance low-income and young riders need!
San Diego D3	92101	This has been definitely needed for the last 30 years!!!!
San Diego D3	92101	This is great! Please publicize far and wide.
San Diego D3	92101	This was a fun, creative way to solicit input. Good luck!
San Diego D3	92101	This wasnt on there, but better options for moving between balboa park and the beaches would be huge
San Diego D3	92101	Though I own a car I take transit at least 3 times a week.
San Diego D3	92101	Thus is an excellent survey of your future projects. Thank you for the opportunity.
San Diego D3	92101	Trolley from Smart Corner in the middle of 94 to 15 freeway.
San Diego D3	92101	Trust me, if you can get people from the border to downtown San Diego in 15-20 min and in the future to UTC in 25-30 instead of 40+ min from DT to SY you will change the game! So many more people living in TJ and commuting by car will use the trolley and will cut down car traffic by a lot! It takes wayyyy tooo long to get from DT Fifth Ave to SY. Thanks for what you do!
San Diego D3	92101	wasn't on the list but you need more and larger no smoking signs and much much more enforcement of it.

San Diego D3	92101	We need more bus service for Hotel Circle in Mission Valley there are alot of Hotels there with out of town guest with no method of transportation on Sundays and week days after 11 pm
San Diego D3	92101	We need to support the public transportation system ðŸ’ªðŸ’• ½
San Diego D3	92101	We TRULY need more restrooms at trolley stops an seats at bus stops there are alot of elderly people who ride an depend on buses an trolleys i say more restrooms st trolley stops an more seats at bus stops thank you
San Diego D3	92101	What do 'Age' and 'Gender' have to do with this?
San Diego D3	92101	While all of this is fantastic, I think the single most important thing we can do is to ensure those that are riding the trolley, actually have tickets. With our bus system this is not an issue as you show the bus pass when you get on, however with the trolley it is not like this which I'm sure is the reason it is costing the city money.
San Diego D3	92101	With the EPA requiring a 75 percent increase for renewable resource fuel for diesel vehicles I think it would be wise to invest now so that we are up to speed for the 2030 deadline.that would be great!!
San Diego D3	92101	Would like to see a retail map showing what stores (grocery in particular) exist at various stops.
San Diego D3	92101	You should allow us to select which lines should be extended in hours, the number of hours, and which lines should be added for Express service. That would be a much more useful poll. This is simply all or nothing for the itmes above, which gives us highly limited insight. Thank you.
San Diego D3,D4,D9	92102	24 hour would be lit
San Diego D3,D4,D9	92102	A trolley line from downtown, Northbound on Park Blvd, and Eastbound on El Cajon to College.
San Diego D3,D4,D9	92102	Adding better access to kearny mesa would be so much better for many students who go to San Diego Mesa College
San Diego D3,D4,D9	92102	Anyway, it'd also be nice if I could catch the trolley to and from Pacific Beach (where I work).
San Diego D3,D4,D9	92102	As a person who's been using public transportation for more than 20 years, I consider that we definately need some upgrades in our transportation. Hopefully some changes take effect soon. I love MTS!
San Diego D3,D4,D9	92102	awsome
San Diego D3,D4,D9	92102	Best possible plan and you will not find better.
San Diego D3,D4,D9	92102	Carefully within budget limit. 10 coins that could be donated to other projects.
San Diego D3,D4,D9	92102	Didn't realize grade separation would be so inexpensive! :)
San Diego D3,D4,D9	92102	excellent idea
San Diego D3,D4,D9	92102	Good Job
San Diego D3,D4,D9	92102	great oppertunity to vote

San Diego D3,D4,D9	92102	hope that the mts becomes our future. and makes it better then uber.
San Diego D3,D4,D9	92102	I am not able to drive at the moment so I am a loyal customer to MTS
San Diego D3,D4,D9	92102	I feel that if all of these changes were implemented into the San Diego Metropolitan Transit System, the community's support would go up, and the greenhouse gasses in the atmosphere would decrease.
San Diego D3,D4,D9	92102	I hope this all comes to be a reality
San Diego D3,D4,D9	92102	I hope this plan gets through!
San Diego D3,D4,D9	92102	I like these ideas!
San Diego D3,D4,D9	92102	I love rail, but we dont have 20 years to wait. Electrify the busses and get them running often and express!
San Diego D3,D4,D9	92102	I love this idea! What a great way to think about shaping transit in the region, at a tangible level. I especially appreciate the attention to smaller details that can have a big impact on how frequently people want to take transit (longer service times (24 hours) and greater frequency, mobility hubs, security).
San Diego D3,D4,D9	92102	I need the full year card but I really hope everything changes for the best
San Diego D3,D4,D9	92102	i need to get free bus pass sometimes i miss school because im broke so i cant buy a bus pass
San Diego D3,D4,D9	92102	I really loved how exciting, realistic, and informative this game was awesome.
San Diego D3,D4,D9	92102	I ride the bus and trolley every where so i would say have mobil service but just with smaller buses.
San Diego D3,D4,D9	92102	I work early in the mornings (5a.m) and if I miss the first bus I will be late for work because the next one doesnâ€™t come for 30 minutes. It would be nice to have more frequent buses in the early morning hours.
San Diego D3,D4,D9	92102	I would like these plans to happen.
San Diego D3,D4,D9	92102	I would like to see a focus on making connections easy (e.g., trolley to airport, last mile connections in sorrento valley, elimination of cost to transfer) in order to incentivize people who can afford to drive to use public transit. This would incentivize folks like me (rich enough to drive every day, time-conscious, care about environment) to use transit â€” if itâ€™s a hassle to take the bus to work, Iâ€™d consider buying an electric car instead. If transit becomes convenient and more people like me use it, I think that could fund sustainability efforts. But if a bus is electric but takes twice as long as driving to my destination, Iâ€™m realistically not going to use it.
San Diego D3,D4,D9	92102	I would love it if you made some of these changes.
San Diego D3,D4,D9	92102	I would really like to see orange line extended back to America Plaza or Santa Fe Depot for all trolleys.

San Diego D3,D4,D9	92102	I would want it to be safer because the areas where the bus stops are are really dirty like the one in downtown near city college, that one is expecially because on the streets right next to the trolley there are way more homeless and stuff
San Diego D3,D4,D9	92102	Im a person who uses the bus and I strongly believe in more busses to frequent stops because it helps relieve the stress of getting somewhere late because of outside situations
San Diego D3,D4,D9	92102	Its nice to be included in this.
San Diego D3,D4,D9	92102	Ive been riding MTS for about 3 years.
San Diego D3,D4,D9	92102	Just more frequent buses
San Diego D3,D4,D9	92102	love it
San Diego D3,D4,D9	92102	More banch on stops for older people
San Diego D3,D4,D9	92102	More trolley lines in inner city areas like downtown to north park to SDSU
San Diego D3,D4,D9	92102	More trolley within existing freeway ROW, elevated if needed (purple line in I-805 median). Those folks sitting in their cars, in traffic, will see comfy folks speeding by on the trolley.
San Diego D3,D4,D9	92102	Most people that rely on public transportation need it at odd hours- not just 9-5. My main worry is that any change will involve SANDAG leading to a bunch of time wasting, money grubbing desk warmers hindering progress on something the non-affluent members of our community badly need. Remove them and focus on lifting up those at the bottom, THEN worry about adding massive, expensive, extensive projects. A rising tide lifts all boats.
San Diego D3,D4,D9	92102	Mts need a monorail
San Diego D3,D4,D9	92102	Need to retrain bus drivers and provide better guidance to maintain a consistent schedule. Most of the scheduling in route number 3 bus is inaccurate and affects many riders, and makes the bus more packed.
San Diego D3,D4,D9	92102	one free day of public transportation once a month
San Diego D3,D4,D9	92102	people on the bus and trolley don't share seats. they take up 2 or 3 seats. they don't use headphones with their electronics and they eat and drink and break rules
San Diego D3,D4,D9	92102	Please add Skyway East Village to Balboa Park itâ€™s very close. Trolley along 94 downtown to 15 freeway (very heavy traffic!) Trolley to airport and Purple line Trolley
San Diego D3,D4,D9	92102	Please build mass transit. Also, the trolley should extend from Smart Corner along the 94 to 15 freeway, or further.
San Diego D3,D4,D9	92102	Please continue to be sure to address the needs of the physically challenged and seniors. Also, make technology more accessible to purchase fares and manage scheduling.

San Diego D3,D4,D9	92102	Please let the buses that come every hour, change to every half hour. Provide paper schedules for dummies, with exact stop location listings. Raise the pay grades of the bus drivers, offer the two year internship to become a Trolley Driver more frequent.
San Diego D3,D4,D9	92102	Please, I need free transit for the next year.
San Diego D3,D4,D9	92102	Pretty cool web app y'all put together here. I dig it.
San Diego D3,D4,D9	92102	Priority needs to be with improving existing service (frequency) and extending the trolley to the airport.
San Diego D3,D4,D9	92102	Reducing wait times is a key! And better service on Saturdays and Sundays.
San Diego D3,D4,D9	92102	Stop writing citations to the homeless
San Diego D3,D4,D9	92102	Terrific way to get feedback from transit users on their priorities! :)
San Diego D3,D4,D9	92102	Thank you for what you do
San Diego D3,D4,D9	92102	Thank you for your service! Grand idea!!!
San Diego D3,D4,D9	92102	Thank you! Pick me:)
San Diego D3,D4,D9	92102	Thanks! Great way to get input.
San Diego D3,D4,D9	92102	The category gender is not the same as sex. Please revise.
San Diego D3,D4,D9	92102	The more trolley lines the better. Also we need to continue to make sure we not only have affordable housing along these ways but places where our people can work as well or else we will be back to cars.
San Diego D3,D4,D9	92102	The people under the age of 25 are either in school or collage and most of them need free bus passes to get to their school and get their education and will help people learn the streets they are walking
San Diego D3,D4,D9	92102	These are all great ideas. Wish we had the resources to make each one come true
San Diego D3,D4,D9	92102	This is a fantastic idea! I hope it brings great success.
San Diego D3,D4,D9	92102	This is a great idea to determine new improvements
San Diego D3,D4,D9	92102	This is important!!! Transportation is very expensive, time consuming. Helping the youth, at least, with the cost, we do help!!!!!!
San Diego D3,D4,D9	92102	This will help our community.
San Diego D3,D4,D9	92102	Time is of the essence. I have tried to select options that will have high impact in a relatively short time period.
San Diego D3,D4,D9	92102	Top priority is 24 hour Blue Line Express. 24 hour light rail can carry many more people and more people with bikes than 24 hour bus service.
San Diego D3,D4,D9	92102	Very good plan options.....many extremely beneficial. Thank you all San Diego employees and work personnel for all your efforts and hard work.....it is greatly appreciated.
San Diego D3,D4,D9	92102	we also need a monorail system

San Diego D3,D4,D9	92102	What about bike lanes/cycle tracks? It's super dangerous to ride a bike in much of San Diego and it is nearly impossible to go from south of the 8 to La Jolla.
San Diego D3,D4,D9	92102	Why are you asking average citizens with little to no knowledge about how to develop a functional complete network of transportation options that move us away from GHG emissions by 2035? Don't ask people who don't know, make executive decisions, take responsibility, and prioritize based on sound urban planning principles that move us away from freeway and car dependency. We are in a climate crisis. There's no time for idle meaningless feedback. We don't need piecemeal projects to be thrown into a pot. We need a responsible transportation agency to plan and implement a full-scale re-development of our regional transportation, and fast.
San Diego D3,D4,D9	92102	Would love to receive further updates on how fellow citizens vote and the plans to carry this to the ballot and realizing real world implementation
San Diego D3,D4,D9	92102	YOUTH PASSES!!
San Diego D4	92114	All of this plans make for a better riding experience. Not only to and from work but also for experiencing San Diego.
San Diego D4	92114	Clean bus every seats every trip.
San Diego D4	92114	Daily user of MTS
San Diego D4	92114	For the people of the finest city we deserve this
San Diego D4	92114	free bus pass
San Diego D4	92114	free bus pass?
San Diego D4	92114	FREE PASSES FOR THE YOUTH !!!!!!!!!!!
San Diego D4	92114	Give the bus drivers more money
San Diego D4	92114	Great work
San Diego D4	92114	<p>Hello, whoever you are who gets to read these comments. I hope you're having a nice day.</p> <p>Have you ever used London's public railway system? They have the FUTURE in mind. Can you imagine living in a city four times the population of San Diego.... And NOT needing to own a car? Our future depends on lessening emissions and creating the best public transportation. Our future depends on MTS' expansion TODAY. STOP ASKING CAR DRIVERS FOR PERMISSION to provide better public transportation options. Just do it. Car drivers don't have a vision for the future. You already have a model- London- you need to sell it to us, and remind us that we are working together for a cleaner planet.</p>

		<p>Hello,</p> <p>Im a recovering addict with three years clean as of October 6 2019. I am on my third month of going to barber school full time and I work in a barber shop sweeping and cleaning after school trying to get in all the knowledge I can so I can be the best barber I can be. Health and safety are my first priority then service and skill. Without the trolley and bus system MTS provides I just don't know how I would be able to follow my dream. I scrape up nickels and dimes every month in or to buy a monthly pass. I recently fell ill and was in the hospital for a week. The doctor could not diagnose me and also gave me a medicine I am extremely allergic to. I broke out in hives all over my body and condition got worse. After i confronted the doctor she got defensive and kicked me out without my meds or discharge papers. I used \$6 out my last \$7 to buy a day pass. God is always good to me and I hope you guys can provide student discounted rates for people going to any kind of full time schooling. After I graduate I will look to the future with gratitude and thankfulness. I won't forget where I was and far I will have come. I will forever be grateful to God for saving me and taking me there and everyone and everything God used as a miracle to help me along my journey.</p>
San Diego D4	92114	
San Diego D4	92114	<p>Hope at least some of these proposals are put into action! They are all wonderful ideas.</p>
San Diego D4	92114	<p>I also like the designated freeway lanes for MTS, but ran out of coins. :-) The main thing to bring SD up to a great transportation system.... Is shorten the time it takes to go anywhere in the county. This needs to be addressed.</p>
San Diego D4	92114	<p>I honestly like San Diego transit the way it already is. It would be nice for more improvement like frequent busses, extended bus passes, a wider selection for the youth passes, seniors, and discount for the military. It would be nice to have bathrooms at every trolley station but it will also be a huge chaos with San Diego big homelessness population. I think MTS should focus on improving the environment of San Diego's first than the people would later adjust to the changes. For example: how many accidents happen a year with bus drivers? Do the busses slow down and affect the traffic? I believe the employees should have a input as well since they work with the corporation too.</p>
San Diego D4	92114	<p>I just hope if anything is implemented it is used to it's capacity. As it is helpful to the youth as many do travel to school. And having more transportation on a frequent basis would be helpful to many.</p>
San Diego D4	92114	<p>I liked how they made a survey to get fed back from people that use public transportation.</p>
San Diego D4	92114	<p>I love MTS! I moved here from a small town in KS and the transit here is awesome. I take the trolley almost every day and I'd love to help improve it</p>

San Diego D4	92114	I really support the 24 hour suggestion as it would help those who work both very early and late night shifts have viable way to get there
San Diego D4	92114	I take public transit every day. It would be nice if I didn't have to depend on a car if the city was much more transit friendly. San Diego seems left behind when you look at cities like New York and even Tokyo where most of the people use trolleys or the bus.
San Diego D4	92114	i would like to get involved in transportation's system.
San Diego D4	92114	I would really love a free bus pass for youths . My parents can't always drive me to school and I know there are more kids that need the transportation to school.
San Diego D4	92114	If you can read this, you will have a nice day. You cannot prevent it.
San Diego D4	92114	It would be nice to do all. More light rail in the north county of San Diego.
San Diego D4	92114	It's always tempting to max out the budget (use all 1,000 coins), but I think that's rarely wise... especially when it moves beyond "coins" and onto our tax dollars. I do believe we need to expand our trolley network further to include a North/South service further East. The city would also benefit GREATLY from having major trolley crossings moved underground or above traffic. I've personally seen Euclid turn into a massive parking lot during traffic hour due to trolley traffic. Not sure if this would extend downtown as well, but moving certain train crossings underground would really help out when those 200-car trains move through town!
San Diego D4	92114	it's real cool that you're allowing the public to help make a difference
San Diego D4	92114	I've been taking MTS for YEARS, these improvements would be a great improvement.
San Diego D4	92114	Later running bus line from SDSU
San Diego D4	92114	Let's make this helpful as it is now
San Diego D4	92114	Let's stay competitive with China's incredible, safe, and clean public transportation. The faster people can move around, the faster San Diego will grow.
San Diego D4	92114	make a trolley line to go to all the malls
San Diego D4	92114	Make it more affordable for trolley tickets
San Diego D4	92114	More security and more frequently time on bus 917 and 916
San Diego D4	92114	My favorite one is Balboa to the beach because that sounds really cool and it would make more people want to take MTS
San Diego D4	92114	Need more express buses going to UTC in the AM and PM (route 60).
San Diego D4	92114	Please be aware of SANDAG's 5 big moves. It would be nice if they were in concert with each other

San Diego D4	92114	Please clean buses and trolleys at periodic times to make it hygienic for riders to step on and sit. Change the seats to more water resistant material on buses for health purposes. Make it more dog friendly as long as dog parents are responsible for their pets. Hurray to San Diego MTS!
San Diego D4	92114	Please extend hours of operation, please. It's not a pleasant feeling to be stranded
San Diego D4	92114	SAndag should pay for purple line
San Diego D4	92114	Seniors who cannot walk a block are trapped. We really need on call transit to bus lines, and more frequent than once an hour buses in our area.
San Diego D4	92114	Thank you
San Diego D4	92114	Thank you for improvement in the needs of the passengers
San Diego D4	92114	Thank you for doing this
San Diego D4	92114	Thank you mts for all you do!
San Diego D4	92114	Thank you, appreciate the changes.
San Diego D4	92114	Thanks for letting us shop for our wish list! I hope a few of these come to fruition.
San Diego D4	92114	Thanks for this opportunity
San Diego D4	92114	The bathrooms are a very bad idea because of the homeless issue. I see it becoming a Hep A hazard.
San Diego D4	92114	The most important items to me are: 1) increased frequency for existing trolley lines (orange in particular) 2) trolley service to the airport 3) trolley lines on a separate grade so that they are not impeded by cars. Bonus item would be wifi on all trolleys, buses, etc!

		<p>The trolley needs to go where people work, not where they live. People have many ways to get to the trolley from their house (car, bike, carpool, lyft, etc.). People want to step off a trolley and be no more than 1-3 blocks from their job. Right now, downtown is hemmed up. More and more people are choosing to use transit to get to jobs downtown. Now we need to expand that to Kearney mesa and along the I-805 corridor.</p> <p>I also like the free rider passes for people under 25 years old. It's true that people who acquire an affinity to use public transit as teens and young adults are more likely to use it always. I lived in Boston from 17 to 22 years old. I took advantage of their amazing trolley/commuter lines and was forever changed. Even though I grew up in Los Angeles and had a car in high school, I learned during four years the benefits of public transit and how to make it work in my life. As I got older and moved to San Diego, I rented apartments near bus/trolley lines. Later, I bought a home that could easily access mass transit. Currently, I take the Green line to work downtown and I carpool to the trolley stop I use in La Mesa. I don't drive often and lot of that is due to the familiarity I developed in my youth.</p>
San Diego D4	92114	
San Diego D4	92114	This idea is awesome!! I feel like I'm getting heard.
San Diego D4	92114	This was fun.
San Diego D4	92114	Top priority for me is more bus/trolley routes around San Diego with more frequency.
San Diego D4	92114	Transportation should be available at earlier hours of the morning thank you
San Diego D4	92114	With late concerts and late games at the sdccu stadium there is not always transportation for people to get home. It would be nice if we had 24 hour services available.
San Diego D4	92114	YOP IS A MUST!
San Diego D4	92139	24hr service would be fantastic as long as it's sanitary. Also adding available hand sanitizer and maybe sanitary wipes would be beneficial.
San Diego D4	92139	I cant reasonably take the bus to the trolley without adding an hour to my commute
San Diego D4	92139	I hope to see some of these plans put into action! They are really something needed for the city of San Diego.
San Diego D4	92139	I really love this project and being able to give input; I would love to help through an internship or volunteering
San Diego D4	92139	Invest more money on roads
San Diego D4	92139	Keep up the great work!

San Diego D4	92139	please get some express service from paradise valley road area to one of the orange line trolley stops. Also PLease ask marketing to develop a program showing non transit users how they benefit from transit by having fewer cars on road around them. thanks for the 5000 series trolleys, its better for cyclists, wheelchairs, and people with baby carriages. and how about a 10 second warning (inside and outside the trolley cars) before the trolley doors are locked. We could run if we have a good chance, or forget it if we cant possibly make it, stop lights give us a yellow light. and make the handicap/senior seating a different color or something?
San Diego D4	92139	San Diego NEEDS youth opportunity passes! The safety and success of our youth is FUNDAMENTAL in fostering strong community growth.
San Diego D4	92139	South Bay Ferry to Downtown would be great!
San Diego D4	92139	Southeast San Diego has been left out of our transit solutions for way too long
San Diego D4	92139	Thanks for the opportunity!
San Diego D4	92139	The 961 runs hourly after like 6pm on weekends, which is ridiculous, especially in the neighborhood that itâ€™s in. I often donâ€™t take the trolley if I know Iâ€™m going to be working Or have class past 7pm because I donâ€™t feel safe waiting for an hour in encanto. Plus waiting for an hour for a bus at that time of day is ridiculous, not considering the safety issue. To make matters worse, the 961 towards 24th street station is scheduled to leave 5 minutes after the closest trolley arrives. How does that make any sense? It doesnâ€™t cost MTS anything to make the 961 leave 6 minutes later, and it would encourage more people in paradise hills to take public transportation because they wouldnâ€™t have to wait for up to an hour in a sketchy neighborhood to get home. Having taken public transportation for a few years now, it seems like there are a lot of things MTS could optimize without spending any money
San Diego D4	92139	The stations are also very unsanitary. We need to fix that or at least minimize the dirty ness.
San Diego D4	92139	These are all great projects, I hope that MTS can fulfill the much needed GHG reduction in San Diego County.
San Diego D4	92139	Would like to see Transit wi-do.
San Diego D4,D9	92105	#1 support for Grade Separations ASAP PLEASE!!!!!!!!!!!!

		<p>1. One of the selections had 2 VERY different suggestions shoehorned into 1 choice. So, to be clear: I am NOT overly concerned with any perceived need for more security, but am abs. IN LOVE with the idea of providing *bathrooms*!</p> <p>2. I have elderly family in both Santee & Lakeside, and am now completely unable to see them, ever, due to the lack of any public transpo options. Seems like they canceled many routes when the trolley came to town. Very short-sighted... And also very beyond your control, I just realized (different transit system, yes?) Oops!</p> <p>3. I also have to walk almost 2 miles from the nearest bus stop to see my Endocrinologist [next to Rady's Children's [Hospital] Specialists. It kind of blows, haha.</p>
San Diego D4,D9	92105	
San Diego D4,D9	92105	24 hour service strongly recommended.
San Diego D4,D9	92105	2-4 daily passes & Partial-monthly passes are a big part of my planning concepts. I was a former user of the 14 day pass option; I use my car and Uber now due to loss of this pass option.
San Diego D4,D9	92105	A waterway and rapid bus services would not be bad either/be great but no more coins.
San Diego D4,D9	92105	All agencies should work together to make this plan viable.
San Diego D4,D9	92105	All this that I picked would be optimal, I rely on public transportation sometimes 4-5 days a week. But there are places I have vfx to walk away after getting off the bus/trolley just to get to my destination. I have severe arthritis so this would be a lot better for me & others like me.
San Diego D4,D9	92105	Also want to say that mobility hubs are a must (just didn't fit in my car). In most situations, a bike (or as is now, a car) is needed to get from bus/trolley to final destination.
San Diego D4,D9	92105	Also, you need to add the ability to transfer bus lines or from bus to trolley to bus otherwise you are just defeating the purpose. Portland Oregon had an awesome time/bus system
San Diego D4,D9	92105	As a proud native of SD I am very excited about the MTS Visions and future. Thank U ALL!!
San Diego D4,D9	92105	Awesome survey! Love the videos.
San Diego D4,D9	92105	being 58 years old ,very disappointed you raised the age to 65 for a sr. monthly pass
San Diego D4,D9	92105	Build skyways !!!
San Diego D4,D9	92105	Bus at trolley stop should wait for riders when trolley arrives at stop bus takes off riders chase to stop bus
San Diego D4,D9	92105	Cant afford to buy a bus pass
San Diego D4,D9	92105	Cool survey concept.
San Diego D4,D9	92105	Cool way to get people to put input!

San Diego D4,D9	92105	Current public transit is just too slow. To switch to public transit now, my 45 minute commute to go 20 miles each way would increase to about 100 minutes each way. We need something like the BART. That is what should have happened with the I15 instead of the slow bus and it was supposed to be a coaster going on the Light Rail a long the 5, not another slow trolley. There are effective transit solutions that the city keeps failing to use. Speed please!
San Diego D4,D9	92105	Electric recharge stations can be solar and that will pay for itself and keep sdge out your pockets
San Diego D4,D9	92105	Esto tambian Trolley Exprees en la Linea Azul
San Diego D4,D9	92105	Excited for youth passes! San Diego needs them.
San Diego D4,D9	92105	Extended services and discounts to working low income adults would be helpful
San Diego D4,D9	92105	Fequency, expansion and security are the main priorities
San Diego D4,D9	92105	First priority trolley on City Heights I 15 Rest rooms on University
San Diego D4,D9	92105	For background information, I am a low-income person who relies on public transportation to get to work and school.
San Diego D4,D9	92105	hope i could help make san diego a better place
San Diego D4,D9	92105	I am a student at la jolla high and discounted prices would be very convenient considering I take the bus everyday and plan to continue taking the bus until I old enough to drive
San Diego D4,D9	92105	I believe having more frequent and/or putting later hours will help a lot of people and give more jobs to those that need it. Not only that but adding routes to places that are hard to get to even now with the current transportation system would be beneficial and I believe these changes can also add more riders as well. MTS and the employees are doing a great job but we can always make it better.
San Diego D4,D9	92105	I drive the 15 from city heights to rancho Bernardo. The rapid bus is not sufficient and I feel that the city made a poor choice by not adding a trolley line with the express lanes. Please connect the entire city from the north to the south more efficiently. Being more green would make people encouraged to get off the road. Rapid buses that take longer or more than driving are not attractive to those who commute far.
San Diego D4,D9	92105	I look forward to attending the forums!
San Diego D4,D9	92105	I love MTS
San Diego D4,D9	92105	I LOVE PUBLIC TRANSPORTATION IN THE NEAR FUTURE THIS WILL BE MY ONLY SOURCE OF TRANSPORTATION
San Diego D4,D9	92105	I love this new plan to start
San Diego D4,D9	92105	I suggest adding a train to Escondido. 2 hours from City Heights is unreasonable.
San Diego D4,D9	92105	I think bus frequency would be the best improvement by far and would be the most cost efficient.

San Diego D4,D9	92105	I think its really nice as to how the buses are cheaper for younger children especially students, but if thereâ€™s room for more then it would be nicer if that happened as well.
San Diego D4,D9	92105	I think trolley running 24/7 would be the best idea.
San Diego D4,D9	92105	I want free buss passes
San Diego D4,D9	92105	I want San Diego to be more transit friendly for everyone. Especially for people who canâ€™t afford it or who are undocumented.
San Diego D4,D9	92105	I wanted the mobility hub too but I was short 10 pts more.
San Diego D4,D9	92105	I wanted to also vote on the youth passes
San Diego D4,D9	92105	I work with youth and adults living in City Heights. One of the obstacles facing students attending college is the high cost of transportation. Attendance is 10% of their grade.
San Diego D4,D9	92105	I would love to see some, if not all, of the additions I've chosen implemented into our MTS.
San Diego D4,D9	92105	Ideal options here.
San Diego D4,D9	92105	If the city of San Diego were to electrify its fleet, it would largely reduce its carbon footprint being left in the state of California. Additionally, service hours do not need to be 24 hours but extending service hours would benefit and support many citizens that do not have 'normal' scheduled lives due to work, education or other obligations therein. MTS should consider these two additions as well as additional security and bathroom facilities with a large margin. Many people have to wait anywhere from 10-30 minutes for their next bus with unfortunate anxiety or worry due to traveling alone/missing their bus.
San Diego D4,D9	92105	Increase frequency for the number 10 on weekends and have bus service on balboa on sunday
San Diego D4,D9	92105	Increase the value of each plan. That way, users participating in the survey donâ€™t feel like they can select almost everything listed.
San Diego D4,D9	92105	It's important to increase bus schedules and add more routes west to east

		<p>Keep making quality, quick win improvements on the current infrastructure and do one big project at a time. Reward your current users and potential new users who will become your biggest advocates.</p> <p>Don't grow too fast with capital projects and then be cash strapped because there's no system in place to maintain and operate that system.</p> <p>Nothing will kill adoption of mass transit quicker than poorly run routes and unsafe/unsanitary locations.</p> <p>Local and regional politicians with ties to automotive industry need to be left out of major decisions. Too many American cities have had horrible urban planning for decades because of a failure to imagine a design that isn't auto-centric.</p>
San Diego D4,D9	92105	
San Diego D4,D9	92105	Kiosks should be put on platforms and next to bus stops so the people who actually ride every day can have input. Their input should count double.
San Diego D4,D9	92105	Lets do this
San Diego D4,D9	92105	Light rail is really important because its electric and fast. Making transit accessible to those that depend on it, is also very important, so making it affordable.
San Diego D4,D9	92105	Love the improvements transit has made over the years. Keep it up! Cars are not the future.
San Diego D4,D9	92105	Loved the app! Easy to use and fun. The project summaries were succinct and complemented the videos.
San Diego D4,D9	92105	Make San Diego transit more like Paris and New York transit system. So much space to still work with, we can do it.
San Diego D4,D9	92105	More community shuttles, please. The on demand idea is good but only if it works in all communities and not in just selected communities. As a senior I understand how difficult it can be for older people to walk four or more blocks to get to a bus.
San Diego D4,D9	92105	more security and the bus service to get better
San Diego D4,D9	92105	More transit lines to the airport and to Kearny Mesa would be great!
San Diego D4,D9	92105	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D4,D9	92105	MTS ROCKS!!!
San Diego D4,D9	92105	My votes are very demanding for good environmental programs and progressive betters ideas in transportation
San Diego D4,D9	92105	New breaks on buses would be a better idea. Half of them need it badly. You can hear those buses stopping a mile away.

San Diego D4,D9	92105	Please give us free bus passes
San Diego D4,D9	92105	Please make youth pass availbale for city heights youth
San Diego D4,D9	92105	Please take what I had left over and improve the BIKE PATHS & EXTEND THEM ALL THROUGH THE COMMUNITIES !!!!!
San Diego D4,D9	92105	Please, please have a childrenâ€™s fare!!! Perhaps \$1.25 like the Senior, Medical, and Disabled fare!
San Diego D4,D9	92105	por favor incrementen la frecuencia de veces que pasan entre uno y otro los buses tardan demasiado y si pasaran mas seguido la gente usaria mas el transporte pÃºblico que plataformas como uber
San Diego D4,D9	92105	Provide park and ride, i drive to bus stop & take bus to NMCSd, always trouble finding parking, great new transit Plaza along university Ave & elcajon Blvd, but no parking the utilize them
San Diego D4,D9	92105	Public transit should be free
San Diego D4,D9	92105	Public Transit should be free and payed for by our taxes
San Diego D4,D9	92105	public transportation should be free to youth, this will increase school attendance and bridge gaps for youth in low socioeconomic backgrounds
San Diego D4,D9	92105	Reduce bus passes. Bring back weekly passes. Have youth passes for free.
San Diego D4,D9	92105	Route 864 east county sq took away a few stops which makes me walk over a mile to work for blind client on Spring Mountain Rd.
San Diego D4,D9	92105	Shelter at bus stops strategically placed at locations where there is nowhere else to stay dry. There was at least 10 people waiting in the rain for over 30 minutes. Some of them were elderly/disabled, very sad to see.
San Diego D4,D9	92105	Si me gustarÃa que ofrecieran mÃ¡s transporte y ayuda para personas discapacitadas y de bajos recursos. Gracias
San Diego D4,D9	92105	STOP BEING FUCKING LATE ALL THE TIME
San Diego D4,D9	92105	Stronger collaboration and planning with Sandag
San Diego D4,D9	92105	Support youth opportunity passes.
San Diego D4,D9	92105	Tankyou!!
San Diego D4,D9	92105	Tener transporte publico gratis
San Diego D4,D9	92105	Thank you :-)
San Diego D4,D9	92105	Thank you for elevating transportation in San Diego
San Diego D4,D9	92105	Thank you for giving us the chance to submit our opinions about the system. All though all these incentives are great Iâ€™m more inclined to the 24 hours service because not everyone has a 9 to 5 job and doesnâ€™t have access to any ride share options. It would really help a lot of paying passengers.
San Diego D4,D9	92105	Thank you for input
San Diego D4,D9	92105	Thank you Mid-City!
San Diego D4,D9	92105	Thank you.

San Diego D4,D9	92105	The public transportation system in san diego is grate and I like that there are improvements coming.
San Diego D4,D9	92105	There should be automated walk through gates at all trolly stops where people oils have to insert a paid ticket in order to pass through the gate (similar to Bay Area Rapid Transit). It would cut down the cost of hiring people to randomly check tickets. Also, consider an underground railway system.
San Diego D4,D9	92105	These are all really good propositions to put into action. Make this possible for everyone we're counting on you!
San Diego D4,D9	92105	These are needed for the community, especially the bus pass for the disabilities as they need more transportation.
San Diego D4,D9	92105	Things like a trolley to the airport aren't important people in San Diego
San Diego D4,D9	92105	This was interesting
San Diego D4,D9	92105	Ticket machines, more art and better lighting are also needed.
San Diego D4,D9	92105	Transit should be like horizontal elevators. No drivers
San Diego D4,D9	92105	We definitely need more trolley stops between the colleges for students without cars, and more frequent schedules so people can plan their schedule better
San Diego D4,D9	92105	We need better bike paths which can include electric bikes for no emissions commute to work. The area of City Heights to Serra Mesa has no easy connections.
San Diego D4,D9	92105	We need more access and a transit system to rival New York by making all trolley lines 24 hours with select bus routes 24 hours.
San Diego D4,D9	92105	we need more public transit
San Diego D4,D9	92105	We need to have transfer passes when you purchase a fare. Main reason I donâ€™t use transit is because I canâ€™t get to where I need with one bus or trolley so I have to pay each time going to my destination and back. It adds up and itâ€™s not worth it. Bring back transfers and make them good for 4 hours at least. 4 hours because it takes a while to get somewhere but 4 hours should be the right amount for someone to be able to go do something and maybe have the chance to make it back home with the same ticket. I honestly think having transfer passes will definitely increase ridership significantly. I hope you seriously consider this feedback. The transfer pass system works well in other cities.
San Diego D4,D9	92105	Xk ay muchos jovenes que batallan mucho en ir a tomar los buses y tambian no hay dinero
San Diego D4,D9	92105	Youth opportunities passes in San Diego California
San Diego D4,D9	92105	Youth opportunity is important for the future generation
San Diego D4,D9	92105	Youth Opportunity Passes are crucial, as are reduced fares and more access for folx who do not live in transit accessible areas.
San Diego D4,D9	92105	Youth passes are a priority
San Diego D4,D9	92105	youth passes!!!

San Diego D5	92127	Build more freeways and vanpools instead of transit
San Diego D5	92127	Dedicated lanes on major surface streets, at least during rush hour! Youâ€™ve done it on El Cajon blvd, please consider Mira Mesa Blvd and other major East-west routes.
San Diego D5	92127	Divide Blue Line into Express Blue San Ysidro to National City with new third track bypass to 12th and Imperial. Cuts travel time 13 minutes. Urban Blue on existing tracks National City to 12th. Grade separate Blue Line end to end to reduce travel time another 5 to 10 minutes. Based on rail operation modeling.
San Diego D5	92127	First priority : more rapid express bus routes!
San Diego D5	92127	I take te bus alot
San Diego D5	92127	I use the bus regularly, opening up routes across the 56 would be hugely beneficial, as I have many medical appointments in La Jolla.
San Diego D5	92127	I would like trolley service up to Escondido with a stop in 4S ranch
San Diego D5	92127	Looking for more options on weekends
San Diego D5	92127	Need a line that extends through Mira Mesa and the I15. I15 line that travels to North County rapid would be great
San Diego D5	92127	Please contact me as soon as possible if I win. Thank you. J.
San Diego D5	92127	The Rapid service is excellent.
San Diego D5	92127	Trolley service to the San Diego airport would be very useful!
San Diego D5	92127	While attending UC San Diego, I spent four years utilizing the public transit system (2010-2014). I worked downtown on the weekends, so I would ride the 30 line bus and then take the trolley down to downtown San Diego. It would take me approximately 2 hours each way. Having an expedited service would have been great. Having more secure public transportation at night with expanded hours would improve use and make it more friendly. There have been late nights where I was waiting for a bus at Old Town, but I was scared so I called a friend to pick me up instead. I currently don't ride public transportation as I have purchased a car. I commute from Carmel Mountain Area to downtown San Diego. If there was a time efficient safe public transportation option that had expanded hours, I would definitely use it. Thank you for your time and consideration.
San Diego D5	92127	With the building of more affordable housing in Choice Neighborhoods, more people are going to find it difficult to get to the nearest bus stop. A shuttle service for those under 60 should be a top priority. Currently, I have a 2.7 mile walk to the nearest bus stop. I do not think I need to expand further on the inconveniences this creates. I hope you strive to make this happen.
San Diego D5	92128	1. We don't need additional discounts, we need more money to fund transit. 2. Where's the additional lines along I-15, I-805, I-5, especially to North County/Escondido/RB/Poway? This is a big miss. 3. Need faster trains.

San Diego D5	92128	Add rail line that runs Down the 15 fwy with a few stops. This would cut a large part of the freeway traffic and green house gas. The need for some kind of rail system down the 15 fwy is here know.
San Diego D5	92128	Adding a third track for express runs between Down Town and San Ysidro should take priority.
San Diego D5	92128	Buses to the beach from transit centers!
San Diego D5	92128	Direct Airport Transit, Create transit in the carpooling lanes, build above car transit system, and think big!!!
San Diego D5	92128	Glad to see plans to expand trolley access and routes. Great alternative to the freeways. I lived in Japan for a few years and know what a great alternative rail is. We do not need any more freeways!
San Diego D5	92128	How about beach buses from all the transit centers. Two and half hours to the beach from Rancho Bernardo is insane! Also, more rapid transit in the evenings. Older people would love to attend the symphony or the Old Globe but driving at night isn't always an option. Maybe some events that offer rapid bus service to certain activities. Thanks!
San Diego D5	92128	I hope SDMTS puts in as many of these initiatives as possible, there isn't a one size fits all solution for the problems of public transportation in San Diego
San Diego D5	92128	I love this initiative. My vote is more trolleys and perhaps some underground initiatives as building under the ground will be cheaper than above ground.
San Diego D5	92128	I rely on public transit. We also need FASTER trolleys so more people would be willing to use it.
San Diego D5	92128	I would definitely include projects for trolley service in North County San Diego.
San Diego D5	92128	Love having a chance to prioritize transit plans
San Diego D5	92128	MTS should also look at bus rapid transit with dedicated lanes connecting Mira Mesa, Sorrento Valley and UTC along one line.
San Diego D5	92128	Need a clean and comfortable route from north county inland to sorrento valley AVOIDING the route 235 which is an undesirable experience
San Diego D5	92128	Need more rapid express services similar to routes 290 and 280.
San Diego D5	92128	Please consider adding more transit routes/options from East county communities to downtown and beaches
San Diego D5	92128	Restore service from RB to Sorrento Valley so Qualcomm employees can get to work from no country
San Diego D5	92128	Since you stopped good service to Sorrento Valley, Qualcomm, I stopped taking the bus.
San Diego D5	92128	student discounts/free rides would be so helpful!!!

San Diego D5	92128	We need a transit option from the Sabre Springs Transit center to the Sorrento Valley/UTC area. The 56 is too congested from all of the new development and can't sustain the growth.
San Diego D5	92129	Add a trolley and more lanes to highway 56. There is ZERO transportation options there other than car.
San Diego D5	92129	Add Penasquitos bus service for a larger area.
San Diego D5	92129	After the trolley great built out through UTC, extending a line Eastward to Sorrento Valley/Mira Mesa would be amazing.
San Diego D5	92129	Airport to train station & 15 corridor
San Diego D5	92129	As an older student at UCSD commuting from Rancho Peasquitos, it's disappointing that the 237 and 20 don't run after 8pm.
San Diego D5	92129	Expansion is key, downtown events are no can do if you don't drive, things like the st Patrick's day event or mardi gras or plays at the Rep or concerts at the house of blues, the way it is now the express route that services my area stops coming northbound at 8:30 pm ridiculous, why would I ride MTS when it doesn't go where and when I want to go? there are whole parts of San Diego I can't get to on mass transit so why bother riding it
San Diego D5	92129	Given the demand and the acceptance of public transit I think projects should focus on the south of I8 communities.
San Diego D5	92129	Great idea! Thanks for asking for community input.
San Diego D5	92129	I hope that our public transportation continues to improve and the stigma behind it disappears and lessens our general traffic levels in SD by having more people using public transportation
San Diego D5	92129	I start work at 630am at UCSD and would like to request an earlier bus schedule for bus number 237. A schedule that would arrive no later than 615am would be greatly appreciated
San Diego D5	92129	I think it's important to provide a transit line from inland North County/Poway to downtown. I used to take the bus from a stop over a mile away from my parents' house to my internship downtown... it took 90 minutes ONE WAY. We are completely cut off in North County. We need some kind of trolley line or regular, dedicated mass transit option to allow people in North County to enjoy downtown/more nightlife-oriented areas without spending a fortune on taxis/Uber. Busses take too long, and the express busses only run at certain times of day.
San Diego D5	92129	I use public transportation since 1st grade. In San Diego it is very difficult continuing to do it. Low number of bus lines and infrequent schedule. Will be great if you can improve it.
San Diego D5	92129	i wish we had a system like bart
San Diego D5	92129	I would like to see bus service on Scripps Poway Parkway and Mercy Road.

San Diego D5	92129	I would really like higher frequency, especially in Carmel Mountain/Rancho Penasquitos area, 1 bus an hour on weekends makes me avoid using it
San Diego D5	92129	I'd also add expanding the trolley to Miramar/Mira Mesa area.
San Diego D5	92129	Increase frequency will reduce the wait time, thus bus services appear to be more convenient and attract more users
San Diego D5	92129	lets get this done! too much reliance on cars makes SD less efficient and more polluted.
San Diego D5	92129	Making bike lanes SEPARATE from cars and safer would help with the "last mile" problem. I live in the suburbs and am afraid to ride my bike in San Diego. Bikes are a huge part of the high ridership levels in places like Japan and Europe and just building bike parking at transit centers isn't sufficient to get me to ride my bike to the transit center since I fear being hit by a car en route. Love these ideas, thanks for getting input!
San Diego D5	92129	MTS must coordinate work with SANDAG and ensure MTS's new infrastructure projects will fit into the RTP that SANDAG is developing.
San Diego D5	92129	Need more bus routes for the all the areas which are not having any bus facility in san diego
San Diego D5	92129	Need trolley line from Miramar to mission valley
San Diego D5	92129	Please consider adding transit routes from penasquitos, via 56 to the offices and business located by Torrey pine area to lesssen traffic congestion on 56
San Diego D5	92129	Please make sure that MTS coordinates work with SANDAG and ensure MTS's new infrastructure projects will fit into the RTP that SANDAG infrastructure currently under development.
San Diego D5	92129	Route 290 is awesome. A midday run would be a nice alternative to Route 235
San Diego D5	92129	Send a trolley line from mission valley to escondido up the 15. It's the biggest transit corridor in the region.
San Diego D5	92129	Service needed for getting kids to school, ranch penasquito. Black men rd to scrips ranch blvd
San Diego D5	92129	Smart Public transportation investment is very important for the future of our city. Ensuring our communities are better connected and our transportation system is available to a san diegans
San Diego D5	92129	Such a fun way to do a survey! Love that all the information was neatly organized and the site was easy to navigate.
San Diego D5	92129	the premium express 290 is great but I think the route could change downtown. Broadway and fourth is a problem sometimes. maybe do sixth or third but not fourth or ask the city to make a right turn signal.
San Diego D5	92129	There needs to be more options getting from north county (north of 56) to UTC area.

San Diego D5	92129	This is a REALLY cool way for the public to get a sense of what it would take to make improvements and suggest priorities. Thank you!
San Diego D5	92129	Too many people are driving cars instead of taking public transportation. There's a sign that there's some changes that should be made with the public transit system in San Diego County.
San Diego D5	92129	Trolley To Escondido from UCSD through 56
San Diego D5	92150	Why none of these plans include a rail line connecting the 15 corridor from Escondido to Downtown is beyond me.
San Diego D5	92131	15-163 MTS improvements are appreciated. How about having overlapping express routes using ALL park and rides, without having to stop at ALL park and rides on each route? For instance, Scripps Poway Parkway park and ride isn't used at all. It is reasonably close to Miramar Transit Sta., and yet those north of Miramar Lake cannot conveniently walk to Miramar Sta. Stagger the stops for different versions of the 110 or the 235 to downtown.
San Diego D5	92131	As someone who lives in Scripps Ranch with my family, I would love to take public transit but there is LITERALLY no option. I can't afford to live on my own near transit friendly areas, so I'm kinda out of luck for transit in the suburb.
San Diego D5	92131	Badly need service from Scripps Ranch.
San Diego D5	92131	Ban Cars
San Diego D5	92131	Definitely also need dedicated highway lanes WITH increased frequency AND free wi-fi.
San Diego D5	92131	I hope a future plan includes how to add rail service up the 15 corridor to the NCTD line. Please also consider where people will park their cars. I also hope consideration for the rapid lanes on the additional freeways are modeled after the 15 corridor so that HOV can access to incentivize car sharing.
San Diego D5	92131	Most important project should be to extent the trolley to the airport like other major metro areas. It is embarrassing to have to hope onto a shuttle to a car park or hail a uber to a destination that the trolley is designed to serve.

		<p>None of the big ticket items warrant a huge tax increase. These small things can be achieved by tinkering with the existing MTS budget.</p> <p>The Purple Line is particularly stupid. After driving down the hill from Eastlake to the station at the 805, why would I not simply stay in my car for 30 minutes and then get straight to my office? I would then have a car to go get lunch and pick up my kids at a friend's house in Mission Valley.</p> <p>Let's improve the freeways that don't require bigger operating subsidies as more people use them.</p>
San Diego D5	92131	
San Diego D5	92131	Opportunity Youth Passes are a priority
San Diego D5	92131	Options to get as many cars off the road as possible is best.
		<p>Please a kerney mesa trolley but all the way to miramar college or up tje rancho Bernardo</p> <p>Please design a late night owl bus that runs all night about once a hour. Have it encompass all of san Diego city from southeast San Diego to point loma to la Jolla to rb and Scripps Ranch. Give discounts. To everyone for maybe frequent ridership like uber does. But just less expensive...it is worth 40 a month and \$6 a day is crazy....you should honestly just be free all the time. Increase the frequency of busses and please go to at least 12am on the weekends....also have late night rapids after the Padres games I'm a season ticket holder don't force me to leave the early . that undermines civic pride. Please go until the bars close so people have another option to not drink and drive. Mts needs to wake up and put on its big boy pants and act and treat SD like a transit system that. Could be comparable to Chicago. I'm mean you don't even have a trolley to the airport? Mts needs to be an asset to SD and not a lilabilty like it is now because it's just shameful. Please get your act together and please contact me. -Tony</p>
San Diego D5	92131	
San Diego D5	92131	Prioritizing transit is a huge step in tackling the climate crisis.
San Diego D5	92131	super cool idea. id like to see my overall ridership vs gHg vs cost impact though! also where i ranked?!
		<p>Thanks for this opportunity to participate. Making it easier and more democratic. We need more mass transit to reach outer parts of San Diego to avoid using single person transportation. I would use it if it was more accessible. I donâ€™t think I have ever seen a bus in Scripps Ranch.</p>
San Diego D5	92131	
San Diego D5	92131	This is a great idea...I'm interested to see what other citizens would choose.
San Diego D5	92131	Trolley to the airport for the win!

		<p>We need a trolley line up the 15 to Marietta. Service Miramar area as well as North County inland. Across Miramar to the beach and UC also would seem to be effective. Service the Base and UC system.</p> <p>Not a fan of the dedicated bus lane on the 15 between university ave and the 8. It is a waste of money and the set up is such that it creates more traffic than it permits with buses blocking traffic. If this type of solution is to be provided I believe in grade separation which I understand is expensive. Makes me angry every time I drive by. Don't want any more of these. Run light rail up and down the freeways absolutely - buses joke.</p> <p>We have 7 kids and I run several companies that I commute between. Not sure that public transit will work for me. Certainly would be really uncomfortable putting my kids on a bus from Scripps Ranch to Normal Heights and North Park to school - besides it would take them 3 hours to go 9-12 miles each way. Bad use of time - rather have them studying.</p> <p>Bike lanes are great, but when they take parking near businesses they can do real harm to those paying the taxes for these items. Again - with the kids that we have as well as the locations that I need to be this will not be feasible.</p> <p>As I get older with the kids out of the house we will most likely relocate to Bay Park or Downtown where the areas are walk-able or the transit systems are close to much but not a 3 hour one way when used.</p> <p>Willing to pay increased gas taxes for smart improvements - wealthy are not interested in riding transit with those who scare them. Don't know how you close this gap.</p>
San Diego D5	92131	
San Diego D5	92131	We need more transit in suburbs of north county
San Diego D5	92131	<p>We really need transit in Scripps Ranch that would allow our middle and high school students to get to school. The current bus (964 I believe) only goes towards older Scripps Ranch from Mira Mesa but does go past the high school and to the middle school at Alliant University. If this route could be expanded to go up Scripps Poway Parkway and somehow over to Pomerado Rd it could allow so many students the option of bus ridership. Especially since middle and high school are moving to late start times (2020) which will greatly impact so many working parents. It would also remove so many cars which impact these roadways. This is really needed. I hope this could be considered. Thank you so much.</p>
San Diego D5	92131	Why weren't freeway improvements include. Survey is bias.
San Diego D5	92131	would like feasibility study on LRT line from Old Town to Kearny Mesa via median on Linda Vista Road

San Diego D5	92131	Would like to see more options for extending rail along I-15 corridor connecting Mission Valley to Escondido, and 163 From Airport/Downtown to Miramar, and East-West along Miramar Rd from I-15 to UTC Mall.
San Diego D6	92126	Additional trolley/light rail lines at major transit corridors would be great. A trolley line down the middle of Mira Mesa Blvd connecting to the new UTC/downtown line would be great !
San Diego D6	92126	Better bus system (frequency and routes) is the biggest need!
San Diego D6	92126	Buses aren't sexy - but true BRT (and high-frequency local buses) with things like dedicated lanes and TSP would be cheaper and much faster to build than trolley expansions, with better first/last mile connections as a bonus. Simple things, too - better bus stops (bigger overhang = more shade, having enough benches at busier stops), modern fare payment system (ie, like Portland). Dedicated BRT lanes on freeway = good service + takes advantage of existing freeway network + free 'advertising' for transit when buses cut through rush hour traffic. Quality transit needs to address more than going to Downtown and UTC - every single current Rapid bus passes through either Genesee Ave & La Jolla Village Dr or Broadway & Front
San Diego D6	92126	Extend hours for Padres games!
San Diego D6	92126	Get more transit along the I-805 corridor. The coaster is useless as general transportation since it doesn't run in the middle of the day.
San Diego D6	92126	Good job you guys! This was really easy to understand and a lot of fun to participate in!
San Diego D6	92126	Hopefully some more solutions to resolve traffics on Mira Mesa Blvd. (high way or trolley lines cross from Sorrento valley to Scrips Ranch) Please also build a more bike friendly city for students or people who wish to ride their bicycles around the city safely.
San Diego D6	92126	How about providing an evacuation plan for all the people you want to give up their cars.
San Diego D6	92126	https://www.citylab.com/perspective/2019/09/urban-planning-zurich-public-transit-street-design-traffic/599011/ https://www.citylab.com/transportation/2019/05/paris-beltway-speed-limit-traffic-congestion-lane-removal/590362/ https://www.citylab.com/transportation/2018/01/the-automotive-liberation-of-paris/550718/
San Diego D6	92126	I considered using the full budget but, knowing that it equates to actual dollars, I decided to intentionally go under budget to allow for some projects to go over due to unforeseen circumstances.

		<p>I don't think that we need a trolley line to the airport if a free shuttle could do the job cheaper. Take passengers for free to Sante Fe Station or the Old Town Transit Center.</p> <p>We need restroom, or at least porta potties at the transit centers and busy stops. I understand that there are problems and expenses with that, but there is a reason that many stops have a strong urine smell.</p> <p>We need Transit Police to enforce regulations, particularly smoking, at stops and on buses. Put some of them on random bus routes, vary the times. There are homeless who camp out and claim bus stop benches, they often trash the place.</p> <p>More frequency on some routes. No doubt that would take a good study, but try going east/west from Mira Mesa to University City on a Sunday.</p> <p>3 weeks ago we visited Philadelphia PA and used their transit system. They have a lot of routes, but our is much better in several regards. First of all our buses are cleaner, yes that is the result of riders being better citizens. They do not have anything like a CompassCloud app; you need to go to transit store or some such place to purchase a pass. Our daily passes are cheaper.</p> <p>My wife and I use the Senior CompassCard with automatic monthly refill. We use it a lot and very much appreciate it. Of course we will drive if we must, but for the most part we take bus and trolley.</p> <p>Currently I am jury duty. A jury summons should be a transit pass on the reporting day, this would get more people using the system. Of course jurors can get a transit pass in lieu of mileage reimbursement, but I estimate that only 2 or 3 of my fellow jurors are using MTS. I take the 110 from Mira Mesa to the downtown Courthouse and back; then it is an 8 minute walk to home.</p>
San Diego D6	92126	I must say again I impressed with how much the system has improved over the last 5 years or so. Great job!
San Diego D6	92126	I like the I-15 corridor - a combination of car and rapid buses transportation. I myself use the 110 or 235 daily during the week. Something similar would be useful along the I-805 corridor; it doesn't have to be buses, trolley would be nice.
San Diego D6	92126	I live in Mira Mesa. Express 237 does not have enough stops on Mira Mesa Blvd to make use of it and 921 stops near me but no longer takes me to Gilman and Myers. The service through Mira Mesa is not good and must be changed to be useful to more residents.
San Diego D6	92126	I think its more convenient for the people who ants to get to places also when people works really early n no transportation around

		I think rebates/discounts/vouchers directly proportion to an individual's reduced single occupancy vehicle miles traveled by taking public transit could be a great way to transition people who don't take public transit right now and simply don't consider it because they use cars out of habit. Also, expanding service hours is CRUCIAL. Better connection between mira mesa and oaster - coaster is an incredible and under utilized resource in my opinion
San Diego D6	92126	
San Diego D6	92126	I think this would really help.
San Diego D6	92126	I would like to see a trolley on interstate 15 from downtown San Diego to escondido servicing mira mesa penasquitos etv
San Diego D6	92126	I would use public transportation if it made sense, accommodated my schedule, and was cost effective.
San Diego D6	92126	Im a recent MTS SD rider. I do enjoy taking the bus to and from work. I wish that there are more added bus routes from Carmel Mountain to/from Mira Mesa
San Diego D6	92126	Increase frequency of busses in peak hours: 8 am to 10 am and 4 pm to 6 pm on weekdays.
San Diego D6	92126	Invest more in the last mile infrastructure from transit stops.
San Diego D6	92126	Looking forward to seeing more transit options in the Sorrento Valley/Mira Mesa area!
San Diego D6	92126	Looking forward to the new Changes!
San Diego D6	92126	Mira mesa to downtown needs a rapid bus like with more frequency
San Diego D6	92126	More frequent routes and better route coverage; make it take the same time as cars between 2 points instead of taking 6x-10x as long.
San Diego D6	92126	More rapid bus options is key
San Diego D6	92126	Need parking available near bus hubs etc since if your goal is to use public transit. It is a long walk to so very few bus stops. Also need trolley up the I-15 corridor
San Diego D6	92126	Needs to be all electric and needs to be much more accessible to people all over the County.
San Diego D6	92126	Nice activity, but no way to go back to the project listing without having all the time to go to the cart.
San Diego D6	92126	One option that I did not see that I would recommend is to provide FREE MTS services for lower-income individuals and families. Also, MTS has a brand perception issue that should be improved.
San Diego D6	92126	PLEASE EXPAND THE TROLLEY LINES AND CONNECTIONS!
San Diego D6	92126	Range of options seems limited. Nothing mentioned about rail routes between Santee and UTC or connecting to Escondido.
San Diego D6	92126	Regular commuter by bike/Rapid bus.
San Diego D6	92126	San Diego Transit needs to be a service to residents, not a profit-generating machine for a private contractor.
San Diego D6	92126	Sounds like a great way to get some customer input!

San Diego D6	92126	The more accessibility through the day would mean more business revenue for the communities in the MTS serviced regions. Meaning I would have more time to take care of business rather than cutting it short due to bus transit times.
San Diego D6	92126	<p>The specific needs I'd like to see are not reflected in this survey, so I picked the ones that would most closely approximate them.</p> <p>We need a trolley running through Mira Mesa / Miramar. The buses that run through Mira Mesa / Miramar right now stop running by early evening and some don't even operate on weekends.</p> <p>There needs to be a reliable connection to Sorrento Valley Coaster Station. Right now, there are only those early morning and late afternoon shuttles on weekdays (and they have NO signs designating where the stops even are!!!). There need to be connections throughout the entire day and on weekends so that people in University City and Mira Mesa could use the Coaster to go elsewhere. This would be much faster than having to take 2 or more buses to get downtown or having to ride the 101 for 1.5+ hours going north.</p>
San Diego D6	92126	Trolley to UCSD SOON,
San Diego D6	92126	Whats missing is a plan to bring the trolley to North county :(
San Diego D6	92126	Wonderful concept for public input!
San Diego D6	92126	Would love to see more transit in Mira Mesa and expanded options for disabled, including restrooms which currently prevent my use of transit to mid-city & downtown.
San Diego D6, D7	92123	24 hr service
San Diego D6, D7	92123	All bus lines should be a 15-min wait MAXIMUM. Increased frequency allows people to choose transit as a valid option over having to drive everywhere. There should also be MORE MORE MORE physically protected bike lanes
San Diego D6, D7	92123	Better connections for transfers are needed. It would take me almost two hours to get from Sierra Mesa to Clairemont with the current schedules. It shouldn't take longer than 1/2 hour at the most. That's why I drive instead of taking the bus.
San Diego D6, D7	92123	Don't spend it all. Make tickets cheaper to increase usage. \$5 for a oneway trolley ticket is insane. It's cheaper for us (3 kids) to uber to Padre games. We will not be using trolley in 2020 because of the high ticket prices.
San Diego D6, D7	92123	Great shopping idea! Thank you for taking the time for the survey.
San Diego D6, D7	92123	I especially like the idea of free transportation for our youth...this would help youth to get jobs and stay employed
San Diego D6, D7	92123	I found it odd to get so many coins. Seems like that makes it harder for MTS to understand community priorities.. less coins may give you clearer indications.

San Diego D6, D7	92123	I live 5 miles from where I work and it takes 45 minutes by transit. We need to make existing transit work more efficiently to increase ridership, get cars off the street, and reduce greenhouse gas emissions.
San Diego D6, D7	92123	I love using the trolley to go downtown. I work in UTC but will be retired by the time the extension is completed. However I will likely use it occasionally anyway to see friends who work in that area.
San Diego D6, D7	92123	If transit throughout San Diego was more efficient and cheaper or free for kids, we would certainly opt for MTS/public transport over our car! It's probably a catch 22 where we need more people to take transit in order to fund helping with efficiency but I think more people would opt for public transit if it was more cost effective and time efficient. As of now, it's definitely cheaper and faster for me to drive myself and my three kids in our own vehicle. I lived on the east coast for a few years and miss the accessibility, efficiency, and the huge environmental benefit of public transit. I'm all for it! We still take MTS when we can.
San Diego D6, D7	92123	Improve One Bus Away App to reflect correct arrival times, and especially to reflect delays.
San Diego D6, D7	92123	Keep trolley cleaner by prohibiting food. The Metro system does this in D.C. and it is a lot nicer and cleaner!
San Diego D6, D7	92123	Light rail for the win
San Diego D6, D7	92123	MTS has to go where and when the people need to go. Right now it doesn't. Also hub and spoke systems work. The schedules and services are designed by bureaucrats not the users. I can not walk 5 blocks up hill to get to a bus stop that runs in frequently to buy groceries.
San Diego D6, D7	92123	Need more services for east and county residents to get to work and back in 1 hour or less.
San Diego D6, D7	92123	Need the bus to run every 15 instead of 30 minutes
San Diego D6, D7	92123	Nice to have input and read about some options I hadn't thought about!
San Diego D6, D7	92123	So many great ideas! I had trouble choosing. Please make restrooms a priority. Security doesn't need enhancement. As far as I can tell, they mostly stand around and occasionally harass people who might be unsheltered.
San Diego D6, D7	92123	Some bus stops need improving or changing. For example, I use bus 928. There used to be a stop near the corner of Gramercy and Sandrock Road. That stop has been eliminated, now the nearest stop is Sandrock Road in between Gramercy and Murray Ridge Road. This stop is located right next to a smelly trash can. There is no shade or bench at this stop. There is a bench right across the street for the bus going in the opposite direction, which I have never seen anyone using.
San Diego D6, D7	92123	Survey was smooth and easy :)

San Diego D6, D7	92123	The Metropolitan Transit System (MTS) should coordinate their work with SANDAG and make sure that MTS's upcoming infrastructure projects will work with the Regional Transportation Plan that SANDAG is developing
San Diego D6, D7	92123	Wish there was more \$ for the expanded routes on the bus and trolley, but this development goes hand in hand with needed increased density of the population around bus stops/trolley stations. Airport trolley is a must for college students/international visitors.
San Diego D6, D7	92123	would love to see more high speed rail lines from north county to downtown as well.
San Diego D6, D7	92123	You need a hub and spoke system so that you can get downtown or to the airport from anywhere in under an hour. Right now if I want to get downtown from Serra Mesa it takes two buses that change at Fashion Valley. Useless. Make it better for everyone and more people would use it.
San Diego D6, D7	92123	accessibility, clean, and safe transit is the key
San Diego D6, D7	92123	Hi, this will be great for adolescents, and young adults to have this awesome opportunity to be able to have transportation to get to school, or work when convenient. I think this will be a great help it would mean a lot to many thank you!
San Diego D6, D7	92123	I think youth passes should only be 18 & under. Please provide better options for Linda Vista neighborhoods (on-demand transit)! And I really like the idea of Trolley line for Kearny Mesa, but didn't include due to cost.
San Diego D6, D7	92123	Lots of great ideas here. We definitely need more restrooms and amenities. We don't need more security. From what I have seen, we have more than is necessary. The officers get bored and sometimes, to my horror, harass individuals who are young people of color and/or unsheltered individuals.
San Diego D6, D7	92123	Purple line FTW
San Diego D6, D7	92123	This is a great way to both educate and take feedback! I hope its being used though " the only reason I stumbled on it is that Im a local politics geek who is on Twitter a *lot*. I dont think Ive seen this in the more mainstream local news (NBC 7, CBS 8, etc.)
San Diego D6, D7	92123	Your shopping concept is a great way to get people interested in participating. Make it fun and they'll want to help. Good work MTS!
San Diego D6,D7	92111	24 hour service would be helpful to students that do not have cars and need public transportation to and from work
San Diego D6,D7	92111	Also make bus times vary. At transit stations many times the bus you get off and the one your transfer to leaves at the same time.
San Diego D6,D7	92111	Bus schedule can be varies and time arrival kind of odds

San Diego D6,D7	92111	Don't waste money on more trolleys. Just increase times on the service you already have.
San Diego D6,D7	92111	How do you raise your fare if the transit is still not consistent? The app said the bus will be here in 3 mins but it never came, for 2 times??? This is route 41 San Diego at Genesse And Osler st at 6:44pm. You expect people to use the service but can't make them reliable????
San Diego D6,D7	92111	I didnt vote for Station improvements because I DONT WANT MORE SECURITY! I beleive they already harm & hassle too many. BUT I DO FEEL WE NEED MORE 24/7 restrooms. We could also use WiFi and other AT Track, near track shopping & services. Also we already have service from Balboa Ave to Beach, we need to Mission Bay and better dedicaded biking, walking paths up hill into Clairemont. Shuttle loop to Mesa College, Golf, hiking, libraries and shopping could help community.
San Diego D6,D7	92111	I love public transportation! I look forward to this expansion and improvement. Thank you :)
San Diego D6,D7	92111	It would really help if I can get free MTS for a year
San Diego D6,D7	92111	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D6,D7	92111	Need system for everyone, I.e. attractive, competitive options for those who can afford other transportation options, not just a system for only low income riders.
San Diego D6,D7	92111	This all looks so cool!
San Diego D6,D7	92111	We need later bus service on #27. Balboa Ave to P.B.
San Diego D7	92108	<3 Public Transport!
San Diego D7	92108	Airport extension is highest priority in my plan. Europe has connections to every airport, US needs to do the same. Very convenient.
San Diego D7	92108	Coordinate the timing of trolley arrivals at Santa Fe Depot and trolley departures at America Plaza Monday-Friday like it always used to be. You make me wait 15 minutes or decide to walk 6 blocks to Civic Plaza, while watching "out-of-service" trolleys roll pass me. So inefficient!
San Diego D7	92108	Don't press for such a large sales tax amount; scale back. You've lost the public trust in Transnet. Focus on expanding the network and speeding up the existing network. The Grand Central Station idea is a waste of resources and the location is not beneficial; the hub and spoke layout such as LA is too time consuming. Focus on interconnectivity between lines. source: am a Civil Engineer.
San Diego D7	92108	Excellent gamification of surveys. Please give thanks to the experience designer.

San Diego D7	92108	Excellent tool for gathering broad public input on desired transit priorities. Thanks for this effort,
San Diego D7	92108	I feel a trolley line that follows the 805 would work wonders in this city!
San Diego D7	92108	I hope to see any of these in action starting in 2020
San Diego D7	92108	I love MTS transit!! But it could be better!!!
San Diego D7	92108	I no longer subscribe to the Monthly Senior Pass because you increased it from \$18 to \$23... and there is no Last Mile public transportation in my area that runs regularly.
San Diego D7	92108	I would like like to see a Skyway in the downtown area linking up with Balboa Park and the surrounding areas.
San Diego D7	92108	I would LOVE to have the Purple Line, but I think that we MUST increase ridership (get young ones used to riding, so free passes) and improve service by more frequency, more Rapid, and last mile facilities (to attract customers now and improve service overall). The Balboa Line would attract many new beach goers, and getting traffic from the whole system. I would put off the Purple Line 10 years to get the rest of the system working better to help riders now. I would NOT do HSR in the city (much too expensive, and we can't afford it now). Perhaps the Trolley can be speeded up 10-15 mph? It's lower speed is not a critical issue; it's the backbone of distance transport where it goes in SD now. I would do Purple Line as next big priority. I would also explore a cheaper Airport Connection (what is proposed now seems too grandiose and expensive). Finally, a gondola system seems like a great experiment for SD (perhaps from downtown to Balboa Park/Zoo or even the airport connection)? I suspect this would be a great success. It could even serve as a tourist attraction. We need to do one of these to understand how to make it really work well for SD, so a shorter line as a test would be good. Being creative in its engineering would be very important.
San Diego D7	92108	More trolley systems. Go underground.
San Diego D7	92108	MTS must coordinate work with SANDAG and ensure MTSS new infrastructure projects will fit into the RTP that SANDAG is developing. Along with that make sure that infrastructure allows for solar panels and non-carbon based renewable energy sources.
San Diego D7	92108	MTS services are good, but hopefully through this survey we can make them even better :)
San Diego D7	92108	need 1 year pls
San Diego D7	92108	Option and frequency is important to expand transit in San Diego.
San Diego D7	92108	Please provide signage on buses so drivers can indicate when they are on break and when to board.
San Diego D7	92108	Please work towards a safe, equitable and sustainable form of transportation that takes cars off the road.
San Diego D7	92108	Pretty fun! Thanks for this!

San Diego D7	92108	Purple Line / Balboa to Beach / Sorrento are critical
San Diego D7	92108	The real solution is high density around residential and business areas.
San Diego D7	92108	The Skyway gondolas will increase a revenue as a part of the tourism adventure as well as create a fun and convenient transportation for locals. Doesn't have to be cheap, but needs to be smart. Thanks
San Diego D7	92108	This is a great idea! This should be shared with all employers within San Diego County, and have the employers share with their employees. I would have not heard about this opportunity if it wasn't for my employer.
San Diego D7	92108	This was a very clever way of soliciting and weighting people's opinions and choices about transit. I'm a software developer and 1. I'm hard to impress and 2. I usually ignore requests like this. You guys did a great job!
San Diego D7	92108	This was fun!
San Diego D7	92108	Transit to the airport, SeaWorld, Balboa Park is a must.
San Diego D7	92108	Trolley to airport should be priority.
San Diego D7	92119	1. Why isn't there a trolley to Balboa Park? 2. Why can't older San Diegans grasp what is obvious to the young - mass transit is the way to go, but it must reach everywhere.
San Diego D7	92119	Airport!!!!!!!!!!
San Diego D7	92119	Bus drivers need barriers in the buses for their safety.
San Diego D7	92119	Do it!
San Diego D7	92119	I also believe that electrifying the bus fleet is a good idea and you should do that too.
San Diego D7	92119	I commuted to Sorrento Mesa and UTC area by car from near SDSU for 25 years. So wasteful of time, fuel, environment, and love-of-life. Rapid buses are more cost efficient and flexible than light rail in responding to urban evolution. Last-mile solutions add enormous convenience, likely tipping many to leaving their cars. Building more freeways for low and single occupancy cars is just plain stupid!

		<p>I enjoy riding the public transportation very day i have to at that all the drivers are always so kind to me. But I have to say that the drivers deserve a shout out Simon that ride the 115 sdsu yo el cajon is a kind man. Other drivers from the 115 856 and 836 witch I don't know their name but they are also very kind and that's because I show them respect them I greet them and thank them. There is a lot of people that don't thank the drivers... but I have encounter a few bad drivers but that's okay .. but whatever decisions you guys make I am sure something will improved and I'll be thankful enough for some change ... I just don't want to travel from lake Murray to downtown and takes me like 2 hrs to get their so more frequent time will be amazing extend the times people do work pass 10pm theirs jobs out their that people are still work at 12am. And they have to call uber or lyft... STOP the ONE HOUR duration time on SUNDAYs it take 5 hours from lake Murray to sprouts in so Cajon that's a waste of time and only because the bus runs every HOUR. And also start the bus running at like 330am people do start work at 5am. 530am. I spend 15\$ a ride just because the bus doesn't start until 544am.</p>
San Diego D7	92119	
San Diego D7	92119	I ride MTS frequently.
		<p>I think you should make all rides on trolleys and connecting buses free.</p> <p>I think that you should penalize those responsible for late or canceled buses.</p> <p>I think it is criminal for a train to leave a station before its scheduled arrival time.</p> <p>I believe that long routes with no bathrooms at connections is inhumane.</p> <p>I feel that until you can run a 24/7 system people will not use the system for nights out or for graveyard and swing shifts.</p> <p>When a line is down there needs to be a better way to communicate to riders alternatives, also if it is the train an express bus or busses should be immediately dispatched.</p>
San Diego D7	92119	
		<p>I would love to increase the frequency of transit so it's more available throughout the day. I think the trolley and/or dedicated bus lanes could definitely help rush hour if they followed the major freeways from areas people live like north county and Clairmont Mesa to Sorrento Valley. I think transit should include areas of interest for social outings as well to encourage less car usage in general and create a habit of taking transit. These might include the beach, Balboa Park, North Park, and Hillcrest.</p>
San Diego D7	92119	
		<p>I would prefer to stay away from the buses and focus more on a trolley, subway solution. If we focus on buses then we would be adding to the freeway infrastructure which doesn't work. If we keep adding lanes more cars will appear... lets focus on the future and understand that self-driving vehicles/buses are coming so we will not need to expand the lanes.</p>
San Diego D7	92119	

San Diego D7	92119	In the future I think having the trolley go to areas of interest for tourists and locals (Balboa Park, North Park, Etc.), would greatly help to reduce traffic and parking issues in those areas.
San Diego D7	92119	Increased security on the trolley and while waiting for the trolley would be wonderful.
San Diego D7	92119	Its would nice to have a bus run more earlier in this zip code and more often.
San Diego D7	92119	make more efficient what you have. The trolley service needs a way to reduce or stop the transients sleeping on the trolley. not a pleasant way to travel. Not a great way to advertise our transport system to people who live here and also those that visit.
San Diego D7	92119	MTS must coordinate work with SANDAG and ensure MTSS new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D7	92119	MTS needs to ensure new infrastructure projects will fit into the RTP that SANDAG is developing.
San Diego D7	92119	Nice idea!
San Diego D7	92119	nice idea, this :0)
San Diego D7	92119	No car or license
San Diego D7	92119	Not shown - I would much rather a Trolley line that connects La Mesa/East County over to Sorrento Valley via the I-52 corridor. That would reduce traffic congestion along the 52.
San Diego D7	92119	Prioritize trolley to airport
San Diego D7	92119	thank you for sending out this survey! i wish I had 100 more coins. really, though, a very creative and fun way to get people to be discerning about their choices/votes/plan.
San Diego D7	92119	This is a very serious matter to all of us. It could be your kid in the future.. really. Help us out so we can help ourselves.
San Diego D7	92119	This plan gives great perspective on resources among other factors to consider.
San Diego D7	92119	Transport for ALL school aged children should be free. This would speed up stops(as some children struggle to plead cards, pay fares, and take a seat.) this would also stimulate ridership in the future as they will be comfortable with public transport.
San Diego D7	92119	Us folks paying the gas tax get the least from those same taxes promised for roads. I voter only for roads.
San Diego D7	92119	Use trolley for Padres games
San Diego D7	92119	You have to make mass transit as convenient as transportation by car to hit a critical mass.
San Diego D7	92120	Each of the "small ticket" items have the potential for huge headline publicity and thus add value to make the existing routes more valuable to more users and this will drive scale.

San Diego D7	92120	Express service on new lines during commute to UCSD would make me a rider!
San Diego D7	92120	I have lived in Europe for over 10 years and public transportation is king. I am happy to see efforts being made to improve the service. Thank you.
San Diego D7	92120	I like that MTS is looking into ways to improve, and to involve the people who will be using MTS. Did you hear that all public transit in Luxembourg is now free? I know it is a small country, and not as densely packed with people as San Diego, but still.
San Diego D7	92120	I live in the allied Gardens area. It takes me 45 min to get downtown on the trolley. 20min by car (30 in traffic). There needs to be trolley service going up the 15 or the 805. There also needs to be more parking at these train stations. Have u ever tried to park at the old town station after 8am? Unless I take the 6am train to LA i might as well drive.
San Diego D7	92120	It would be beneficial to develop a trolley system to from Mission Valley to Sharp Memorial Hospital area.
San Diego D7	92120	Living in San Diego is already expensive as it is. Getting a car for most of our youth is a pretty big goal but with going to school and working minimum wage jobs, itâ€™s unrealistic for us now. Weâ€™re spending our last dimes on rent & a decent meal, so having to pay for transportation, while already having so much on our plate is hard! Hopefully you all will take this comment into consideration, thanks :)
San Diego D7	92120	Love MTS
San Diego D7	92120	Need to have a mix of immediate, mid term and long term so public can experience the effectiveness of funds spent.
San Diego D7	92120	Needs more buses and all trolley station should be safe and close to walk to. Most of the stations are too far to get there, and they are a lot of homeless. Moreover, all of the stations are dirty and disgusting. Mts should be improve this problems as well. In addition, the busses and trolley are not enough routes. For example. From downtown to convoy should not takes for more than 20minutes but if I take the busses and trolley then it will takes me an hour. MTS should improves these problems as well. Thank you
San Diego D7	92120	one thing I would like is some of the buses run till midnight or so....one bus to SDSU for sure & the trolleys and a line to the airport would be handy
San Diego D7	92120	Pls make this shit cheaper
San Diego D7	92120	SD already voted down the Purple Line so lâ€™d use money to invest in more widespread services that help solve the last mile, safety, and cost concerns.
San Diego D7	92120	Thanks for this opportunity! Hope you can get the beach, airport and low income plans established.

San Diego D7	92120	The most important aspects are expanded trolley routes and trolley security.
San Diego D7	92120	The plans seem focused on the coast and south bay. There should be more options for transit between east county and northeast county to the main trolley lines (I.e. green line). More service from all areas to County or other government campuses.
San Diego D7	92120	Trolley to Mission Beach/Surfrider Square/Belmont Park (stops at Sea World, Sports Arena) is long overdue. Grade separation and platforms at Trolley stations are needed. MTS NEEDS ITS OWN POLICE FORCE LIKE OTHER SYSTEMS. (PROFESSIONAL, KNOWLEDGABLE /TRFANSIT & TROLLEY EXPERIENCE AND UNIQUE/DISTINGUISHABLE FORCE THAT IS FRIENDLY AND HELPFUL. (ARMED AMBASSADORS OR CONDUCTORS WITH GUNS)
San Diego D7	92120	Uptown San Diego is woefully covered by public transit, despite being central to our city. I live approximately 5 miles from North Park, Hillcrest, the Prado, etc. (in Allied Gardens) and yet a transit trip would take a full hour each way. Driving takes 10 minutes. That needs to change.
San Diego D7	92120	Walkable and safe pathway to stations.
San Diego D7	92120	We need a more reliable bike-friendly transisit system that can accommodate a growing polulation of bike riders.
San Diego D7	92120	Weekend service in y neighborhood is not adequate - and not often enough. Also, service is not late enough during the week.
San Diego D7	92120	Where are the roads and freeways? San Diego has hills and canyons. not easy to walk. people will still need cars. seniors will not ride scooters safely
San Diego D7	92120	with expanding and or making transit more available to the community how will the city make sure to keep it running efficiently ? This could also open the door for a higher rate of crime how can we avoid that ?
San Diego D7	92120	Youth opportunity passes are a must. MTS needs to provide this for low income communities as well as increased frequency of buses.
San Diego D7	92120	Youth opportunity passes are necessary
San Diego D7	92193	We need more Sunday transit.
San Diego D7	92108	24 hour service is needed

San Diego D7	92108	More waiting benches are needed. Some artwork would be nice. But, above all, lighting can be very adequate without being the highly ugly, clinic, retina-damaging stark white. Soft yellow inexpensive filters on trolley and bus headlights and all stops and stations will make for a much more beautiful and welcoming city for residents and tourists alike. Amateur and professional astronomers will also be delighted, as will anyone who appreciates their eyesight and keeping San Diego beautiful.
San Diego D7	92108	One concern that is starting to manifest itself is the rising rent of apartments due to their proximity to future trolley stations. This is it would be nice to maximize safe pedestrian access to stations (ex across freeways, rivers, etc) to make stations accessible. Also, we don't need more frequent trolleys as much as we need a fourth car during peak hours.
San Diego D7	92108	Please ensure that MTS' 2020 development plan meets or exceeds the standards and goals that SANDAG will be including in their 2021 RTP. Infrastructure is one of the limiting factors that stops individuals from making more sustainable decisions easily, and it is the responsibility of public entities to provide smart, cogent solutions for the future of San Diego's citizens. A half-cent sales tax in San Diego county could double MTS revenue, allowing public transportation to represent a larger market share of our transit economy, thereby increasing fares/tickets sold (more revenue!), as well as saving individual households money on their commute and reducing their carbon footprint.
San Diego D7	92124	Adding freeway carpool lanes would be a cheap and easy to reduce greenhouse gas emissions, as well as reduce traffic.
San Diego D7	92124	Age is a rude question. Why not ask about lifestyle? Married? Kids? How far do you commute to work every day? Those are factors that influence my transportation choices, not age. Also, consider incentives for businesses that offer flexible work arrangements.
San Diego D7	92124	Airport is highest priority along with more areas, like the beach.
San Diego D7	92124	Connect Kearney Mesa!
San Diego D7	92124	Have bus route 25 run on weekends please.
San Diego D7	92124	I love taking the trolley! I just wish there were more places I could take it to!
San Diego D7	92124	I take transportation all over San Diego
San Diego D7	92124	I used to use MTS everyday as a UCSD student. Now that I've moved into the suburbs and gotten a job, there isn't MTS within a mile of my home or work and the monthly pass is similar to the amount I spend on gas per month. I haven't even considered MTS an option since.
San Diego D7	92124	I would love to see the MTS be more of an option for San Diegans!

San Diego D7	92124	It was so frustrating that we had to choose from your menu! Prices need to be lower for everyone! It's cheaper for people with cars to drive everywhere.
San Diego D7	92124	I've been using public transportation for over five years. I appreciate having options to either catch the trolley or bus. We need less cars on the freeway. This is not the San Diego I grew up in (53 years) and it saddens me that our freeways are bumper to bumper. I don't want San Diego to become another Los Angeles!
San Diego D7	92124	Lets make mass transit work!
San Diego D7	92124	Light rail connection to Escondido wasnt a choice. I would have dumped all of the coins on that.
San Diego D7	92124	Make Hospitals and Universities/Schools hubs for routes that accommodate students, professors, medical professionals who commute the same time everyday to elevate heavy traffic during commute times. Please add a new stop in grantville, mission valley area of San Diego headed to Downtown and La Jolla. Myself and neighbors are medical professionals that are on-call and work in the hospital at least 5 days/week. Thank you so much!!!
San Diego D7	92124	More frequent bus service on the 25 from/to Tierrasanta.
San Diego D7	92124	Need bus service along 52 fwy between Santee and UTC. Need bus service that connects UTC to Genesee north of La Jolla village to north Torrey pines/Science center area. Only current bus service is for connecting to coaster. Could extend route 60 to accomplish this. Add a parking structure for people to park to catch the 235 in Kearney Mesa. Connect the 235 to the green line.
San Diego D7	92124	Need service to get from Tierrasanta to North Torrey Pines. Only service is for coaster connection which doesn't help if you don't take the coaster.
San Diego D7	92124	We need to get the cars off the freeways and encourage Mass Transit
San Diego D7,D6	92111	24 hour transit service would be awesome!!
San Diego D7,D6	92111	24 hr service and more frequently is most important to me
San Diego D7,D6	92111	Already take public transportation every day to work
San Diego D7,D6	92111	Apply technology to create a safe, round the clock transit system that significantly reduces the need for automobiles and parking lots.

San Diego D7,D6	92111	As a San Diego local and a UCSD student I would love a better transit system for suburban communities. It take at least an hour to get from school to my house via the bus and as much as I want to reduce my carbon footprint, its a big inconvenience compared to a 25 minute drive.
San Diego D7,D6	92111	Build more trollies and bike lanes!
San Diego D7,D6	92111	Busses are inconvenient and make too many stops. From my house to my place of work would require 4 transfers even when utilizing 1 rapid bus.
San Diego D7,D6	92111	Disappointed to not see rail along Washington/El Cajon Blvd from Airport thru Mission Hills, Hillcrest, North Park, Little Saigon, City Heights, College, and East County? Also need a more focus on transit in UTC, Kearny/Convoy, Sorrento/Mira Mesa and Carmel Valley - bar far the largest concentration of jobs in the metro area.
San Diego D7,D6	92111	Don't care if it's a bus or a trolley, just get me there quickly when I need to go with dependable service.
San Diego D7,D6	92111	Extending the trolley network would be great, as it is generally the most convenient form of transit. Certain bus routes really suffer from low service frequency making them difficult to use for commute purposes (for example, many East County routes).
San Diego D7,D6	92111	Have been riding the MTS busses since I was born.
San Diego D7,D6	92111	How are you capturing new ideas?
San Diego D7,D6	92111	I am excited to provide input for programs that will increase ridership in a diverse way. Also, I believe it is important to not only think about solutions currently, but also project where technology like self driving cars and electric cars may take us in the next few decades. Thank you for the hard work put in to this program which benefits everyone in the County and beyond.
San Diego D7,D6	92111	I believe in a strong public transportation
San Diego D7,D6	92111	I believe our first priority should be making existing routes transportation options people can rely on more and focus high density development around them before extending the system to sprawl-ey areas that are highly car dependent.
San Diego D7,D6	92111	I know itâ€™s a pipe dream but I lived in LA for a year and I loved how I could get just about anywhere on the train. Iâ€™d love to see that here
San Diego D7,D6	92111	I like the ideas of the new transit projects
San Diego D7,D6	92111	I live in Clairemont, close to Genesee and the options for using transit to get to work are terrible. Improving an east/west to north/south with good timing would help move people where they need to be.

San Diego D7,D6	92111	I love this new interactive concept. It's a clean and easy way to help the community understand the budgetary considerations involved in civil works projects, and also provides a novel way to receive feedback.
San Diego D7,D6	92111	I THINK BETTER TRANSIT OPTIONS TO THE AIRPORT AND MAJOR SIGHTS ARE CRUCIAL. MAJOR ATTRACTIONS IN SAN DIEGO ARE NOT ACCESSIBLE TO TOURISTS AND LOCALS BY TRANSIT, FORCING FOLKS TO GET ON THE ROAD. THIS CONTRIBUTES TO MORE TRAFFIC JAMS AND INCREASES POLLUTION.
San Diego D7,D6	92111	I would like more rail service, but 20 years is too long to implement...improving and expanding services will have an immediate impact
San Diego D7,D6	92111	Making the bus system run later and go farther will likely make it a more popular option
San Diego D7,D6	92111	More trolleys and buses less school bus traffic
San Diego D7,D6	92111	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D7,D6	92111	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D7,D6	92111	Native...and strategic thinker...We need a better system than we have. Someone should really be looking at revamping the entire system instead of doing piecemeal projects.
San Diego D7,D6	92111	Need 24/hr service and more/safe bus routes/stops. Everything else is okay.
San Diego D7,D6	92111	Please publish the results of this survey!
San Diego D7,D6	92111	Thank you for this opportunity to provide input!
San Diego D7,D6	92111	There should be a trolley option for mothers with small children. The trolleys are over crowded and with the homeless and excessive people, it exposes our children to illness and/or harm.
San Diego D7,D6	92111	Transit to the beach !!!
San Diego D7,D6	92111	Use next generation thinking: car ownership will drop; electric vehicles will dominate; on major axis road (e.g. University Ave, Balboa, Mira Mesa) take away medians & reduce lanes utilizing electric trams running loops for people to jump on & off
San Diego D7,D6	92111	We need a Trolley through Balboa Park into North Park.
San Diego D7,D6	92111	Youth opportunity passes are a high priority for me!
San Diego D8	92143	Extended Trolley hours to the border and bus service from the San Diego Intl. Airport to America Plaza please!
San Diego D8	92143	I ride bus and trolley daily

San Diego D8	92143	My priority is for MTS to extend its operating hours. Sometimes I cannot use the trolley because I am off too late from shift to make it to the last trolley at America Plaza.
San Diego D8	92154	A lot of options were offered, and it wasn't easy to decide on what was beneficial and what services are already provided. Low emissions is essential for the environment. Californians need a efficient transportation system.
San Diego D8	92154	A rapid trolley from san ysidro directly to downtown, preferable downtown
San Diego D8	92154	All we really want is punctuality and accessibility. To get to work on time and to not be stranded Sunday nights after a late shift because there are no buses.
San Diego D8	92154	As a student that commutes 4 hours a day by using public transportation from South San Diego to La Jolla, this is something that affects me and the lives of many. It is time we better the accessibility of public transportation and shortened that long hour commute.
San Diego D8	92154	As someone who commutes daily from the San Ysidro border area to downtown and Kearny Mesa, and who sees the amount of people who make the same commute, the blue line express and purple line projects sound like good ideas!
San Diego D8	92154	Discount fares are very important so people can have access to public transportation.
San Diego D8	92154	From age 14-26 I did not own a car and used public transportation in San Diego. This is a big part of my values and I want to see my home city look more like Portland, Oregon where I went to college and was able to comfortably and safely live and commute without a car because of good urban design and a prioritization of public transit (and bikes). I eventually was forced to get a car because it was impossible to continue daily life (work commute, grocery shopping, etc) without a car; the public transportation system in San Diego has just been too underfunded and too undervalued. I am so excited about these proposed changes and am desperate for at least some of them to be implemented, because I would really like to return to using public transportation more, and with services popping up like the Bird scooters, it is becoming more accessible to more people even in suburban sprawl. Thank you for undertaking this project, it is a very clever way to get public input and figure out the citizens' priorities.
San Diego D8	92154	From horse in the old days to modern transportation.
San Diego D8	92154	Glad to do this survey and help. The MTS is great but it could also be improved
San Diego D8	92154	Go! Go! San Diego MTS!
San Diego D8	92154	Go, San Diego MTS!

San Diego D8	92154	Great Ideas! Thanks for the opportunity to give my feedback in this creative way!
San Diego D8	92154	Help for students is good thank you
San Diego D8	92154	I hope my plan wins.
San Diego D8	92154	I think it's a great idea to get the community involved in the planning of public transportation. My priority would be the frequency of busses, since it's very often that they go off schedule, so it would make for a much more reliable method of transportation if there were a more consistent flow of them.
San Diego D8	92154	I think that we should also increase the frequency of the buses especially on the weekends. And let older and disabled people get their own little buses to take them to places because I've seen many of them struggle and even getting hurt bc of the great amount of people on the buses
San Diego D8	92154	I think these were the most important plans because safety is definitely a big priority, we want to make people feel safe , and maybe if we added more lit areas around the station it would increase safety
San Diego D8	92154	I want to be the vision leader for San Diego public transit!
San Diego D8	92154	I want to help San Diego become an easier place to live comfortably without the worry of transportation.
San Diego D8	92154	I would invest money in cleaning...there is a lot of dangerous when you get in to the trolley and the whole cart smells urine and pop..do you i imagine how many bacterias and parasites are there? Donyou imagine how many people are in contact woth all these?? Do you imagine this it would be the first stage tp spread a epidemia??
San Diego D8	92154	I would like to see tolls charged for single occupancy vehicles traveling on the freeways during peak hours.
San Diego D8	92154	If I could click safety a million times I would
San Diego D8	92154	I'm glad to know you guys are asking for feedback
San Diego D8	92154	It would be great to start a program for the homeless so they can have a job and earn some money. The 12 and Imperial Transit Center area needs to be clean, lots of homeless around that area, the smell in the air is really bad sometimes, some of the tourist that are using MTS are afraid from the homeless just because of the way they are acting that day, etc... This are things that I would consider more, other then that transit system is great and it has a connection to almost anything in the san diego county. Ohh, one more thing... BATHROOMS for the public, I seen passengers asking the bus driver for a bathroom or if they can used a portable bathroom at some stations like Iris trolley. Good day!!!
San Diego D8	92154	Lets make a better transport system
San Diego D8	92154	Love to have the opportunity
San Diego D8	92154	make monthly bus passes for youth cheaper!

San Diego D8	92154	Make rail on east side of Chula vista, through national City to SDSU! And make SY to downtown express, SDSU express UCSD express trolleys!
San Diego D8	92154	MTS has been very quiet for so long it is nice to see the enthusiasm shown recently to encourage public input.
San Diego D8	92154	MTS is very good service but just make sure your buses come on time especially for those with a certain time needs for school like me. I have 7 unexcused tarries for the school I attend lâ€™m fault or late buses.
San Diego D8	92154	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D8	92154	Please do not increase security! It makes us who actually ride the bus uncomfortable!!
San Diego D8	92154	Please give these choices we are submitting the weight they deserve. We WILL vote for added revenue for MTS, but MTS must respect our ridership needs: added service, less intersection crossings, more border-to-downtown options, and freeway access/rapid service. Thank you for listening.
San Diego D8	92154	Please improve SD's Public Transit Systems!
San Diego D8	92154	Thank you for getting riders involved in this process.
San Diego D8	92154	Thank you for the opportunity.
San Diego D8	92154	Thanks for putting this out!
San Diego D8	92154	There was no option for high speed rail. MTS should include high speed rail connection as part of its mobility map and connection hubs at the border and north county. An inland line from Temecula to the border would expand high density housing/employment transit districts throughout the county
San Diego D8	92154	This is such a great way to get feedback from the riders!
San Diego D8	92154	We definitely need 24 hour service! I work in Mission Valley, live in the South Bay area and use public transportation daily. My entire life revolves around the trolley/bus schedule. I'm not alone, many people, especially in the service industry, are like me. After so late, my only way home in the 929 bus. I'm suck waiting sometimes for 45+ minutes at 12th and Imperial for the bus. It's a bad part of town and I hate it. I've been harrassed and scared waiting. If the trolley ran later, I could avoid this.
San Diego D8	92173	24 hr Trolley service would be amazing, especially for those who work late nights in downtown
San Diego D8	92173	Add more disabled seating for the elderly both on busses and trolleys.
San Diego D8	92173	All my family uses MTS, to school and work. I would love to see an improvement in your services

San Diego D8	92173	Anything to help the blue line trolley and how packed it gets would be amazing!
San Diego D8	92173	Blue line service need more trolleys going south during rush hrs.
San Diego D8	92173	El pase para los jÃ³venes es el mejor proyecto Gracias
San Diego D8	92173	Ensure everyone is paying fare so trolley won't get overcrowded, removing Ambulatory vendors from trolley, drug dealers from bus stations.
San Diego D8	92173	Excelente
San Diego D8	92173	Express trolley will be a great addition
San Diego D8	92173	Go MTS
San Diego D8	92173	Good changes
San Diego D8	92173	Great information to know and be part of it as a community!
San Diego D8	92173	Great job on this!
San Diego D8	92173	I believe it would be highly beneficial to plan ahead and do out best to try to accomodate new trolley system on a more sufficient tracking system that will allaw vehicular traffic to run smooth. For example elevated system in miami city or underground in seattle
San Diego D8	92173	I Like the Express trolley from San ysidro to downtown, because when we take the trolley at San Ysidro we know most of the people go to downtown. The most popular station are palomar st, 24 st, harborside and downtown. So for us is very comfortable take the trolley with 20 min to downtown before 33min like now.
San Diego D8	92173	I take the bus everyday to get to school and to my job and also to have fun like going to balboa park, the mall and to the beach.I rarely use my car or migh only use it in extreme circumstances or because there is no trolleys or the waiting period might be too long is that I opt to take my car.
San Diego D8	92173	I take the MTS service every day from home to work and back I would really appreciated if there was trolleys that ran earlier and later for the guys that get off from work late there's people constantly having to get out from work early to be able to catch the last trolley.
San Diego D8	92173	I want to share my vision for transit in San Diego
San Diego D8	92173	I want to submit my plan
San Diego D8	92173	I would also propose removing a few stops from certain routes to make it more cost effective but also faster for us commuters.
San Diego D8	92173	Improve the frequency, you fools
San Diego D8	92173	Keep up the excellent work and the high customer service!!!
San Diego D8	92173	Love this!
San Diego D8	92173	Make this happen
San Diego D8	92173	Need the 24 hour buses and trolleys asap
San Diego D8	92173	Safety is always a great starting point and we can achieve that by having transportation run more often and at all times. Thank you.

San Diego D8	92173	Sometimes the buses arrive very late.
San Diego D8	92173	Thank you!
San Diego D8	92173	These could be very good improvements which further improves and expands San Diego's public transportation
San Diego D8	92173	This is an engaging approach to developing the services of MTS even more. Great job!
San Diego D8	92173	Trolley should be 24 hours that way you won't depend on expensive taxi cabs & uber services at night also more lines the better, trolley is fast unlike buses that stop often to drop or get passengers so this is what sdmts should focus on more trolley lines just like LA & NY city have more lines, I'd love also a trolley line connecting downtown with Balboa park & SD Zoo It's insane there's no line in those places.
San Diego D8	92173	Used to work for MTS and use it daily for work commute. My ideas come from practical knowledge of the system inside and out.
San Diego D8	92173	We need the 2, 3 & 4 day pass discounts back
San Diego D8, D9	92113	Add a trolley up the 15 freeway to Mira Mesa/Poway
San Diego D8, D9	92113	Also add leather to the bus fleets because the seats smell and they are old.
San Diego D8, D9	92113	Answered these based on my individual experience. Not all are necessary but help youth especially younger than me.
San Diego D8, D9	92113	As a social worker, my plan insights the challenges my clients have discussed. Could improve their livelihoods.
San Diego D8, D9	92113	Aside from having 24 hr. bus and trolley service, I would greatly appreciate if a trolley station would be built in La Mesa near where the now closed Babies R Us store used to be to provide service to the area near the La Mesa Gateway Shopping Center. There's absolutely NO BUS SERVICE AT ALL to serve the area. The route 854 is a complete JOKE!! It only run's once an hour MONDAY-FRIDAY, terminating service at 7PM, which leaves those of us that work in the area the ONLY option of WALKING LONG DISTANCES FROM GROSSMONT TROLLEY STATION DOWN FLETCHER PARKWAY TO OUR JOBS. If a trolley station can be built downtown to serve the new superior courthouse, which is just a couple of blocks away FROM THE CIVIC CENTER TROLLEY STATION, then why hasn't there been a trolley station to serve the La Mesa Gateway Shopping Center, an area that has been serving the La Mesa area since 1998 WITHOUT ANY RAIL OR BUS SERVICE? This is an absolute outrage!!
San Diego D8, D9	92113	At rush hours buses are to full specially the ones near schoools
San Diego D8, D9	92113	Because its right
San Diego D8, D9	92113	Build new transit for trolley to allow more people to ride and leave their cars at home! I work in Kearny Mesa and UTC like many of us and these areas are completely underserved where the majority of us work and fight the 1+hour commute and congestion of the freeways

San Diego D8, D9	92113	Bus to work
San Diego D8, D9	92113	Bus to work
San Diego D8, D9	92113	Earlier service. Especially in southern sd. By imperial and commercial. I start at 6 should be at 5 but the service starts at 608 at commercial.
San Diego D8, D9	92113	Es una buena idea el poder ganarnos el pasÃ© gratuito por un aÃ±o ya quÃ© habemos muchas personas de bajos recursos y el implementar todas Ã©stas ideas serÃ¡a maravilloso y muy beneficioso , ojalÃ¡ y se logrÃ© la meta ðŸ˜‘âœŽâœŽâœŽ muchas gracias
San Diego D8, D9	92113	Gracias
San Diego D8, D9	92113	Great activity, thanks for ask for our opinions
San Diego D8, D9	92113	I believe that finding a way to keep the services at a reasonable price should be priority. With rent going higher, insurance unreasonably high, and the day to day taxation of everything; it would be nice to have a reasonable form of transportation that does not cost the rider a discomfort in their already tight budgets.
San Diego D8, D9	92113	I don't even use the trolley but this is for the people who do.
San Diego D8, D9	92113	I feel like we should allow more opportunities to those who need transportation because soon, we wonâ€™t have that many people riding public. More people are soon to have cars, but we should focus on the economy and promote saving the planet from climate change.
San Diego D8, D9	92113	I hope and take into account our opinions to improve the quality of public transport that many of us frequently use in our lives.
San Diego D8, D9	92113	I hope this becomes a reality.
San Diego D8, D9	92113	I love MTS, just too much homeless
San Diego D8, D9	92113	I love the idea of reducing the price of the MTS tickets for young adults and low income families. I see a lot of young people riding the trolley to college, including myself. I know the tickets are greatly reduced for certain individuals, but this would be a great help to those who are struggling financially.
San Diego D8, D9	92113	I think the express to UCSD would be most effective for students and workers
San Diego D8, D9	92113	I want to share my vision for future transportation in San Diego!
San Diego D8, D9	92113	I WOULD HAVE ALSO LIKED TO ADD THE PLAN FOR "NO FARE" FOR YOUTH AND YOUNGER ADULTS UP TO THE AGE OF 25, HOWEVER I FEEL THAT ONCE AN INDIVIDUAL IS 18 YEARS OLD, THEY SHOULD BE ABLE TO HAVE THE MEANS TO PAY FOR FARE.

San Diego D8, D9	92113	I would love the chance to have mts more open and available to those who may be in a rush to go places. MTS is a great way of transportation by not just taking you where you need to go, but also getting to know the streets and ways around San Diego.
San Diego D8, D9	92113	I'm supporting this because I want the people who need a free bus pass to get one.
San Diego D8, D9	92113	It would be great if Sunday transportation worked more frequently ant till later times
San Diego D8, D9	92113	Maybe for next survey, include options like better screening processes for employees. I notice that some security officers are not doing a good job enforcing the rules and sometimes, break the rules themselves. Other employees abuse their break time, are not vigilant in riders in bus stops, and take random breaks in certain stations that further extend the arrival time of riders. On another note, maybe provide background information on each improvement. For example, the purple shuttle option. I do not live in Kearny Mesa so it would be nice how that affects others, since I am unaware.
San Diego D8, D9	92113	Maybe you should also considering Adding leather seats to the fleets of buses for easier Maintenance and comfort.
San Diego D8, D9	92113	Me gustarÃa que hubiera servicio las 24 horas.
San Diego D8, D9	92113	More Security is my top priority. Have at least 1 trolley cop to stay and ride through the whole train ride per each trolley. The things that I've seen where I'd wish there was a trolley cop near by would of been more better and felt secured.
San Diego D8, D9	92113	MTS has been an excellent form of public transportation. I've used the service for many years and hope for improvements and advancements
San Diego D8, D9	92113	MTS is very important to me seeing a though I do not own a car. So, I use public transportation to get everywhere.
San Diego D8, D9	92113	My vision is to make it easier for people to get around without having to worry about being late somewhere or not having enough to be able to make it to where they want. Not everyone is fortunate enough to own a car or even have transportation to where is needed which is why frequent stops and a new line would greatly help people out and providing free transportation to young adults 25 and under would make it easier to budget money on whatâ€™s important like food, school, or work instead of worrying about the costs of bus fares or trolley fares.
San Diego D8, D9	92113	Nice deal
San Diego D8, D9	92113	Please bring back multi-day passes!
San Diego D8, D9	92113	Reduce bus pass for low income passenagers
San Diego D8, D9	92113	Remember that people use the bus to and from their destination. Once they have a set bus schedule they might not check out other bus routes.

San Diego D8, D9	92113	Share wit public. For the contest
San Diego D8, D9	92113	Thank you for asking us
San Diego D8, D9	92113	The young, the elderly, and those with disabilities should never have to pay much for getting from one place to another and get fast service.
San Diego D8, D9	92113	This was neat.
San Diego D8, D9	92113	this will be the future of San Diego
San Diego D8, D9	92113	To worm
San Diego D8, D9	92113	We can all dream for better transit!!
San Diego D8, D9	92113	Would be better :D
San Diego D8, D9	92113	would have chosen every single option if it were possible
San Diego D8, D9	92113	Would've selected all options if there was no restriction
San Diego D8, D9	92113	You could also look into Biofuel options and Hydrogen Fuel Cells (Look into Toyota's new trucks)
San Diego D9	92115	<p>Above all else, I think that MTS should keep in mind that the people that tend to use public transport the most are those that either cannot afford vehicle expenses (whether due to low income or other outside reasons) or cannot drive. That being said, raising fares for those people only continues to hurt them. Many young adults do not find stable jobs until their late 20s to early 30s.</p> <p>Next biggest priority should be safety and especially for the young women that use the service. There has been too many times that people I know take public transport and are harassed by men and can do nothing but fear for themselves because bystanders don't stop these transgressions. And they shouldn't have to either, because that means putting themselves in danger.</p> <p>I do appreciate the opportunity to speak my mind. And I hope you find the responses you get to be helpful!!</p>
San Diego D9	92115	Although I won't be of age to vote in 2020 for the projects I believe are important to my community among others, this is my way of voting.
San Diego D9	92115	Car pooling didn't work. All wanted their car to drive. Now with traffic so bad, if good systems are put in place that are reasonably convulsed; more will use mass transit.
San Diego D9	92115	Clean up the trolley more. Make sure there are less homeless/crazy people on the trolleys
San Diego D9	92115	Consider reduce cost for college students and transport to community colleges.
San Diego D9	92115	Disabled (wheelchair) transit user and parent
San Diego D9	92115	Efficient. Thank you
San Diego D9	92115	Excellent ideas. Enthusiastic MTS rider!
San Diego D9	92115	Frequent commuter rider would love to see even 1/2 of these enacted

San Diego D9	92115	Go mts
San Diego D9	92115	Great ideas!
San Diego D9	92115	Great ideas! My # ask is getting MTS service closer to car trips in terms of time
San Diego D9	92115	Great survey!!
San Diego D9	92115	Hope to see some change! I really dont want to spend 2 hours getting to Mesa College or my friends house from downtown
San Diego D9	92115	How come there was no option of transit from downtown to Balboa Park -- trolley, sky tram, etc.?
San Diego D9	92115	I am very interested in 24/7 service and a trolley to the airport the most
San Diego D9	92115	I commute between El Cerrito and Serra Mesa, more ways to get past Mission valley and into northern SD would be hugely helpful.
San Diego D9	92115	I grew up here and I have been taking transit my whole life. There is no need for the trolley to go to the airport. Instead, change the buses back tot he ones with a luggage rack and increase service.
San Diego D9	92115	I hope this helps. I use MTS daily!
San Diego D9	92115	I love mts transportation!
San Diego D9	92115	I love this online tool! We need to prioritize transit investments in the communities that use it and need it the most, and in EJ communities with historical disinvestment.
San Diego D9	92115	I really do believe there is high potential in our transit system that if explored could significantly reduce or carbon footprint and improve the livelihood of many.
San Diego D9	92115	I really like ur raped its really nice drivers also so a lot of care for the passengers
San Diego D9	92115	I ride my bicycle often around the city. To work and back it takes me much shorter time to ride than take public transportation. I didn't even take the bus on free days because it would take 50% more time for me to travel on the bus than it would for me to travel by bicycle. I'm going 17 miles from mid city to UCSD. On days where I can't ride I take a car because I have no other option. Would be great to have another route!
San Diego D9	92115	I strongly support Youth Opportunity Passes!! This would be an excellent way to reduce the financial burden on low-income families and create lifelong riders!
San Diego D9	92115	I think discounted/free rides for youth would greatly reduce traffic and help students get to school safely and affordably.
San Diego D9	92115	I think there are great improvements that can be made and the ideas here are amazing. Moving toward more sustainable services should be the top priority
San Diego D9	92115	I use this system frequently I did not get to add more transportation in the suburban areas but that would definitely be a plus.

San Diego D9	92115	I used MTS and this really helps with getting an outreach. Thank you for everything.
San Diego D9	92115	<p>I was under the impression that you were looking for new ideas not just voting for existing projects, (although a good idea). I have several simpler ideas that at more inexpensive and would improve the public's perception of MTS/SANDAG. Most of the public still perceive the two agencies as being one in the same. Most people I talk to seem to have a poor perception of SANDAG which includes MTS. You need to improve that perception if you want people to vote in favor of any propositions.</p> <p>1) The Trolley and the traffic signals through downtown need to be coordinated so that as the trolley passes through downtown with stopping so many times for red lights. While the trolleys get stopped at traffic signals cars also get stopped when there are no trains coming. I have brought this up with several City Traffic/ Engineering Staff and they say that that is SANDAG issue. When you ask SANDAG or MTS Staff they say it is a City Issue. No one wants to take ownership, and over the years, like a lot of other local issues, we wait for something to be fixed and when nothing is fixed we assume that it is not going to be and forget about it, except when we are poking along on the trolley going through downtown. This is one of those perceived ideas that SANDAG doesn't know what it is doing. It can be fixed if you want to, but the decision-makers at SANDAG don't think it's an issue or something that needs fixing. It is! Get your engineers and the City's Traffic Signal Staff and put them in a room until they can come up with a solution. The trolley isn't really moving that slow, it just seems to poke along through downtown. Fix this perception (get through town a few minutes faster) people will have a better perception of you.</p> <p>Also, a more immediate issue could be the SDSU's stadium project. I do not know how much planning MTS/SANDAG is doing with the project, but it is very important for State to leave a north/south corridor through the project. For this project to succeed and for SANDAG's transportation/transit plans to succeed, the BRT and future Purple line need to have a corridor through the project and a station close to the existing Stadium trolley station. The existing Express/Rapid Bus, route 235, traveling along I-15, should travel north from those very expensive Stations at University and El Cajon Blvd. in their own travel way over the Mission Valley freeways and buildings along the river through the stadium site and continue north into Kearny Mesa. The right of way needs to be obtained now during the planning process. I have lived in San Diego long enough to know that if you don't plan for something ahead of time it becomes very difficult and expensive in the future. I would love to see a bus/trolley passing overhead on its own roadway through the project, like the Disneyland monorail. Go get that right way ASAP! One more, it is my understanding that the Southbay BRT does not have a large ridership. I suggest that every other bus heading</p>

		north from the border continue north on I-805, past SR 94, to the BRT Stations on I-15 at University and El Cajon Blvd. It can stop there or continue up to Kearny Mesa or further north. This would enable people from the South Bay to go north, those in North City to go south and give the people in Mid-City more choices. More choices, more alternatives and very little if any additional costs. Thanks for listening, hope these idea are given some thought.
San Diego D9	92115	I wish there were not just rapids but express bus or trolleys that just go to the major designated hubs then connect to locals destinations and more park and ride lots with express/rapid/local connections.
San Diego D9	92115	I would definitely ride the purple line to work if it existed.
San Diego D9	92115	I would have liked for there to have been other routes to include express lines for trains other than just the border to Mission Valley.
San Diego D9	92115	I would like to see a cooperative effort among all of the government agencies along the I-15 corridor to build express light rail between San Diego and Temecula (and possibly the inland empire). Effective rail service along this corridor could greatly reduce greenhouse gas emissions.
San Diego D9	92115	If you believe what you conceive, you can achieve.
San Diego D9	92115	It would be amazing to have more stops along San Diego State as well! As a student without a car it has been difficult to get around quickly with public transportation. Students love going to the beach and I think they would use the trolley more often if stops at PB, ocean, or mission beach were available.
San Diego D9	92115	It would be good if every trolley station didn't smell like urine.
San Diego D9	92115	Keep expanding the trolley lines!
San Diego D9	92115	Listen to the Youth
San Diego D9	92115	Mainly 24 hour would be good.
San Diego D9	92115	Make routes go to the end, or call it route 10B if itâ€™s not going all the way, and make sure the customer is aware if this before they put in cash expecting to go the full foute
San Diego D9	92115	Make San Diego the best electricity buses ever!
San Diego D9	92115	Make tickets affordable...monthly bus pass should not pass 50\$
San Diego D9	92115	More bikes!!!!
San Diego D9	92115	More busses on interstates to relieve congestion and encourage ridership. Only public transportation on hov lanes
San Diego D9	92115	More express service would be nice...
San Diego D9	92115	More REAL BRT. (Complete 15 fwy BRT)
San Diego D9	92115	More trains, more bus routes, more frequently. Free us from cars as the only option

San Diego D9	92115	MTS is great Let us have a Safe Secure Reliable and Big City (24 Hour Options) Like TORONTO grid pattern that will be Above and Beyond for South Bay North of the 8 Downtown/Airport/Bay and Beaches and Finally extended Hours and Frequency to East County (additional SDSU Frequency to meet Youth Discounts et cetera) Fair? Balanced ? Came in ahead of budget as that is the Plan. Let Uber and Lyft be concerned about the Scooter Latest and greatest so we can ALL have a Sweetheart Deal or additional equity and or options and unity of America's Finest City Ciudad. Claro que si A Win Win Win
San Diego D9	92115	MTS is my main source of transportation I think these improvements would help me and the rest of the community. I often travel from mid city to Linda vista for school however I work in normal heights/university heights if theres was a faster way to get from linda vista to normal heights thatd be great rather than taking 3 buses or less of a wait time
San Diego D9	92115	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing
San Diego D9	92115	MTS must coordinate work with SANDAG and ensure MTSs new infrastructure projects will fit into the RTP that SANDAG is developing.
San Diego D9	92115	My husband and I use mts daily. Since both our cars were hit. We have 2 toddlers who love the bus! We absolutely will choose mts over a vehicle.
San Diego D9	92115	Need better options from SDSU to kearny Mesa
San Diego D9	92115	Please announce more opportunities for input on certain things such as adding or removing bus and trolley routes. It is hard to keep up with the different meetings or surveys to add input
San Diego D9	92115	please have a a safe transit system because little youth ride the bus
San Diego D9	92115	Please include better maintainance of neighborhood bus stops. Some are disgusting like 30th St South of El Cajon Blvd and many others that have not been cleaned in too long. You can't encourage ridership if people wait in trashy, dirty areas. Sidewals near stops need to be steamcleaned regularly of nasty spills.
San Diego D9	92115	Please increase lighted pedestrian crosswalks and ensure there is adequate pedestrian and bicycle access to trolley stations. 70th St down to Alvarado has no safe way to get from west side of 70th without walking either an extra quarter mile or in the street.
San Diego D9	92115	Public transport vehicles are not clean. Needs to better in cealning
San Diego D9	92115	Public transportation has been great for me. I live close to bus and trolley stations. The only downside I have is time spent traveling. I don't think there would be anything you could to change that, unless you flew me home to work.

San Diego D9	92115	Right now, I would like to use public transit, but there are two reasons why I can't: 1) I would never be able to get to my work areas without wasting a ridiculously huge amount of time--the bus routes are useless; 2) Just taking a few trips every once in a while (rather than buying a pass) is prohibitively expensive--five fucking dollars for a day trip? I can drive instead for maybe a fifth of that cost in gas. No one uses public transit in San Diego unless they are tourists or they are forced to because of their economic status. Public transit in San Diego is a USELESS PIECE OF SHIT.
San Diego D9	92115	Safety is my number one concern. I used to take the bus everyday, but stopped because I was harassed a couple times. When i reported it, I felt like I just got the run around of who was actually responsible and who i should report it to. So I just stopped riding the bus/trolley. If it were me, i would increase routes so more people can ride and increase security.
San Diego D9	92115	Thank you for providing a means to give feedback!
San Diego D9	92115	Thank you for seeking community input!
San Diego D9	92115	thank you for service
San Diego D9	92115	The green line or another line should also go to PB. The coaster doesnt stop near PB either. There should be cheaper fairs for homeless and kids
San Diego D9	92115	The lack of key connections between the train/trolley to the airport and Sorrento valley are keeping people driving the whole way when its really just the last 2 miles or so we need to manage. Kearny Mesa is screaming for a trolley line and density, cars pack the streets night after night but people would ditch their cars to take the trolley to have Korean bbq and have a tipsy night out and then make it home on the trolley all before midnight.
San Diego D9	92115	These changes would be amazing!
San Diego D9	92115	Think this is a great idea! Would advice to put up signs near transit stations/ where more people are aware of this just in case they dont have the app.
San Diego D9	92115	This could increase ridership of both buses and Trolleys
San Diego D9	92115	This is a really good idea to get public input.
San Diego D9	92115	This should be the main project. Youth have the most energy, the most opportunities to impact society currently. If we donâ€™t have the means excel. MAKE THIS THE NUMBER ONE PRIORITY PLEASE!
San Diego D9	92115	This was really cool. I like the beach ones and on demand service alot.
San Diego D9	92115	This would help promote transit efficiency throughout the city of san diego and it's surrounding towns.
San Diego D9	92115	Trolley between downtown and sdsu would be great
San Diego D9	92115	Very excited to have more funding being allocated to public transit! As someone without a car who commutes to north county

		for work, an expansive transit system is my greatest desire for the city.
San Diego D9	92115	We need these improvements for the future of San Diego.
San Diego D9	92115	We need to increase public transit use, and build in communities that actually need and use public transit.
San Diego D9	92115	Why is there no talk or option to extend HOV lanes on I-15 to Mission Valley, There is plenty of room on the sides to add an HOV lane both north and southbound without having to change bridge pylons, it would just be grading and paving. It would help alleviate rush hour traffic on the I-15
San Diego D9	92115	Wish all of the items on the list could be accomplished.
San Diego D9	92115	Your plan is missing -- build a trolley line along El Cajon Boulevard.
San Diego D9	92115	Youth fares are key
San Diego D9	92195	Great idea!
Santee	92071	All of these things are necessary but I didn't have enough coins.
Santee	92071	Excellent survey idea. I liked the short videos. It was fun and a challenge.
Santee	92071	Fix the santee trolley green line
Santee	92071	For a majority of my life I have used MTS for school, work and recreation. Bathrooms are needed at many of the trolley stations. Nothing is worse than having to use the bathroom on your way to work and missing your bus because you had to run to a Starbucks and order something to use their bathroom. Later running buses and trolleys would also be nice. I have missed "the last bus" more times than I can count and I think that if the trolleys ran later, it would be a great way to prevent drinking and driving. The frequency of the buses is also important. The buses can be anywhere from 15 minutes early to 30 minutes late. When you are taking multiple buses or bus and trolley, this can cause you to miss your connection and be late to work, making Public Transit unreliable. If they were more frequent, missing a bus that only runs every 2 hours wouldn't mean having to be 2 hours early or 2 hours late for work. Lastly, the frequency would help with the overcrowding of the trolleys and buses during rush hours. I have seen people pack into them and fight each other so as not to be late to wherever they are going. If they ran more frequently, it wouldn't be as big of an issue.
Santee	92071	Future trolley extensions should also include Rancho San Diego & Poway
Santee	92071	Honestly.... the 52 freeway is HORRIBLE!! Please help the Santee folk get into Sorrento Valley easier!

Santee	92071	I commute from Santee/Mission Trails to Torrey Hills/Torrey Pines/Carmel Valley area. Transportation options from the East areas to the coast are key for me, It would currently take...2-3 hours if I took public transportation to get to my office. Thank you!
Santee	92071	I live in Santee and wish the bus would run later. I use to work for MTS in 2012 and enjoyed the people that operate the buses and trolleys'
Santee	92071	I recently started having to use the MTS service to get form Santee to the down town area due to medical issues. Would very much appreciate increased Bus schedules in Santee routes to every half hour instead of every hour and in some cases 2 hours so that I can make it to appointments and work on time.
Santee	92071	I would like to see a direct trolley line built between Santee and Miramar/Sorrento Valley.
Santee	92071	I'm looking forward to the improvements. I'd really like to get rid of my car.
Santee	92071	It wasnâ€™t an option but a rail line from old town to pacific beach makes a lot of sense to me. You can even connect the line to UCSD as well. Help minimize traffic to the beaches, provide easy access to tourists from downtown, and cut down on drinking and driving. Since trolleys are popular among our tourists I would recommend a hotel tax to help fund the project.
Santee	92071	Live in Santee and work in UTC.
Santee	92071	Love this method for gathering community input!
Santee	92071	Make it free for economically disadvantaged kids or adults to get to cultural places, like the museums in Balboa Park, downtown, etc.
Santee	92071	Need to fix 52 freeway bottleneck before Mast as top priority.
Santee	92071	New trolley lines would be great!
Santee	92071	None of these options do much for me or the hundreds of thousands living in the east county. It takes hours to get anywhere using public transit out of the east country. Let's face it, it's inefficient unless you live along the north/south corridor.
Santee	92071	Please fix the 52, widen the bridges, make it at least 3 lanes ALL the way, maybe 4 since everyone keeps building houses.
Santee	92071	Please please more bus stops in Santee. My kids are disabled and we do not have a car!
Santee	92071	Taxation is theft
Santee	92071	The Extended Service Hours and Increased Frequency in particular would help A LOT! Thanks for listening to the community.
Santee	92071	Thereâ€™s a lot of ways to improve the San Diego transit system to benefit such a large population of citizens!
Santee	92071	This is really cool! Thanks for asking our opinions!

Santee	92071	Trolley Lines are key to success giving more people access from more areas to different destinations around the city, which provide growth in time to trolley stops and squares for dinning and shopping.
Santee	92071	we need better transit all over San Diego County
Santee	92071	We need to put an elevated track above the 8,5,805,15,52,125 to connect the working population to there destinations and cutting down on traffic. A true transit system.
Santee	92071	What about a connection between the Santee trolley station and UTC? People in East County can go west through Mission Valley, but many of us work northwest.
Santee	92071	You need an express Trolley for morning and evening commutes. If you do it correctly, it should take no more than 20 mins from downtown to your location. Also, we need a trolley to the airport. It would be nice to be an actual international airport as we pretend to be. Until we have a trolley to the airport, we are just a ho-hum airport. If Logan Airport can do it. If Gatwick can do it, if Zurich can do it, why can't we?
Spring Valley	91976	Service to Alpine and East County in general SUCKS!!!
Spring Valley	91977	24 hour service would help me get from work to home since sometimes I get off work at 10pm on Sundays
Spring Valley	91977	24 hour services would be life changing!
Spring Valley	91977	By far there are many zip codes where you cant even get to or from work if you dont have a vehicle. And the difference with the nearest large city which would be Los Angeles, is that transportation is just as expensive but in San Diego its a joke, its slow, its inefficient and it cares nothing at all about the thousands and thousands of would be users. This city has been growing exponentially for decades it thrives on growth and gentrification yet MTS lacks the ability to evolve even a little over the past 20 years. Apparently theres enough money to have officers of the transit system harass you for your trolley pass multiple times a day on a daily basis but Even in this hypothetical would be scenario where we the users decide what would be needed to improve the service you have to sacrifice items that are much needed to actually better the service. In my opinion MTS is a greedy company that cares zero about actually providing the service that it claims to champion. Its an embarrassment for a fine city such as San Diego. In all honesty, this entire budget is sad, all the items are much needed in the cart. This in many ways feels like a joke. Thank you MTS for making commutes up to six times slower than private transportation. Turning a 25 minute drive into a 2 hour journey and thats on a regular day, dont even bother to ask me about weekends and holidays, because on those days, we the people, do not matter to MTS.
Spring Valley	91977	Do not wait for San Diego to change and grow before you upgrade the transit system.

Spring Valley	91977	Great feature to get give feedback. Really appreciate the ease of use of submitting our priorities. Children should be the focus of the future. Lets raise them to use public transportation for its cost effectiveness, reduction in green house gasses, pollution and use of fossil fuels. Make San Diego easy to get around.
Spring Valley	91977	I feel cleanliness around stations and security are very important to keeping ridership at a max. No one wants dirty stops or to feel unsafe.
Spring Valley	91977	I feel strongly about extending bus and trolley service since I myself rely on transit, as for the other plans I believe that they can be most beneficial to mts and it's patrons
Spring Valley	91977	I love all these ideas but especially extending operating hours and and trolley systems to connect to previously unreachable areas.
Spring Valley	91977	I love this survey!
Spring Valley	91977	I love to ride the bus and the trolley . thank you
Spring Valley	91977	I think the fare should be free for everyone. Paid for by taxes or something else. Or just extremely cheap. Ex: .50 one way \$2 day pass
Spring Valley	91977	I think this would help a lot of people on getting to and from work and other things alot faster thank you for letting me submit my ideas
Spring Valley	91977	I think we should have trolley lines along every freeway
Spring Valley	91977	I was disappointed that there were no plans to bring more trolley extensions and services to East County, especially to Rancho San Diego and Spring Valley areas.
Spring Valley	91977	i was going to leave you extra coins for overruns on these projects but decided to spend it all
Spring Valley	91977	I will tell you the real reason ridership will never improve. YOUR BUS DRIVERS!!! There needs to be an amendment to: bus drivers considering their passengers a bit more than their time schedules. Take for example; when the trolley pulls up at the exact time the bus is supposed to pull off, the bus driver knows, for a fact, passengers getting off the trolley will want to catch that bus. The bus drivers will not let you on the bus, as they pull off right in front of your face while pointing at their watch. Those drivers could wait for the passengers exciting the trolley. After all, the passengers are how the drivers receive a paycheck in the first place. We are not treated very nicely by your drivers. UNTIL THAT CHANGES your ridership will suck no matter how many improvements are made. I am a regular, monthly pass holding passenger who speaks with, and listens to the complaints of, other riders daily. JACKIE
Spring Valley	91977	If you actually go through with any of these options please choose zero emission

Spring Valley	91977	<p>If you all plan on becoming a large city in America, and growing in consumerism and tourism. Start these Transportain Changes NOW. Before the city expands and tourist enter. Why wait 5 years when you wont have the time to find right ideas? Do it now as San Diego is expanding. Plan in advance for success. Fix it fast for those who do take these means.</p>
Spring Valley	91977	<p>In addition to the listed projects, MYS should commit to a continuous program to create pathways and shortcuts to overcome existing station placement and challenging topography. For example, a safe pedestrian pathway along I-805 from Market St to 47th St station. His would open up rail access to that community.</p> <p>Blue Line Express: Along that Line, include two stops at Chula Vistas new bayfront development.</p> <p>Eventually, an extension of the blue line at rose canyon can go to Miramar. This establishes a connection from Chula Vista/imperial beach navy base, 32nd street naval base, navfac, spawar and then Miramar. Spinning it in this way will ensure federal backing at it serves the navys interests and the San Diego Public. THis eventually becomes the blue line: SY to UCSD and a new adjacent line, from SY,CV to Miramar via downtown.</p> <ul style="list-style-type: none"> - Orange Line realignment at Market street gateway center. Here the trolley passes through a cemetery; a missed opportunity. The trolley can span over the Market street business district and get to gateway center and the surrounding community. I-15 is adjacent, his providing a reconnection back to 32nd st station. The area surrounding gateway center could be responsibly rezoned to multi family and create a new TPA. - Green Line at 70th St station: create a secure, well lit ramp and elevator that connects the station to Saranac St. at the top of the hill. Currently, the station is isolated and a ramp/elevator will provide access to people living on top of the Mesa. Plus. There is an empty lot on Saranac St. looking down on 70th street station that is already owned by the city!!! Use it! Add a small playground and signage saying trolley access. If you encourage 20 riders a day, thats a big win. If I could develop that site I would work with Yall to make that connection happen. - fix Middletown station. Its dead. But... lets go back to the Miramar scheme. What if that line went through downtown, tunnel led to the airport, then back to Middletown (or Washington st.) then to UCSD or Miramar. Scrap the grand central station idea and use the funds for something like this. (Btw: grand central station: its not grand, its definitely not central; its just a station and thats all it will ever be to an auto-centric minded city). - scrap the purple line (for now): use Chicago CTA as a precedent: all lines must go through the city center. Take the purple line finds and get a line from Downtown, up along sixth avenue balboa park west (rail trench or cut-cover opportunity) and get the trolley to hillcrest and then city heights. Its crazy that were discussing all these other projects but we cant achieve rail service to one of our

		<p>cities most densely populated areas. A project like this changes the psychology of residents. It says there is a commitment to providing quality and efficient service. Anything else and people will continue to drive.</p> <ul style="list-style-type: none"> - at the future airport line. Do not build obstructions that terminate the line. Do the build like the old mission SD station before the green line extension. Leave the possibility at the airport for the line to be extended to liberty station. Right now liberty station has a place called the arts district which honestly is sort of a joke because Ive never seen an arts district where there arent people living there. A trolley line can change that. - get rid of Gillespie station. The worst station ever. In New York there are many defunct station that the train bypasses. Save time, save money on maintenance etc. - get a street car to balboa park and beyond. When people get off the cruise ships they have a limited time to do things. Plus, many travelers, especially those from Europe, look to rail. When the Manchester project is done, there can be a huge demand for tourists to have efficient rail service to balboa park. The city put out (and retracted) an RFP to develop inspiration point. MTS should jump on that and make it a streetcar hub. This is another small but brand changing project. I know this has already been discussed but mentioning it anyways. - Otay Mesa is zoned for residential uses. Ensure that a rail plan is a part of those plans early one. - no offense but stop building projects that dont work. Ie the southbay rapid. How does that service not go to Southwestern College?? Im probably uninformed but we need connections to major destinations like that. Again, that is the MTS brand. - sorry for the long-winded response. See it as a symbol that I truly care about urban mobility in our great city and Im trying to pass along observations gathered from 10 years of transit ridership. I hope these ideas can spawn some positive discussion. Thank you.
Spring Valley	91977	It would be great to receive the opportunity to have the year pass for college and work very helpful and more less stressful year
Spring Valley	91977	Let's make a better tomorrow from the experiences we have from yesterday and apply it today! -Zack Anderson-
Spring Valley	91977	Light rail projects are always fantastic (and we should have one to the airport), but given our density and geography of valleys and mesas, it is likely that dedicated bus lines (surface street and freeway) combined with comfortable clean buses, reduced fares, and increased service frequency will be a better option than additional major light rail projects. Also look to as much hub service between residential areas and current employment clusters as possible.
Spring Valley	91977	Most major cities have trolleys/metro links from their airport to their "downtown", I feel this is very important to have here in SD.
Spring Valley	91977	No more taxes..

Spring Valley	91977	Nothing is free. Yet, better connections to & from South Bay community & Coronado Island during rush hour.
Spring Valley	91977	Please do the youth plan.
Spring Valley	91977	Please dont forget about East county. We exist!!
Spring Valley	91977	Please increase service to 24/7 and make it at least 15 minutes for buses and 10 minutes for trolleys during the day. Transit reach is useless if there is no regular service that people find convenient. No one will ever use transit full-time if the bus by their home to the trolley is every 30 minutes. Please give us bus shelters instead of benches in Spring Valley. Thank you for allowing us to voice our opinions!
Spring Valley	91977	Sometimes were in a hurry and the bus takes forever to get there but we understand that there will be problems and a lot of people take the bus so it takes a little longer.
Spring Valley	91977	Thank You
Spring Valley	91977	Thank you
Spring Valley	91977	Thanks for asking!
Spring Valley	91977	Thanks for including riders in these surveys
Spring Valley	91977	the Trolley is the future
Spring Valley	91977	Transit in the suburbs is appalling. Please consider other areas when planning transit. Not everyone lives in the city of San Diego
Spring Valley	91977	Transit only works well Monday thru Friday from about 6am to 7pm. All other times, you have to wait too long. I'll never give up my car.
Spring Valley	91977	Trolley to Escondido would help. Also if bus lines within the freeways, similar to the I-15 bus routes would be great. These will help reduce traffic. Example, Freeway 54, Freeway 52, Freeway 805, Freeway 94, Freeway 125.
Spring Valley	91977	Use the rest of my coins for freeway expansion.
Spring Valley	91977	we have no bus on Sunday and limited buses on Saturday #SMFH
Spring Valley	91977	Youth Opportunity Passes- YOP YOP YOP YOP YOP. YOPs should be your main focus as we are millennials and the future/project you should contribute to!!



Agenda Item #45
Update on Public Engagement, Focus
Groups & Next Steps

December 12, 2019



VISION BUILDER RESULTS

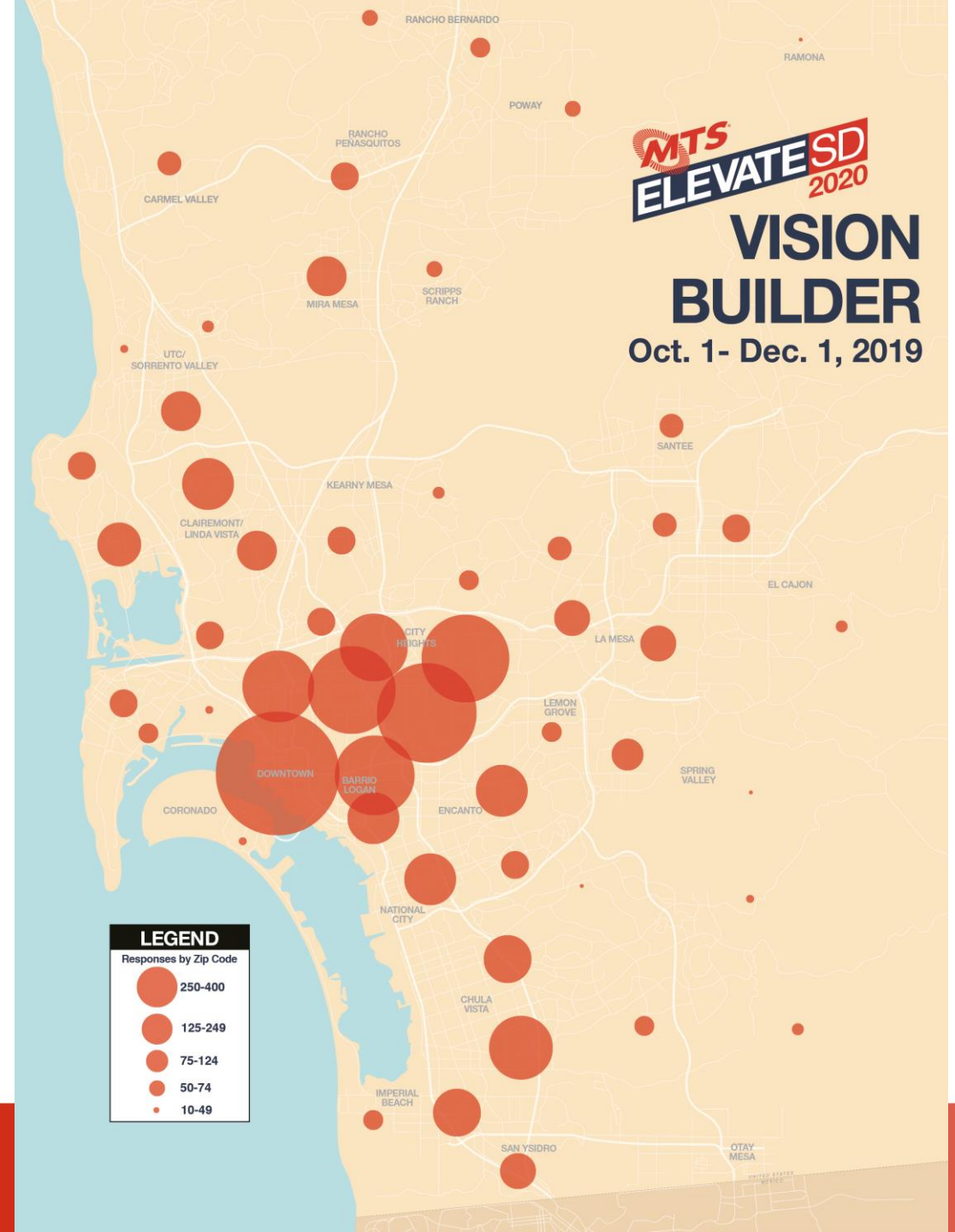


6,566 Total Responses

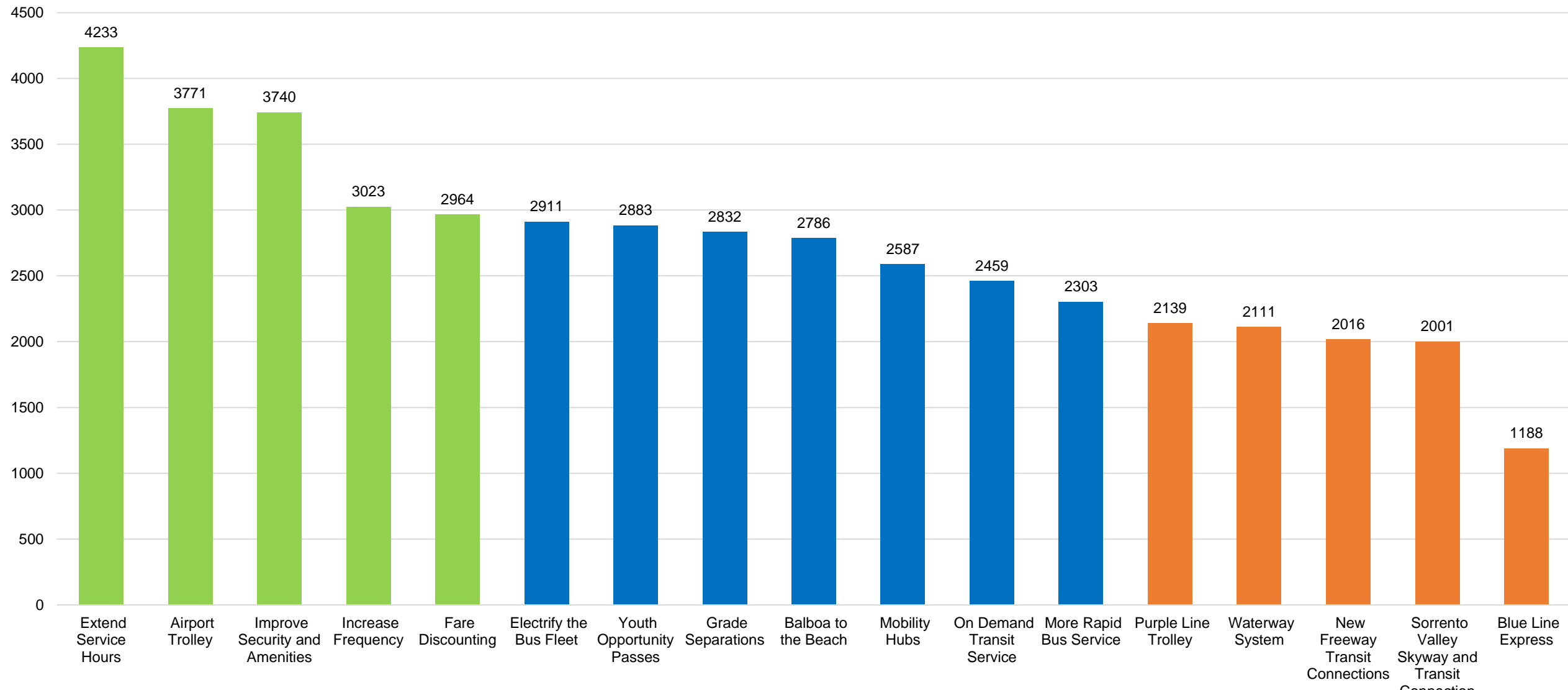
Responses by Zip Code

Top Responding Zip Codes:

1. 92101 – D3 (402)
2. 92105 – D4/9 (327)
3. 92104 – D4 (288)
4. 92115 – D9 (281)
5. 92102 – D3/4/9 (260)

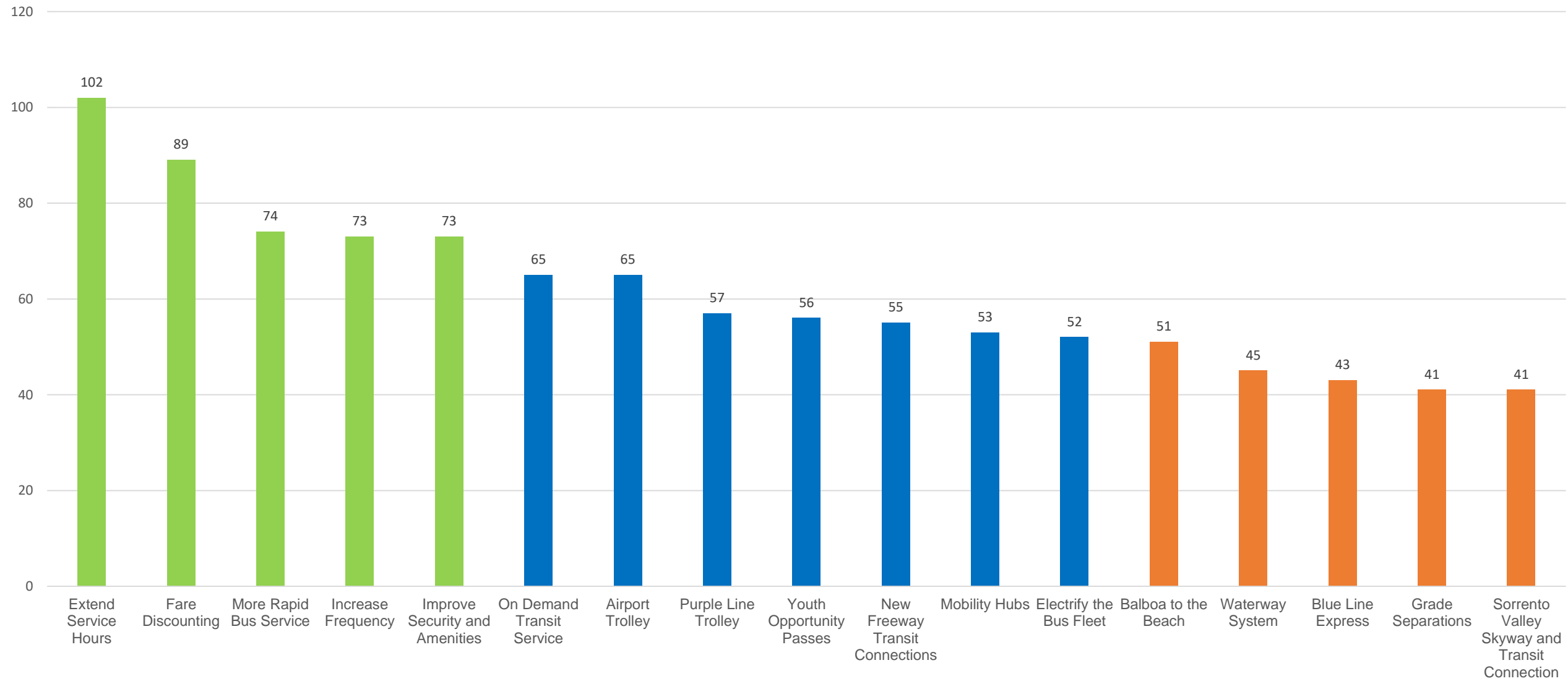


Overall Results (By Project)





Vision Builder: MTS Transit Center Outreach



Key Takeaways

- The top 3 overall projects tended to be popular projects across each jurisdiction.
- Increased frequency tended to be a top 5 selection in more areas outside of the MTS core network
- Fare discounting was a top 5 project in half of the jurisdictions, with Youth Opportunity Passes top 5 in most communities south of I-8

- Projects that resonated with sub-groups:

More Rapid Routes: Top 3 with transit center participants, and top 5 in several communities along freeways

New Freeway Transit Connections: More popular among riders, and top 5 in Poway/Santee

Beach Connection: Top 5 in D2, D3, D6

On-Demand Transit: More popular with riders, as well as residents in El Cajon, Lemon Grove and D5

- Projects not getting much traction:

Blue Line Express: Highest rank is 9 (IB and D8) – ranked last in 16/20 jurisdictions

Sorrento Valley Skyway: Top 5 in D1, but bottom 5 in 18/20 jurisdictions

Waterway: Bottom 5 in 14/20 jurisdictions (highest ranks: #2 Coronado, #7 Chula Vista)

Vision Builder Results: CAC

Tier 1



Increase
Frequency



Extend
Service Hours



Youth Opportunity
Passes



More *Rapid*
Bus Service



Fare
Discounting



Improve Security
& Amenities**
(Amenities focus)

Tier 2



Mobility Hubs



Purple Line
Trolley



On-Demand
Transit Services



Blue Line
Express



Balboa to
the Beach



New Freeway
Transit Service

Tier 3



Grade
Separations



Skyway & Transit
Connections



Electrify the
Bus Fleet



Airport Trolley



Waterway System

Vision Builder Results: Education Working Group

Tier 1



Purple Line
Trolley



Youth Opportunity
Passes



New Freeway
Transit Service



Improve
Security**
& Amenities
(Security focus)



Fare
Discounting

Tier 2



More *Rapid*
Bus Service



Increase
Frequency



Grade
Separations



Blue Line
Express

Tier 3



Extend
Service Hours



On-Demand
Transit Services



Electrify the
Bus Fleet



Airport Trolley



Mobility Hubs



Waterway
System



Skyway & Transit
Connections



Balboa to
the Beach

Vision Builder Results: Business Workshop (Port Tenants Association)

Tier 1



Purple Line
Trolley



Waterway
System



Airport
Trolley



More *Rapid*
Bus Service



Blue Line
Express

Tier 2



Improve Security
& Amenities



Increase
Frequency



Mobility Hubs



Skyway & Transit
Connections



Extend
Service Hours



Balboa to
the Beach

Tier 3



Youth Opportunity
Passes



Electrify the
Bus Fleet



New Freeway Transit
Service



On-Demand
Transit Services



Fare
Discounting



Grade
Separations

Vision Builder Results: Labor Working Group

Tier 1



Purple Line
Trolley



Grade
Separations



Improve Security
& Amenities



Increase
Frequency



Extend
Service Hours

Tier 2



More *Rapid*
Bus Service



Electrify the
Bus Fleet



Blue Line
Express



Airport Trolley



Fare Discounting/
Youth Opportunity
Passes (18 & Under)



Mobility Hubs

Tier 3



On-Demand
Transit Services



New Freeway
Transit Service



Skyway & Transit
Connections



Balboa to
the Beach



Waterway System

Vision Builder Takeaways

- 6,566 Submissions
- Four Working Group/Workshops

More Popular



More Frequency and Extend Service Hours



Security & Amenities



New Trolley Lines



Fare Discounting (including YOP in communities south of I-8)

Less Popular



Blue Line Express



Skyways & Waterway



Balboa to the Beach



Next Steps

- Notify public of draft expenditure plan (December – February)
 - Transit center pop-ups, community events
- Polling (January)
- Present findings and draft expenditure plan to Working Groups and CAC (December/January)
- Webinar Series (January/February)



Support for a Transit Finance Measure in San Diego

Findings from November
2019 Focus Groups



OPINION
RESEARCH
& STRATEGY

Methodology

- FM3 held two focus groups among likely voters in MTS' service area on November 13, 2019.
- Both groups consisted of likely voters who drive alone most of the time. One group was held among residents in the City of San Diego, and the other among residents in the surrounding communities.
- Participants who indicated they would “definitely” vote for or against a potential sales tax measure were excluded from participating in the study, as well as those who use public transportation on most days.
- Aside from these criteria, respondents were recruited to reflect the demographic diversity of the community



CAUTION

- » As a general principle, focus groups do not measure directly the frequency by which opinions and attitudes may exist within a particular universe of people.
- » In addition, these sessions were specifically designed to focus on voters whose minds are not made up.
- » Accordingly, the results of these focus groups may be considered suggestive of the attitudes of San Diego County voters, but cannot be considered to represent their views with any kind of statistical precision.
- » However, they do provide great insights into language, core values and the “why” behind overall views.



Issue Context



A majority of participants had little to no personal experience using transit, but had formed some negative perceptions.

- Most participants do not use MTS at all – their impressions of public transit in San Diego were largely secondhand, from family and friends' personal experiences.
- Participants expressed a range of negative impressions that public transit is dirty, unsafe, takes too long or should have improved routes.
- Participants in the City of San Diego were much more concerned with issues of safety – likely because they live in more dense, urban areas. In contrast, those living in the suburbs were most concerned with limited routes.

“Inconvenient, too many stops/longer commute, not enough buses/don't cover all areas, not all routes connect.”

“Helpful for non-drivers, homelessness/bums - transport; a good transportation system; save gas if not on time crunch.”

Although participants' views of public transportation were mixed, most see MTS as doing a "fair" job.

- Overall, a majority of participants indicated they believe MTS is doing a "fair" job.
- Many participants felt that public transportation is a valuable service, but that MTS could do more to increase ridership, such as expanding routes and frequency and improving safety.
- Several expressed a belief that MTS is doing the best it can with the resources that it has.
- At the same time, many who rated MTS performance as "fair" simply didn't feel they knew enough to give it any other rating.

Rating	Total
Good	4
Fair	13
Poor	3

"Trolleys and buses provide a valuable service to those who use them. Need to be cleaner and safer or appear safer."

"Fair because some who are unable to drive have the option to take MTS."

"They are getting the job done while dealing with what they are dealt."

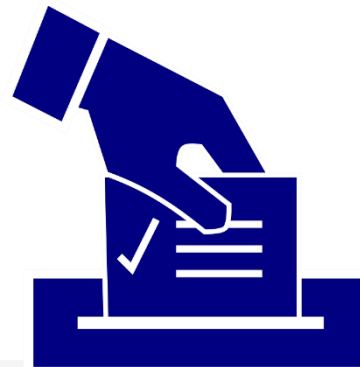


Initial Reactions to the Ballot Measure



Draft Ballot Question Tested

SAN DIEGO TRAFFIC RELIEF/ TRANSIT IMPROVEMENT MEASURE. To reduce traffic congestion with new Trolley and bus routes; enhance safety on public transit; increase the frequency of bus/ trolley service; improve transit access for youth, seniors, and the disabled; reduce air pollution; connect the Trolley to the San Diego International Airport; shall the San Diego Metropolitan Transportation System establish a ½-cent sales tax providing approximately \$300,000,000 annually until ended by voters; requiring citizen oversight and independent annual audits?



Most participants initially supported the measure, but many only softly.

Vote	City of San Diego	Elsewhere	Total
Definitely Yes	0	1	1
Probably Yes	5	5	10
Probably No	3	4	7
Definitely No	2	0	2

- By design, most participants were either soft supporters or soft opponents, indicating they would only “probably” vote in either direction.

A lower tax rate was not an enticing reason for participants to vote for the measure.

- Discussion of a quarter-cent tax rate did not lead many participants to change their minds.
- Opponents were generally concerned about whether a sales tax increase was worthwhile, and not the specific rate involved.
- The potential for a lower rate also did not seem to intensify support among soft backers of the measure.



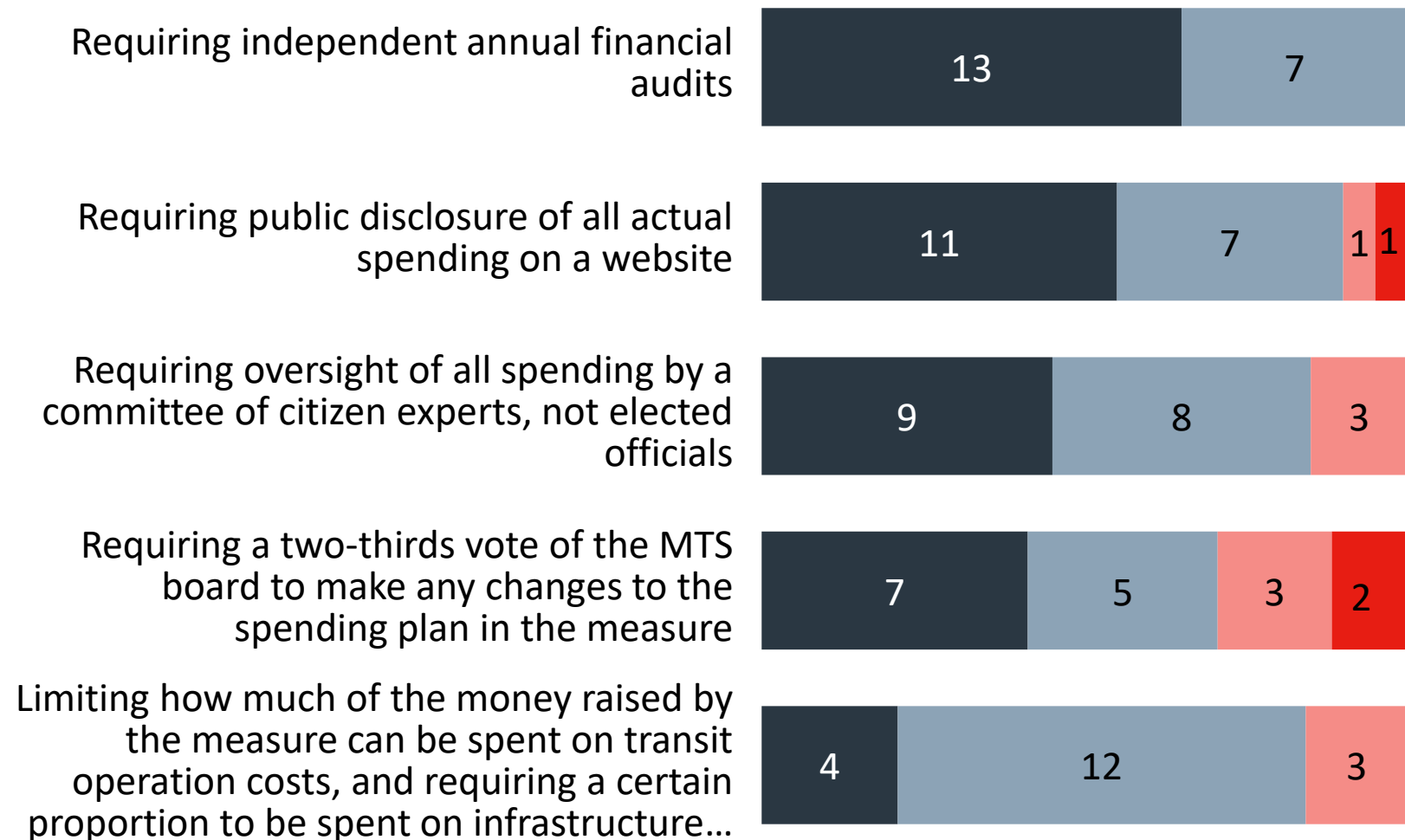
Many participants had questions about the lack of a sunset clause in the measure.



- Relatively few initially noticed and focused on the open-ended nature of the measure.
- While some felt comfortable with the measure enduring “until ended by voters,” several were unclear on what that meant.
- Some asked if there would be an automatic vote on continuing the measure – and felt there should be.
- When asked about what an appropriate sunset would look like, some felt that 40 years was way too much.
- A few wanted a significantly shorter sunset, closer to the 10-year mark.

Participants rated a range of accountability provisions as important.

■ Ext. Impt. ■ Very Impt. ■ Swmt. Impt. ■ Not Impt.



Testing Project Concepts

- Focus group participants were presented with descriptions of the 17 potential projects that voters are invited to choose from using the online tool
- They were shown the pros and cons of each project, and a sense of how each performed on metrics of cost, greenhouse gas reduction, and ridership.
- They were first asked to rank their top five projects, without seeing information on how much they would cost.
- They were then asked to allocate 1,000 “coins” across the projects, replicating the same exercise from the focus groups.



Project	Top Choice	Total Top 5	
More Rapid Bus Service	4	12	Top-ranking projects focused on increasing accessibility and ridership; making MTS a more enticing option for drivers; and improving safety.
Improve Security and Amenities	5	10	
Increase Frequency	1	10	
Purple Line Trolley	4	10	
Airport Trolley	2	8	
New Freeway Transit Connections	1	7	
Fare Discounting	1	6	
Sorrento Valley Skyways & Connectors	0	6	Mid-range projects were often seen more as “nice-to-have” but not as likely to have a major impact on voters’ day –to-day lives.
Balboa to the Beach	0	4	
Blue Line Express Trolley	0	4	
Grade Separations	0	4	
Mobility Hubs	0	4	
Youth Opportunity Pass	0	4	
Electrify the Bus Fleet	1	3	Projects with lower ratings were often seen as benefiting a very small portion of the population.
Increased Span, 24-Hour Service	1	3	
On-Demand Transit Service	0	2	
Waterway System	0	2	

Project	Cost of Project	Total Spent	# of Times Funded	
Improve Security and Amenities	\$20	\$540	27	Most Often Selected
Airport Trolley	\$110	\$1,680	15	
Purple Line Trolley	\$450	\$5,050	11	Most Expensive Project
Grade Separation	\$30	\$330	11	
Fare Discounting	\$80	\$865	11	
Increased Span, 24-Hour Service	\$20	\$180	9	
Sorrento Valley Skyways & Connectors	\$50	\$400	8	
Mobility Hubs	\$30	\$210	7	Least Selected, Despite Affordable
More Rapid Bus Service	\$260	\$1,820	7	
New Freeway Transit Connections	\$290	\$1,940	7	
Blue Line Express Trolley	\$340	\$2,040	6	
Increase Frequency	\$390	\$2,240	6	
On-Demand Transit Service	\$20	\$100	5	
Youth Opportunity Pass	\$140	\$570	4	
Balboa to the Beach	\$35	\$140	4	
Electrify the Bus Fleet	\$130	\$510	4	
Waterway System	\$30	\$60	2	



The Impact of Messaging



Support Statements Tested

(TRAFFIC) Our roads and freeways are already jam-packed enough, and with the San Diego's population projected to grow even further, it will only get worse. This measure will expand transit routes and offer commuters a safe, convenient and reliable alternative to driving - which will help to unclog our streets and freeways.

(ACCOUNTABILITY) This measure includes strict accountability requirements to make sure that funds are used effectively and as promised, including an independent oversight committee and annual independent financial audits. It requires that all money will stay local and cannot be taken by state government.

(CONNECTIVITY) Oftentimes, people don't take public transit because there are not any transit routes close enough to pick them up from home or to drop them off near work or school. This measure will help solve this issue by expanding transit routes, mobility hubs where riders can transfer from shuttles and rideshare services to public transit, and offering on-demand services in suburbs with less riders. By increasing the ways people can connect to public transit, this measure will provide more viable alternatives to just driving your car.

(JOBS) This measure will allow people to commute to work more easily, will connect people from across the region with major job centers, and will bring the core trolley and bus rapid transit network even closer to major employers.

(SAFETY) Everyone wants to feel safe and comfortable while riding public transit. With additional funding, MTS could improve safety and amenities for people riding and waiting for transit. By including enhanced safety in a package of projects, MTS could hire more security officers, have security officers on every train, hire sworn officers and more. This would complement MTS's commitment to security, which includes cameras at all transit stations, in all vehicles and on all security personnel.

Support Statements Tested *(Continued)*

(VULNERABLE POPULATIONS) This measure will help working and middle-income families and those without cars have a way to get to their jobs, training programs, or schools. And by providing reliable public transportation for seniors and people with disabilities, we can help them live independent, dignified lives where they are able to stay in their own homes.

(FISCAL MANAGEMENT) The Metropolitan Transit System has a history of sound fiscal management and providing cost-effective transit services. However, with drastic cuts in state and federal transit funding, our transit system needs a local source of funding that cannot be taken away. This measure will provide that funding, while making San Diego eligible for state and federal matching funds that would otherwise go to other communities.

(UPGRADES NEEDED) All California public transit providers, including MTS, are mandated by the California Air Resources Board to convert their bus fleet to electric vehicles. Electric buses are expensive, and there are huge infrastructure requirements to locate charging equipment. Furthermore, as the population grows, our current transit system needs to undergo upgrades in order to provide more accessible and viable alternatives to driving. This measure will help MTS make the needed infrastructural changes and convert the fleet to electric without having to make cuts to transit services and other ongoing projects.

(AIR POLLUTION) The San Diego MTS already operates one of the cleanest public transit fleets in the nation, but still has older buses that emit higher pollution levels into our air. This measure will help replace more of the current fleet with clean-energy and zero-emission electric vehicles; reducing the pollution that causes climate change; and giving us all cleaner air to breathe.

Messaging around reducing traffic, ensuring fiscal accountability, and making transit more convenient stood out.

Message	Ranked as #1	Ranked as #2	Ranked as #3	Total Times Top 3
TRAFFIC	4	4	5	13
ACCOUNTABILITY	5	4	2	11
CONNECTIVITY	5	2	2	9
JOBS	0	4	4	8
SAFETY	3	1	3	7
VULNERABLE POPULATIONS	2	2	2	6
FISCAL MANAGEMENT	1	1	2	4
UPGRADES NEEDED	0	1	0	1
AIR POLLUTION	0	1	0	1

After supportive messages, participants backed the measure 15-5, up from 11-9.

Vote	Initial Vote	After Support
Definitely Yes	1	3
Probably Yes	10	12
Probably No	7	4
Definitely No	2	1

- Those who shifted said that seeing detailed project descriptions and hearing about fiscal accountability provisions were generally most impactful.

"I can see the potential benefits that it can have in the long run. I was kind of in between yes and no because of the cost, how long is it going to take... I can see it potentially being something great in the future... "

"I see the need. I realized how important it is and we should get on it now. We have to have those safety measures for accountability in place."

"...with what we learned right now, possible projects that they might be voting on, that made me change a little bit."

Critical Statements Tested

(PRIORITIES) San Diego communities have many serious needs – to build affordable housing and reduce homelessness; improve our schools; repair our roads; and enhance public safety services. We shouldn't spend so much money on MTS when we have so many other, more urgent needs.

(DOUBLE DIPPING) The state has already raised the gas tax, with much of the money set aside for the exact same kinds of projects that are proposed for this measure. Californians already pay the highest taxes in the country and we should not vote to tax ourselves even more.

(NO ROAD REPAIRS) This measure isn't focused on resolving the main issue in San Diego County: traffic. The majority of local residents drive or take rideshare services like Uber or Lyft, leaving many of the bus lines empty. It doesn't make sense to increase taxes to fund even more buses when they will only benefit a small number of people. They should instead be focusing on fixing our roads and widening our streets and freeways.

(FOREVER TAX) This ballot measure establishes a tax that will go on forever. We should not vote for any tax that our children and grandchildren will end up still having to pay.

(AFFORDABILITY) The cost of living is already too high for middle-income residents in San Diego County, and this additional tax would add an increased burden on local residents. We simply can't afford it right now.

Concerns about competing priorities and the gas tax yielded compelling opposition messages.

Message	Ranked as #1	Ranked as #2	Ranked as #3	Total Times Top 3
PRIORITIES	5	4	6	15
DOUBLE DIPPING	9	3	1	13
NO ROAD REPAIRS	2	4	7	13
FOREVER TAX	3	5	3	11
AFFORDABILITY	1	1	1	3

- The most often-selected critical message speaks directly about competition from the biggest problems participants listed out at the start of the groups– cost of housing and homelessness.
- The idea of “double dipping” is especially troublesome, as most participants feel that existing gas taxes should be sufficient to pay for transportation improvements.



Conclusions



Conclusions

- Participants were generally supportive of the measure, due to a variety of factors:
 - Most saw a need to dramatically improve the region's public transit.
 - Though few thought they would use transit themselves, they hoped it would alleviate growing traffic concerns.
 - Many feared that with inaction, current traffic problems would get dramatically worse.
- At the same time, the measure raised a number of concerns that limited the strength of participants' support:
 - Concerns that money would be mis-spent or wasted
 - Lack of details on which specific projects would be funded
 - Concern around the open-ended nature of the measure
- The project-selection exercise was extremely important, giving participants a sense that the effort was well thought-through and that there was a specific plan for how additional dollars would be used.
 - Participants tended to focus on increasing ridership in choosing projects, focusing on big-ticket items that would have a big impact.
- Accountability provisions were also extremely well-received.
- Strong messaging focused on reducing traffic, ensuring accountability, and making transit more convenient to use.

**For more
information,
contact:**



**OPINION
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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	12/12/19
Name	Wendy Mihalic
Address	8008 Prospect Way, LA Mesa
Telephone	619 460 5422
Email	wmihalic@gmail.com
Organization Represented	San Diego 350
Subject of Your Remarks	Ballot Measure
Regarding Agenda Item No.	45
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



AGENDA ITEM NO.

#45

REQUEST TO SPEAK FORM

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TO THE CLERK OF THE BOARD PRIOR TO DISCUSSION OF YOUR ITEM

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(PLEASE PRINT)

DATE	Dec 12 2019		
Name	JACK SHU		
Address	8040 Wetherly St La Brea 91941		
Telephone	619 708 2050		
Email	jksheu52@gmail.com		
Organization Represented			
Subject of Your Remarks	Elevate SD 2020 Public Engagement Process		
Regarding Agenda Item No.	45		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	12/12/		
Name	MARGO RAMAQUAY		
Address	229 16th A 116		
Telephone	643-5450		
Email			
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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Agenda Item No. 46

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 12, 2019

SUBJECT:

ELEVATE SD 2020 DRAFT EXPENDITURE PLAN SCENARIOS (DENIS DESMOND)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive a report on project plan scenarios being analyzed for inclusion in a potential expenditure plan, and provide feedback prior to public outreach.

Budget Impact

None at this time.

DISCUSSION:

MTS has been evaluating potential components of an Elevate SD 2020 program for over a year, with extensive outreach efforts, subject matter subcommittees, expert consultants, polling, and focus groups. Nearly twenty different program components, with dozens of variations, were reviewed and considered. Preliminary project and ridership estimates were calculated to determine a rough cost and benefit for each project. Finally, cost and service assumptions have been entered into a financial model developed for Elevate to detail timeline and borrowing considerations.

Staff will present two draft scenarios that could be refined into a budget-balanced program of projects for a potential ballot initiative in November 2020. A summary of the draft scenarios is attached to this agenda item. A presentation of all of the evaluated



projects and the contents of the draft scenarios will be followed by Board discussion and feedback.

/s/ Sharon Cooney for _____
Paul C. Jablonski
Chief Executive Officer

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

Attachment: A. Elevate 2020 SD Draft Program Scenarios

12/12/19, AI #46 ATTACHMENT

Elevate 2020 SD Draft Program Scenarios

DRAFT 12/6/2019

	Project	Scenario 1	% of Total Funding	Service Start Year	Scenario 2	% of Total Funding	Service Start Year
SOUTH BAY COASTAL	South Bay COASTAL Transit Corridor	<ul style="list-style-type: none"> Fund a South Bay Corridor Study of the coastal and inland corridors, with the goal of high-speed transit from the border towards Sorrento Valley. Connect Blue Line with new Purple Line in Chula Vista (E St.). Rapid conversion: Iris-3rd/Highland-SDSU corridor. 	0.1%	n/a	<ul style="list-style-type: none"> Fund a South Bay Corridor Study of the coastal and inland corridors, with the goal of high-speed transit from the border towards Sorrento Valley. Consider 5 minute frequency on Blue Line. Implement I-5 Transit Lane & Express route (below). Rapid conversion: Iris-3rd/Highland-SDSU corridor. 	0.1%	n/a
	I-5 Transit Lane & Express Services				Construct/operate Iris-Downtown Express bus, and analyze extensions to San Ysidro and/or Sorrento Valley.	3.2%	2033
SOUTH BAY INLAND	South Bay INLAND Transit Corridor	Construct Purple Line (E Street – Kearny Mesa)	29.3%	2046	Fund a South Bay Corridor Study of the coastal and inland corridors, with the goal of high-speed transit from the border towards Sorrento Valley.	n/a	n/a
	I-805 Transit Lanes & Express Services (South Bay to Sorrento/UTC)	Included	9.5%	2033	Included	9.9%	2033
	Airport Trolley (includes Santa Fe – OTTC grade seps)	Included	6.2%	2027	Included	6.5%	2027
	Trolley Frequency Improvements	Included	10.9%	2027	Included	11.3%	2027
	Bus service increases: Frequency, span, 24-hr. service, new local routes	50% of planned improvements	11.8%	2027	100% of planned improvements	23.5%	2027
	Rapid Bus routes	Includes 10 of 18 routes	8.7%	2037	Includes all 18 routes	16.1%	2040
	Sorrento Skyway	Included	1.9%	2025	Included	2.0%	2025
	Mid-Coast-Beach High Speed Transit	Include Balboa Station-Pacific Beach corridor for a Rapid route conversion.	0.0%	n/a	Include Balboa Station-Pacific Beach corridor for a Rapid route conversion.	0.0%	n/a
	Waterways (ferry system)	Seek alternate funding sources.	0.0%	n/a	Seek alternate funding sources.	0.0%	n/a
	SR-52 Transit Lane & Express Services (El Cajon-Santee-Kearny Mesa-UTC)	Included	2.6%	2033	Included	2.7%	2033
	SR-56 Transit Lane & Express Services (Sabre Springs-Carmel Valley-UTC)	Seek alternate funding sources.	0.0%	n/a	Included	3.4%	2036
	Youth Opportunity Passes	Included for 18 & Under	3.2%	2022	Included for 18 & Under	3.6%	2022
	Other Fare Discounts	Maintain current discounting.	0.0%	n/a	Maintain current discounting.	0.0%	n/a
	Grade separations	Fund 50% of costs	2.8%	2041	Fund 50% of costs	2.9%	2041
	Mobility on Demand	\$5 million/year	1.9%	2025	\$5 million/year	1.9%	2025
	Security	\$5.5 million/year	2.1%	2022	\$5.5 million/year	2.2%	2022
	Access & Mobility Grants	\$2 million/year	0.7%	2025	\$2 million/year	0.7%	2025
	Bus Electrification	Utilize other funding sources.	0.0%	n/a	Utilize other funding sources.	0.0%	n/a
	Program Administration		0.9%	n/a		0.9%	n/a
	Debt Service		7.3%	n/a		9.1%	n/a



Agenda Item #46

Elevate 2020 SD Draft Scenarios

MTS Board of Directors

December 12, 2019

Expenditure Plan Development Update

- Consultants continue to analyze the projects based on various metrics (ridership, GhG reductions, cost per new rider, etc)
- Need to develop a package of projects for financial modeling
- **Packages for initial Board feedback today**
 - Take package out for public input and polling
 - Present refined/final plan to the board by April

Basis for Initial Packaging

- Results of public participation
 - CAC, working groups, focus groups, Board discussion, community meetings, Vision Builder, stakeholders
- Planning process to determine the best network, given revenue limitations
- Met with SANDAG regarding Purple Line and Blue Line Express
 - It is developing a new vision for Purple Line and Blue Line Express, different from past RTPs
 - To collaborate on finding the best South Bay solution, SANDAG suggests our measure includes money for planning and environmental
 - New RTP is unlikely to include both Purple and Blue Line Express
 - Blue Line Express needs tunnel under Downtown

Two Scenarios Developed

- For today's discussion, MTS developed two scenarios (still refining)
- Both require a **50-year** measure, or we have to eliminate more projects
 - \$7.5 Billion revenue added in Years 41-50

Two Scenarios Developed

- Both include:
 - Youth opportunity pass (18 and under)
 - Trolley frequency improvements (Blue, Orange, Green)
 - Trolley to the Airport
 - Express bus services and transit lanes on the 805 and 52
 - BRT from Mid Coast Trolley Extension to the beach
 - Sorrento Valley Skyway
 - BRT from Iris to SDSU (precursor to SANDAG's Purple Line replacement)
 - Grants to Cities (access and mobility grants)
 - Mobility on Demand
 - Security
 - Grade separations

Two Scenarios Developed

- Projects not included in either proposed scenario:
 - Full Purple Line Trolley (San Ysidro to Sorrento)
 - Blue Line Trolley Express
 - Balboa to Beach Skyway
 - Waterways

Scenario 1

- Includes the Purple Line Trolley from E Street Transit Center (Blue Line) in Chula Vista to Kearny Mesa
- No funding for I-5 and SR 56 Express Bus and Transit Lanes
 - I - 805 & SR 52 included
- Includes only 50% of the recommended service frequency, span improvements and new local routes recommended to develop the network
- Includes 10 of 18 recommended route upgrades to BRT
- Doesn't include alternatives to Blue Line Express

Scenario 2

- Includes all Bus and Rapid improvements
 - Improvements to ~80% of all bus routes
 - 18 *Rapids*, including to beaches
 - Delivers highest ridership results
 - Span and Frequency poll well
 - Provides improved service to entire service territory
- Includes all four freeways (I-5, I-805, SR-52, SR-56) for high-speed transit
- Only non-bus guideway projects are Airport Trolley and Sorrento Skyway
- Provides \$30 million in funding for initial studies and environmental for South Bay rail
- Replaces Blue Line Express with I-5 Rapid service/transit lane, 5-minute trolley headway(proposed), overnight bus service, 100% grade separation at Palomar

Development Timeline

- Winter 2019: Board action to proceed
 - Initial polling and focus groups to test public appetite
- Spring 2019: Advisory and Working Groups convened
 - Early project ideas identified (sourced from RTP and others)
 - Desire to move forward with all projects at start
- Summer-Fall 2019: Public outreach & project refinement
 - Hundreds of outreach events
 - Defining projects for cost estimation and metrics evaluation
- Fall 2019: Project modeling & concept plan
 - Follow-up outreach & focus groups

Today's Presentation

- Two draft scenarios that balance project costs with anticipated revenues
- Starting point to receive Board feedback
- Complement to SANDAG's Regional Plan efforts
 - Concept is transit-focused and not intended to replace RTP's broader mission of addressing all regional travel demands
 - Elevate 2020 SD advances transit projects important to MTS and our riders
 - SANDAG will continue to work on other transit and transportation projects with MTS input and support
- Scenarios represent initial staff recommendations based on data, public feedback, and network value
- Program of projects will be refined over next 2-3 months

Plan Development

- All of original project ideas were evaluated
 - Every project has support, champions that wanted to see full evaluation
- Evaluation included development of metrics matrix for Board consideration
- Projects costs include:
 - hard costs (construction, vehicles, etc.)
 - adjustable costs (service levels, annual operations, grants, etc.)
 - capital replacement costs

Plan Development

Goals of the scenarios presented today:

- Improve MTS system by speeding service, increasing transit coverage, and filling existing network gaps
- Projects of high value to existing users and encouraging new riders
- Reduce transportation time and cost burden for vulnerable populations
- Include projects that appeal to a wide variety of riders and non-riders
- Offer benefits to all of MTS' communities and jurisdictions
- Financial balance of revenues and expenditures

Plan Development

- Presentation today will discuss all evaluated projects and their status in the draft scenarios
- Project Team:
 - Outreach: Civilian
 - Financial Modeling: PFM
 - Planning: TMD
 - Ridership/GHG Estimations: Transpo Group
- Recommendations based on outreach, metrics, costs, benefits, and network value
- **Costs include capital, capital replacement, and operating costs through 2070**

Project Metrics

- Metrics included:
 - Base statistics
 - Elevate Values
 - Equity Metrics
- Handout shows how each project performs in all the metric categories.

Base Statistics

Annual Ridership
Capital Cost
Capital Cost/Annual Rider
Annual Revenue Miles
Annual Revenue Hours
Annual Operating Cost
Annual Operating Cost/Annual Rider
Annual Greenhouse Gas Reductions

Values Metrics

VALUE: Providing better access to jobs, educational opportunities, esp. for disadvantaged communities.
Connects high residential concentration with high employment area.
Connects high residential concentration with a major college or university.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535).
VALUE: Providing fast and dependable service for riders.
Project base headway.
VALUE: Making transit time-competitive with the auto.
Project in-service speed.
VALUE: Improving access for seniors and people with disabilities.
Improves comfort of using the system for seniors and disabled.
Connects high residential concentration with a regional medical facility.
VALUE: Utilizing existing infrastructure to make immediate improvements.
Estimated first year of service.
VALUE: Seek out opportunities for longer-term, high-investment infrastructure improvements.
Includes permanent fixed guideway infrastructure.
Expands geography of fixed guideway transit network.

Equity Metrics

Characteristics of population within walking distance of project stop/station.
% Minority
% Non-Minority
% Low-Income
% Non-Low-Income (>200% of Poverty Level)
% Senior (65+)
% Non-Senior (Under 65)
% Youth (Under 19)
% Non-Youth (19+)

Improved Bus/Trolley Network

Concept Project: Increase frequencies and/or extend spans of service on most MTS Bus and Trolley routes; extend local coverage in some areas without current service.



Improved Bus/Trolley Network

Findings:

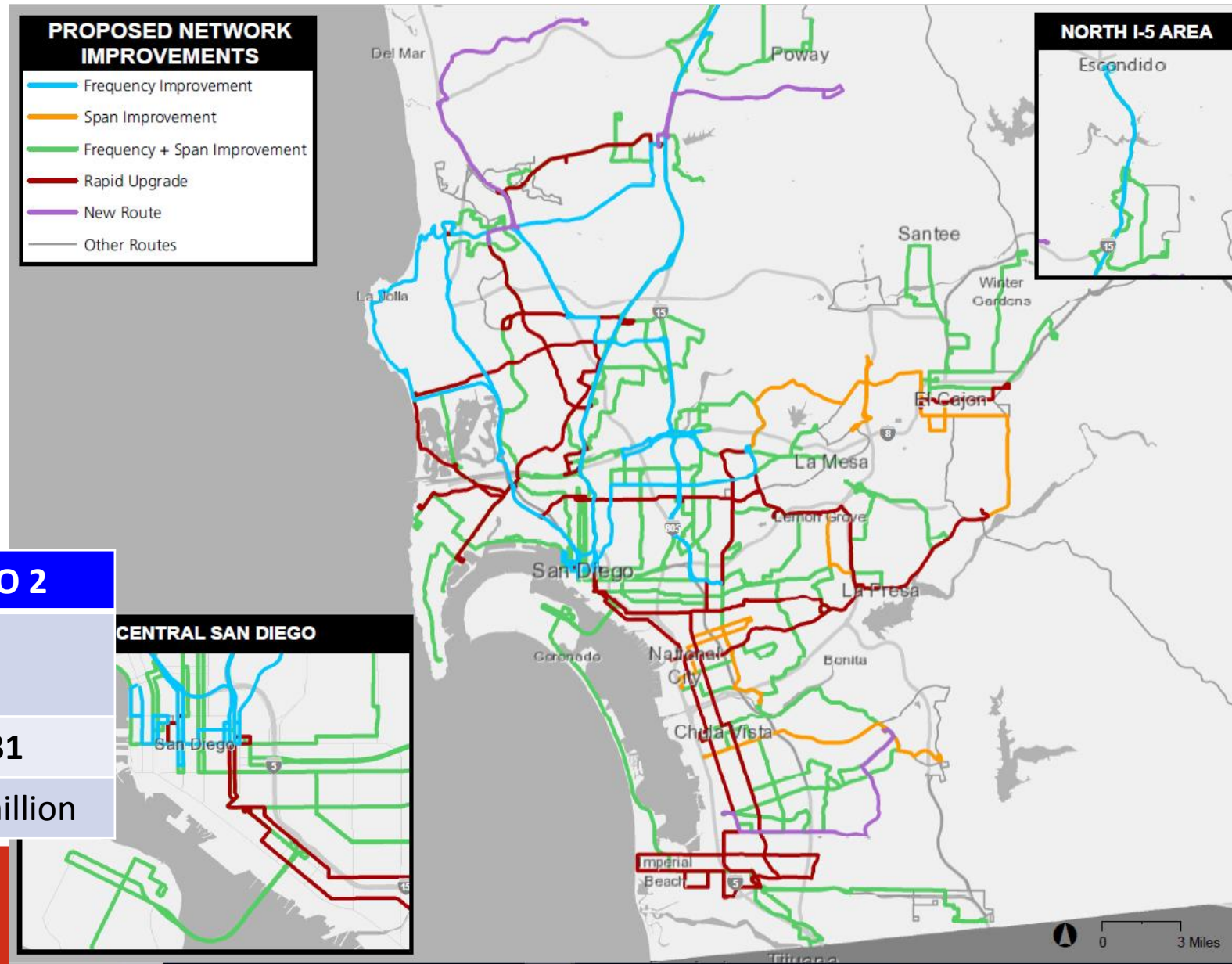
- Very popular: in most polls and outreach, improvement of frequencies and spans is among the highest ranked projects.
- Highest estimated ridership impact.
- Covers wide geography and helps most riders.
- Implementation can begin in a short time frame.
- Project needs to retain flexibility to keep up with routine changes to base network.
- Requires new bus maintenance facility to accommodate larger fleet.
- High cost due to project scope and on-going operations & bus replacement costs.



Improved Bus/Trolley Network

Proposal:

- Include improved service network including frequencies and span increases on most MTS Bus and Trolley routes.
- Include new bus division to support increased fleet.
- In Scenario 1, implement 50% of planned increases.
- Actual changes to be re-evaluated before implementation per MTS Board Policy 42 to keep up with network evolution.



PROPOSED	SCENARIO 1	SCENARIO 2
2050 Weekday Ridership Increase	~60,000	120,030
In-Service	2020-2031	2020-2031
Funding	\$2,921 million	\$5,682 million



New Rapid Services

Concept Project: Upgrade 18 of MTS' core network and busiest bus routes to Rapid service.

- High- and low-investment segments
- Transit priority measures
- Improved station infrastructure
- Consolidated stops
- Plus:
 - Upgrade 2 existing Rapids
 - Implement 1 new Rapid



New Rapid Services

Findings:

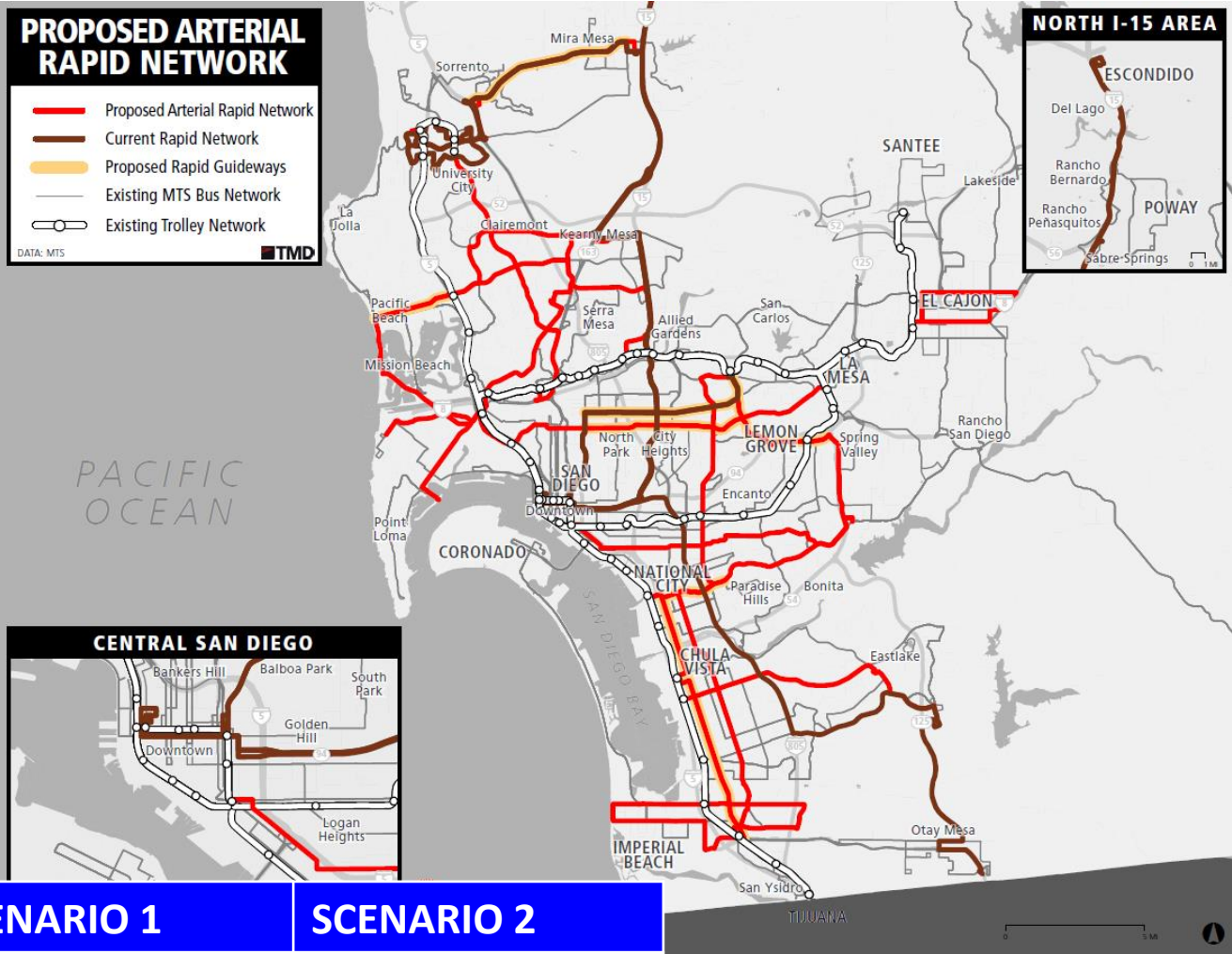
- 'Rapid' has very positive brand response among riders and non-riders.
- High estimated ridership impact.
- Consolidated stations required for faster travel times, but reduce some local access.
- High cost due to capital upgrades and on-going operations.
- Potential investment levels vary due to available right-of-way, local community and jurisdiction reaction.



New Rapid Services

Proposal:

- Scenario 1: Include Rapid conversions for **ten** high-ridership, core network urban routes. For remaining 8 routes, including in local network improvements project.
- Scenario 2: Include Rapid conversions for 18 high-ridership, core network urban routes.
 - Upgrade 2 existing Rapsids
 - Implement 1 new Rapid
- Work with local cities and communities to ensure upgrades add value, or move resources to different corridor.



PROPOSED	SCENARIO 1	SCENARIO 2
2050 Weekday Ridership Increase	14,968	26,942
In-Service	2028-2035	2028-2039
Funding	\$2,829 million	\$5,026 million



Purple Line

Concept Project: Purple Line = infrastructure and operating costs for a new Trolley Line along I-805 corridor between San Ysidro and Kearny Mesa (as in 2017 SANDAG study). Connects Blue, Orange, and Green Lines. MTS also evaluated two 'early-action' alternatives:

- E Street-Mission Valley
- E Street-Kearny Mesa



Purple Line

Findings:

- Full line would use substantial percentage of overall ballot measure revenue.
- I-805 corridor south of SR-54 is relatively low-density and suburban, reducing access & ridership potential.
- Tying the Purple Line to the Blue Line at E Street (via Sweetwater River) would extend benefits to current Blue Line riders – saving time on journeys to Mid-City, Mission Valley, and Kearny Mesa.
- SDSU West development is a large market opportunity.
- Kearny Mesa segment would connect South Bay, Southeast, and Mid-City to northern job centers.
- Purple Line is in current RTP, but SANDAG has indicated that the next RTP will likely recommend significant changes to alignment and technology.

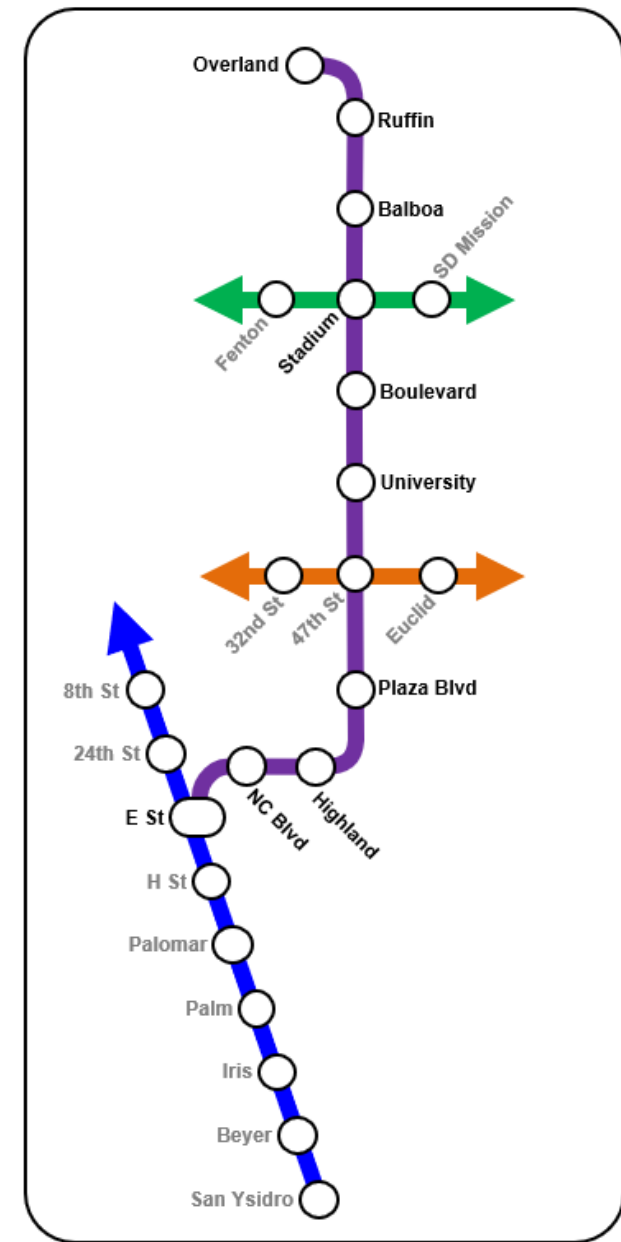


Purple Line

Proposal:

- Scenario 1 includes a Phase I Purple Line segment between E Street T.C. and Kearny Mesa (7 miles shorter than full line).
 - Includes connection to the Blue Line in Chula Vista, three new stations in National City, connection with Orange Line at 47th Street, two stations in City Heights, connection with Green Line in Mission Valley, and three destination stations in Kearny Mesa.
 - Some Purple Line trips could be extended to San Ysidro via the Blue Line (not included in this cost proposal).
 - Could later be extended south via 805 to San Ysidro or north towards UTC/beyond with separate funding.
- Both scenarios 1 & 2 fund a study of the greater South Bay north-south movement and environmental analysis of resulting project(s) with the **goal of a high-speed option from the border towards Sorrento Valley.**

PROPOSED	SCENARIO 1	SCENARIO 2
2050 Weekday Ridership Increase	7,792	n/a
In-Service	2045	n/a
Funding	\$8,152 million	\$35 million (study)



Blue Line Express

Concept Project: Infrastructure and operating costs for operating express trains along the Blue Line. Options could include passing tracks at local stations, or a new, parallel LRT line.



Blue Line Express

Findings:

- Project needs a detailed feasibility and engineering analysis; details are uncertain.
- Passing tracks have operational challenges and minimal travel time benefits.
- Parallel line has more notable time savings but very high cost (similar to new LRT extension).
- Other options could provide similar passenger benefits at lower cost.



Blue Line Express

Proposal:

- Both scenarios 1 & 2 fund a study of the greater South Bay north-south movement and environmental analysis of resulting project(s).
- Fund other projects that achieve similar or greater passenger and community benefits along the South Bay segment of the Blue Line:
 - Increased Blue Line frequency
 - 24-Hour Blue Line corridor bus service
 - Grade separations in South Bay (100% at Palomar)

PROJECT	
2050 Weekday Ridership Increase	5,016
In-Service	2043
Funding	\$35 million (study)



Airport Trolley Extension

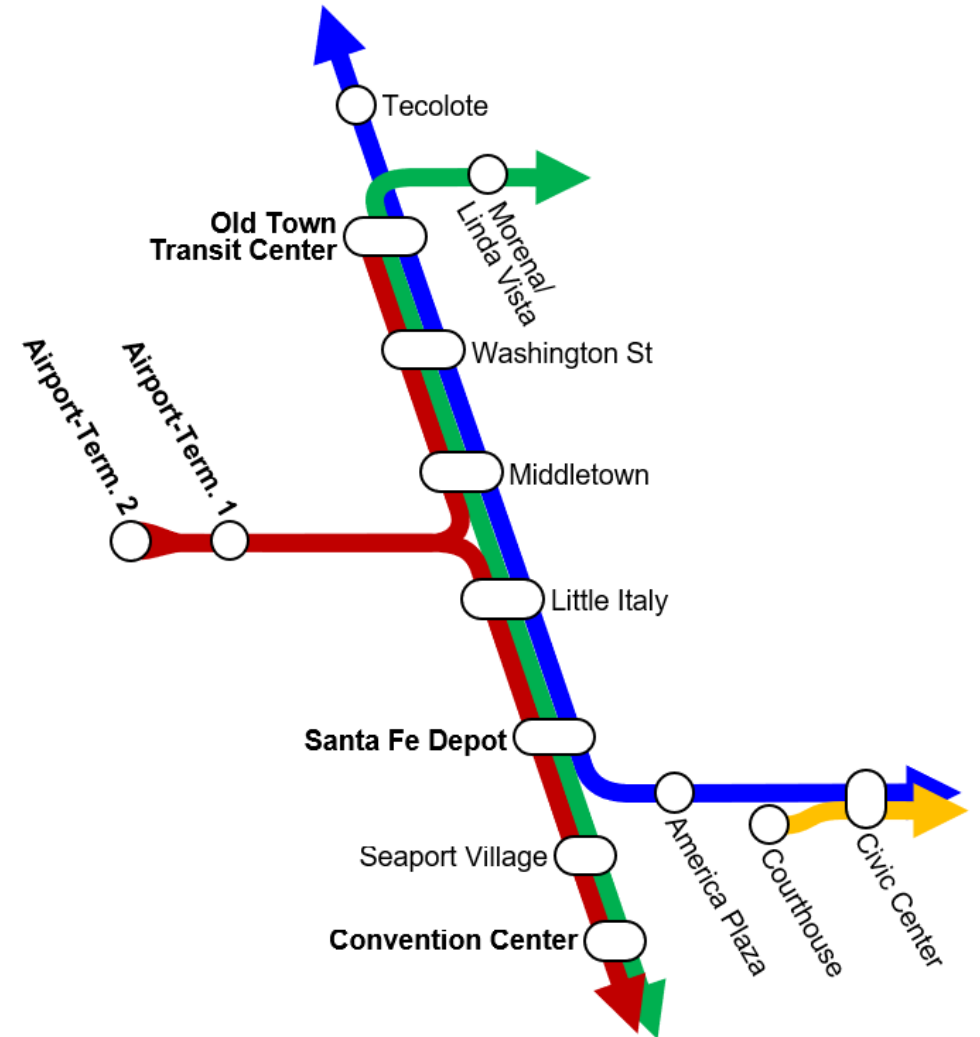
Concept Project: Infrastructure and operating costs for Trolley extension to San Diego Airport, served by a new line between 12th & Imperial and Old Town.



Airport Trolley Extension

Findings:

- Engineering challenges and cost have precluded this project in the past.
- Very popular: in most polls and outreach, the Airport Trolley is one of the most desired new capital transit project among the public.
- Common perception of a missing link in MTS network.
- Complements SDIA's plans for terminal expansion.
- Could be designed for future westward extension.
- One of the four options SANDAG is studying for a rail airport connection.

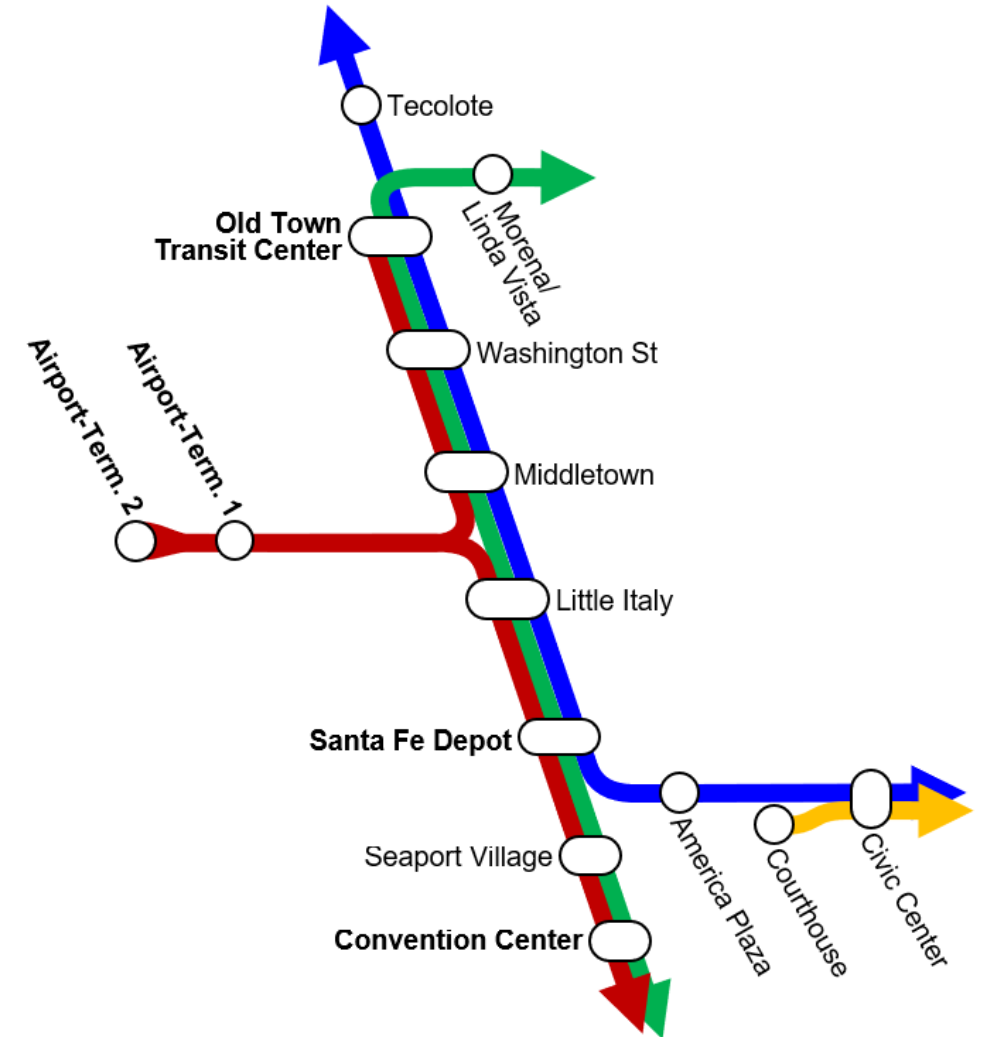


Airport Trolley Extension

Proposal:

- Include extension of Trolley network to San Diego Airport
- Include LRT grade separations between Downtown and Old Town due to frequencies (3 Trolley lines, Coaster, Amtrak)

PROPOSED	SCENARIOS 1 & 2
2050 Weekday Ridership Increase	3,844
In-Service	2028
LRT Capital/Operations	\$1,448 million
Grade Separations	\$375 million
Total Funding	\$1,823 million



Freeway Transit Lanes

Concept Project: Utilize existing freeway right-of-way to add transit lanes, allowing a faster implementation timeline than other fixed guideway such as rail.



Freeway Transit Lanes

Findings:

- Most congested commute corridors include I-5, I-805, SR-52, and SR-56.
- I-805 is the primary north-south corridor connecting residents and jobs and has among the highest congestion delays in the region.
- SR-52 and SR-56 impacted by traffic with no adjacent transit alternative.
- I-5 could offer capacity and travel time relief for impacted Blue Line.
- Available right-of-way varies by freeway and segment, so potential solutions differ.
- Improvements require CalTrans planning & environmental processes
- CalTrans is a willing and supportive partner and is collaborating with MTS

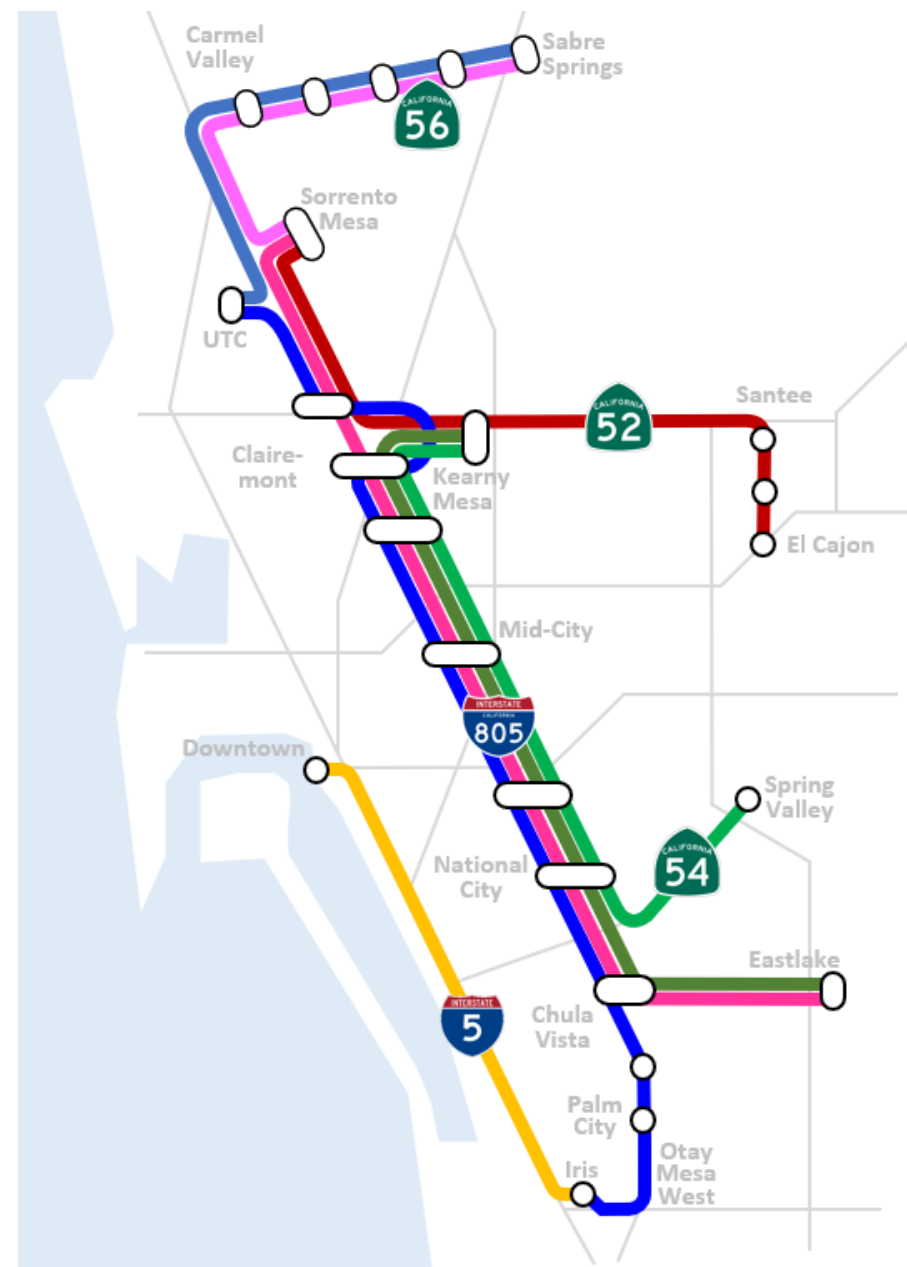


Freeway Transit Lanes

Proposal:

- Scenario 1 includes I-805 and SR-52 corridors:
 - I-805 currently has a gap in the HOV lanes between SR-94 and SR-52. This gap would be filled by converting the left shoulder into a transit-only lane.
 - SR-52 has a wide median where a reversible, single-lane transit guideway would be installed. Requires construction of several bridges.
- Scenario 2 adds I-5 and SR-56 corridors.
 - I-5 between Iris Ave. and Downtown San Diego would utilize zippers to convert the non-peak direction #1 lane into a contraflow peak-direction transit lanes. Extension south to San Ysidro and north beyond downtown would be studied.
 - SR-56 has a wide median where a reversible, single-lane transit guideway would be installed. Requires construction of several bridges.

PROPOSED	SCENARIO 1	SCENARIO 2
2050 Weekday Ridership Increase	9,450	16,424
In-Service	2028-2033	2028-2036
Funding	\$3,127 million	\$4,856 million



Waterways

Concept Project: Two ferry routes along San Diego Bay, one a public ferry between Chula Vista and Harbor Island, and the other a Navy route linking bases along the bay.



Waterways

Findings:

- Implementation could be fairly fast since no guideway needed.
- Capital costs relatively low.
- No-wake zones in bay limit ferry speeds, especially south of Sweetwater Channel.
- South Bay marinas far from activity centers.
- Multiple stops make ferries uncompetitive with auto or Trolley.
- Not highly ranked in public outreach.
- Operating costs for ferries very high
- Low ridership projected for a civilian route.
- Navy ferry has best opportunity for success and traffic relief.
 - Pilot projects are recommended to better determine demands and refine operations. Navy demand can be cyclical and evolving.



Waterways

Proposal:

- Continue to partner with the US Navy, Port of San Diego, City of Coronado, and other stakeholders to develop potential future projects that increase mobility around San Diego Bay and relieve traffic congestion, especially around Naval bases.
- Seek alternate funding sources for implementation of pilot and permanent projects.

PROJECT	
2050 Weekday Ridership Increase	3,823
Cost (2025 Start)	\$1,698 million
Funding	\$0



Grade Separations

Concept Project: Replace at-grade rail crossings with grade-separated crossings by raising or lowering the road and/or tracks. The RTP includes twelve MTS-area projects.

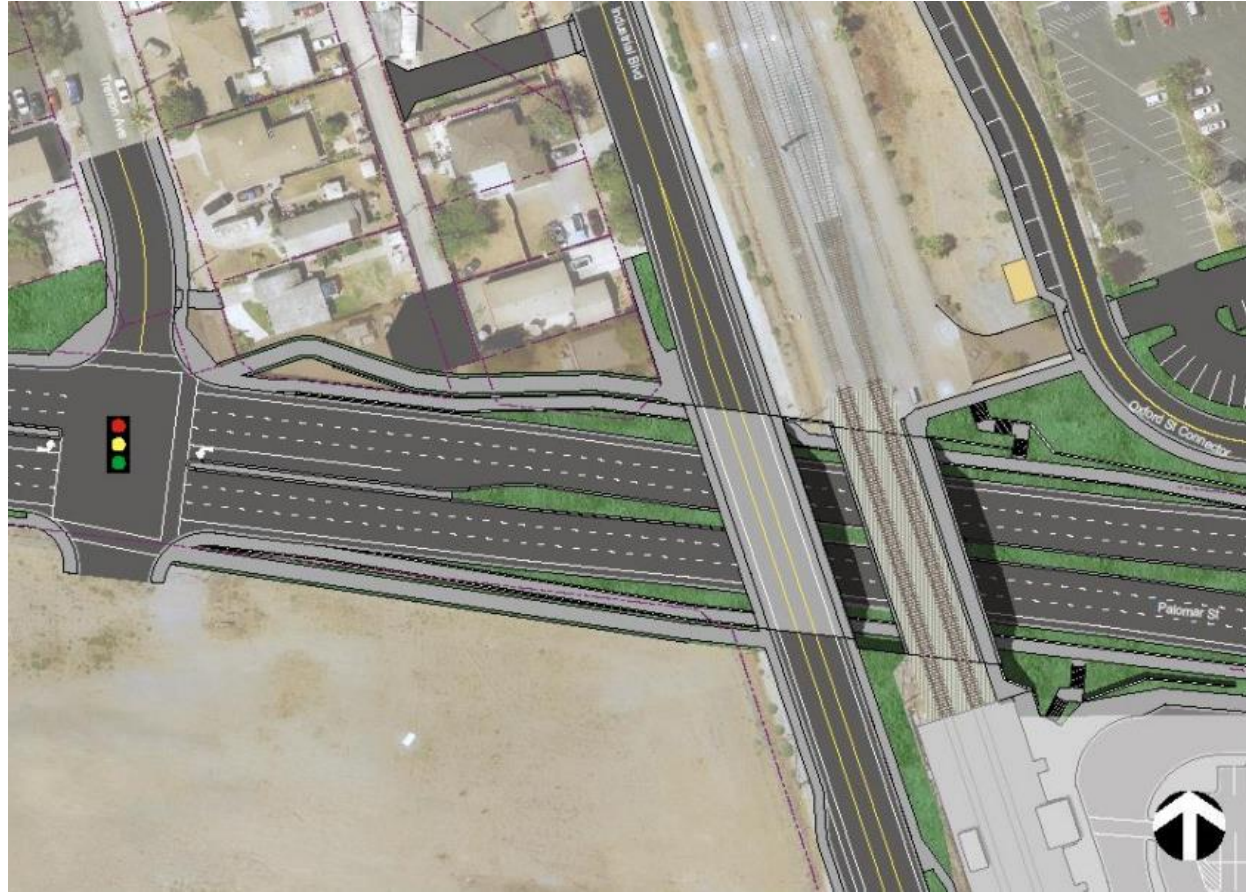
- 11 include Trolley; one is COASTER/Amtrak only
- 2 additional RTP grade separations are included within Airport Trolley project

RTP Rank	Location	City
1	Palomar St.	Chula Vista
2	Broadway/Lemon Grove Av.	Lemon Grove
3	Ash St.	San Diego
4	H St.	Chula Vista
5	Washington St.	San Diego
6	E St.	Chula Vista
7	Broadway	San Diego
7	Taylor St.	San Diego
9	Euclid Av.	San Diego
10	28 th St.	San Diego
11	32 nd St.	San Diego
14	Sorrento Valley Rd.	San Diego
15	Allison Av./University Av.	La Mesa
18	Severin Dr.	La Mesa

Grade Separations

Findings:

- A road network improvement with transit benefits:
 - Reduces delay/variability for buses approaching or crossing tracks (i.e. Rt. 10 at Washington St., Rt. 709 on H St., etc.)
 - Reductions in Trolley delays from cautionary slowing, trackway obstructions, and broken gates
- Very popular among cities and motorists
- Becomes more important as rail frequencies increase
 - Trolley service at 7.5 minute headway results in up to 16 gate activations per hour.
 - Gate activations close street for approx. 60 seconds each (longer if adjacent to station)



Grade Separations

Proposal:

- Include funding specifically for grade separations to fund up to 50% of project costs.
 - Downtown-Old Town grade separations would be 100% funded as part of the Airport Trolley project.
- High priority projects could be funded 100%
- Eligible projects would be identified in the RTP.

PROPOSED	SCENARIOS 1 & 2
2050 Weekday Ridership Increase	n/a
In-Service	2034-2041
Funding	\$800 million

RTP Rank	Location	City
1	Palomar St.	Chula Vista
2	Broadway/Lemon Grove Av.	Lemon Grove
3	Ash St.	San Diego
4	H St.	Chula Vista
5	Washington St.	San Diego
6	E St.	Chula Vista
7	Broadway	San Diego
7	Taylor St.	San Diego
9	Euclid Av.	San Diego
10	28 th St.	San Diego
11	32 nd St.	San Diego
14	Sorrento Valley Rd.	San Diego
15	Allison Av./University Av.	La Mesa
18	Severin Dr.	La Mesa

Sorrento Valley Skyway

Concept Project: Infrastructure and operating costs for a gondola skyway line connecting the Mid-Coast Trolley extension and Sorrento Mesa. Includes two transit hubs in Sorrento Mesa with last-mile services.



Sorrento Valley Skyway

Findings:

- Sorrento Mesa is second largest Tier 1 employment zone in San Diego region.
- Mid-Coast Trolley gets close but not there; large demand anticipated.
- Sorrento Mesa very difficult to connect with Mid Coast due to physical and environmental barriers.
- Guideway (rail/road) very expensive due to topography.
- Skyway would be orders-of-magnitude less expensive and faster to implement.
- Last-mile connections remain challenging in Sorrento Mesa (with any fixed-route project).



Sorrento Valley Skyway

Proposal:

- Include funding for the Sorrento Valley Skyway project as envisioned in the concept.
- Project includes three stations, two mobility hubs, and a last mile shuttle system in Sorrento Mesa.

PROPOSED	SCENARIOS 1 & 2
2050 Weekday Ridership Increase	3,628
In-Service	2025
Funding	\$539 million



Balboa-Beach Guideway

Concept Project: Infrastructure and operating costs for a fixed-guideway project between the future Balboa Ave. Trolley Station and the beach (Mission Blvd.).



Balboa-Beach Guideway

Findings:

- Most communities and groups valued better access to the beach for locals and visitors.
- Guideway (rail or road) across heavy rail and I-5 challenging and expensive.
- Congested and narrow, constrained ROW complicate at-grade options (streetcar, BRT).
- Skyway cables bridge over physical barriers, but with visual impacts (towers, cables).
- Project needs an updated feasibility study and detailed engineering review.



Balboa-Beach Guideway

Proposal:

- Pursue conversion of east-west local bus service along the Grand Ave. corridor to Rapid.
- Neither scenario proposes specific guideway funding aside from Rapid Bus.

PROJECT	
2050 Weekday Ridership Increase	3,264
Cost (2028 Start)	\$673 million
Funding	\$0



Fare Discounting/Youth Opportunity Passes

Concept Project: Reduce riders' cost burden by one or more of the following:

- Additional discounts for seniors, disabled and/or youth
- Reduce fares and pass prices for all riders
- Offer free passes to youth (18 and under) or riders 24 and under



Fare Discounting/Youth Opportunity Passes

Findings:

- Youth Opportunity Passes highly ranked at some outreach events.
- Will impact MTS' farebox recovery.
- Fares are the only major revenue source MTS controls; reductions in fare levels make MTS more vulnerable to reductions in subsidies (state & federal funds, etc.)
- Costs for additional overhead and operations hard to quantify in advance; depends on when and where resulting ridership increases. (not included in cost estimate)



Fare Discounting/Youth Opportunity Passes

Proposal:

- Include funding for a Youth Opportunity Pass for riders 18 and under.
- Short implementation timeframe.

PROPOSED	SCENARIOS 1 & 2
2025 Weekday Ridership Increase	7,419
Total Funding	\$850 million



Mobility-on-Demand

Concept Project: Utilize innovative on-demand transit programs and strategies to extend the reach of transit to areas where (or times when) fixed route transit is unviable.

- Several large, populated, suburban areas in MTS jurisdiction where MTS has little or no presence.
- Not cost-effective to extend fixed-route transit to all areas, but there is some demand in most.
 - Workers commuting in via transit.
 - Commuters accessing the transit network.
 - Seniors and disabled who cannot drive or don't want to.
 - Students who do not drive or cannot afford to.



Mobility-on-Demand

Findings:

- Inexpensive compared to fixed-route transit, though capacity is much lower.
- Mobility-on-Demand has evolved since MTS operated DART and Flex services due to technology.
- Many options available now:
 - App-based microtransit
 - Flexible shuttle routes
 - Taxi/TNC vouchers
 - Traditional Dial-a-Ride
- Appropriate mode will depend on area and travel demands



Mobility-on-Demand

Proposal:

Set aside \$5 million/year (FY20\$) funding to be used for mobility-on-demand services in areas within MTS' urbanized zone that cannot be sustainably served by fixed-route transit.

PROPOSED	SCENARIOS 1 & 2
2050 Weekday Ridership Increase	3,500
In-Service	2024
Funding	\$505 million



Fleet Electrification

Concept Project: Use Elevate revenues to offset costs of bus fleet electrification, currently required by 2040.



Fleet Electrification

Findings:

- Costs for fleet conversion include:
 - Higher bus purchase costs (currently nearly 2x CNG buses); differential expected to come down through volume over time
 - Facility costs for chargers, power infrastructure upgrades
 - Energy (SD electricity is highest in nation, currently 2x CNG rate)
- Future unknowns in energy rates.
- At current level of tech, a 100% fleet conversion would require more buses to operate the same schedules.
 - Battery tech expected to improve



Fleet Electrification

Proposal:

- Use other capital funds for purchase of ZEBs and construction of required infrastructure.
- Without Elevate as a successful ballot measure, those funds would need to be located and programmed anyway.
- Fleets for Elevate projects priced at electric cost; no funds included in Elevate to convert existing fleet.

PROJECT	
2050 Weekday Ridership Increase	-0-
Cost (2023 Start)	\$370 million (includes facility upgrades, first round of replacements for existing fleet)
Funding	\$0



Added Security Measures

Concept Project: Include funding for security-related infrastructure and operations based on Board direction/revised policies

- Reimagined security in line with contemporary policing standards
- Potentially address a program for persons experiencing homelessness



Added Security Measures

Findings:

- Security concerns ranked high among priorities in outreach.
- Transit personnel request additional security resources for personal safety on the job.
- Board interest in new security policies in line with best policing practices.
- Major increases in service levels will require some corresponding increases in security efforts.
- Funds could support additional security personnel and ambassadors; also infrastructure such as lighting and cameras.
- Added personnel could support efficiency efforts such as all-door boarding.



Added Security Measures

Proposal:

- Include additional operational funding corresponding to increase in overall MTS operations budget (approx. 50%), to be spent at Board's direction.

PROPOSED	SCENARIOS 1 & 2
2050 Weekday Ridership Increase	n/a
Funding	\$576 million



Grant Programs

Concept Project: Grant program to local jurisdictions to fund transit-supportive projects including:

- active transportation
- access-to-transit
- 'safe routes to schools'
- Transit priority measures



Grant Programs

Findings:

- Most jurisdictions have backlog or potential new, unfunded active transportation projects
 - Pedestrian/sidewalk infrastructure
 - Biking
- Climate Action Plans
- Better pedestrian infrastructure can increase transit ridership – every passenger is a pedestrian to and from transit
- Bus routes heavily impacted by school drop-off/pick-up traffic
 - Increasing student bike/ped mode split helps transit reliability



Grant Programs

Proposal:

- Add an Elevate Transit-Supportive Infrastructure Grant Program with the following project types eligible:
 - Active transportation
 - Access-to-transit
 - 'Safe routes to schools'
 - Traffic studies for transit improvements
 - Capital for transit priority elements (TSP, queue jumps, bus lanes, etc.)
 - Mobility Hub infrastructure
- Fund up to \$2 million annually (FY20\$)

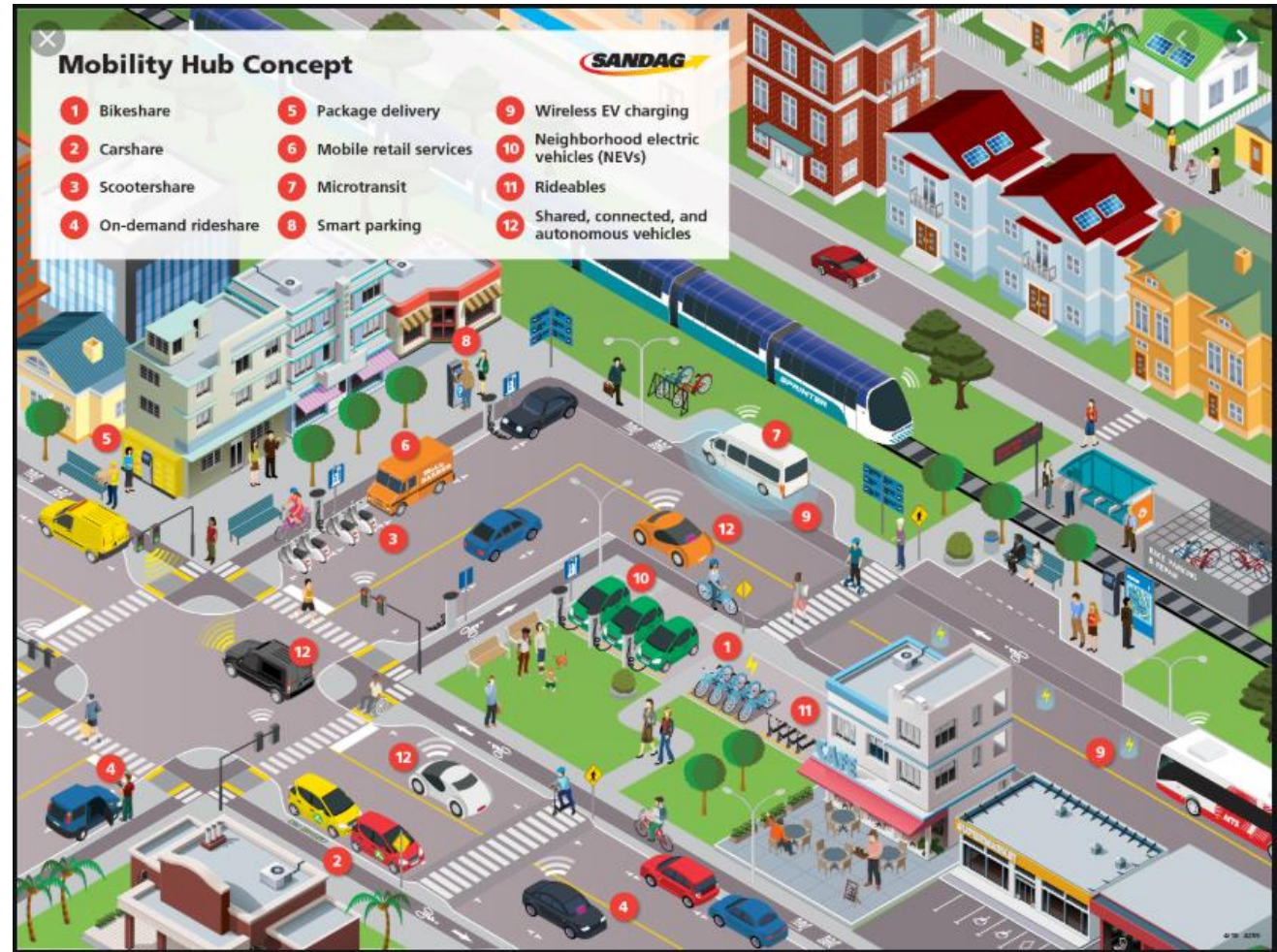
PROPOSED	SCENARIOS 1 & 2
2050 Weekday Ridership Increase	n/a
Funding	\$182 million



Mobility Hubs

Concept Project: Construct mobility hubs at major stations and transfer points, with features suited to the local community including:

- Bus bays for MTS services
- Bicycle stations/lockers
- EV charging/parking
- Scooter/bikeshare facilities
- Microtransit/taxi/app-hailing zones



Mobility Hubs

Findings:

- Most MTS transit centers already include at least some mobility hub elements.
- Mobility Hub features can be designed into any new stations as part of the larger capital project.
- Many grant programs exist for the types of upgrades seen with mobility hubs.
- SANDAG already has a robust program for identifying and adding mobility hubs.
- Long-term costs hard to estimate due to variances among sites and features.



Mobility Hubs

Proposal:

- Design mobility hub features into new stations as part of capital construction projects.
- Include funding to local jurisdictions by grant programs for mobility features, active transportation, and access-to-transit projects. These could include mobility hubs.

PROJECT	
2050 Weekday Ridership Increase	-0-
Funding	\$0



Summary

Proposal:

- 13 projects fully or partially funded in each scenario.
- Primary differences are that the Purple Line segment in Scenario 1 precludes 50% of bus network and Rapid improvements, I-5 and SR-56 freeway projects.
- Scenarios designed to balance potential ridership, geographic coverage, equity and environmental benefits, and feedback from outreach and polling.
- Difference in total costs between the scenarios are due to debt service differences; final program of projects would be 100% balanced.

Next Steps

- Board discussion and direction
 - Narrow focus to one scenario
- Outreach in January-February
- Another polling cycle in January
- Further refinement of scenario
 - Incorporate feedback from outreach, Elevate subcommittees, and polling
 - Fine-tune cost and ridership estimates
- Model overall network ridership with a single scenario
- Final program of projects for Board consideration in March/April

Discussion



Draft Scenario Improvements by Jurisdiction

December 12, 2019

Chula Vista

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Purple Line (at E Street) Blue Line Frequency 	Blue Line Frequency
Freeway Transit Improvements	805 Freeway services (trunk Rapid route, plus two Freeway Express routes)	<ul style="list-style-type: none"> 805 Freeway lanes & services (trunk Rapid route, plus two Freeway Express routes) I-5 Freeway lanes & service
Rapid route conversions:	TBD	3 (709, 929, 932)
New local bus routes:	1 (Heritage Rd.)	1 (Heritage Rd.)
Frequency & Span improvements on Routes:	TBD	701, 704, 705, 712
50% funding for Grade Separations	3 (E St., H St., Palomar St.)	3 (E St., H St., Palomar St.)
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

Coronado

Improvements/Projects	Scenario 1	Scenario 2
Frequency Improvements on Route:	TBD	901
Frequency & Span improvements on Route:	TBD	904
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

El Cajon

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Orange Line Frequency Green Line Frequency 	<ul style="list-style-type: none"> Orange Line Frequency Green Line Frequency
Freeway Transit Improvements	SR-52 Freeway Express service	SR-52 Freeway Express service
Rapid route conversions:	TBD	1 (815)
Span Improvements on Routes:	TBD	115, 816, 833, 872
Frequency & Span improvements on Routes:	TBD	848, 864
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

Imperial Beach

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	Blue Line Frequency (from Iris, Palm)	Blue Line Frequency (from Iris, Palm)
Freeway Transit Improvements		I-5 Freeway lanes & service (from Iris)
Rapid route conversions:	TBD	1 (933/934)
Frequency Improvements on Route:	TBD	901
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

La Mesa

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> • Orange Line Frequency • Green Line Frequency 	<ul style="list-style-type: none"> • Orange Line Frequency • Green Line Frequency
Rapid route conversions:	TBD	1 (7)
Span Improvements on Routes:	TBD	854x
Frequency & Span improvements on Routes:	TBD	1, 14, 851, 855
50% funding for Grade Separations	2 (La Mesa Blvd. – University Ave., Severin Dr.)	2 (La Mesa Blvd. – University Ave., Severin Dr.)
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

Lemon Grove

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	Orange Line Frequency	Orange Line Frequency
Rapid route conversions:	TBD	1 (856)
Span Improvements on Routes:	TBD	916/917, 936
50% funding for Grade Separations	1 (Broadway)	1 (Broadway)
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

National City

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Purple Line Blue Line Frequency 	Blue Line Frequency
Freeway Transit Improvements	805 Freeway services (trunk Rapid route, plus three Freeway Express routes)	805 Freeway services (trunk Rapid route, plus three Freeway Express routes)
Rapid route conversions:	TBD	4 (929, 932, 955, 962)
Span Improvements on Routes:	TBD	967, 968
Frequency & Span improvements on Routes:	TBD	13, 961, 963
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

Poway

Improvements/Projects	Scenario 1	Scenario 2
Freeway Transit Improvements	---	New Freeway Express route from Sabre Springs along SR-56 corridor to UTC
New local bus routes:	1 (Scripps Poway Pkwy.)	1 (Scripps Poway Pkwy.)
Frequency & Span improvements on Routes:	TBD	944, 945; 235, 290 (at Sabre Springs)
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Mobility-on-Demand	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

San Diego – Council District 1

Councilmember Bry

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	Blue Line Frequency	Blue Line Frequency
Freeway Transit Improvements	<ul style="list-style-type: none"> 805 Freeway services (trunk Rapid route, plus 1 Freeway Express route) SR-52 Freeway Express service 	<ul style="list-style-type: none"> New Fwy. Express route through Carmel Valley along SR-56 corridor 805 Freeway services (trunk Rapid route, plus 1 Fwy. Express route) SR-52 Freeway Express service
Rapid route conversions:	TBD	2 (41, 237)
New local bus routes:	1 (El Camino Real/Del Mar Hts.)	1 (El Camino Real/Del Mar Hts.)
Frequency Improvements on Routes:	TBD	30, 31, 60
Span Improvements on Routes:	TBD	201, 202
Freq. & Span improvements on Routes:	TBD	105, 204, 921
Mobility-on-Demand	✓	✓
50% funding for Grade Separations	1 (Sorrento Valley Rd.)	1 (Sorrento Valley Rd.)
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active trans.	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

San Diego – Council District 2

Councilmember Campbell

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Blue Line Frequency Airport Trolley, including 4 grade separations 	<ul style="list-style-type: none"> Blue Line Frequency Airport Trolley, including 4 grade separations
Rapid route conversions:	TBD	6 (8, 10, 27, 28, 35, 44)
Frequency Improvements on Route:	TBD	30
Freq. & Span improvements on Routes:	TBD	9, 83, 84, 88, 105, 923
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

San Diego – Council District 3

Councilmember Ward

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Frequency on all Trolley lines Airport Trolley, including 4 grade separations 	<ul style="list-style-type: none"> Frequency on all Trolley lines Airport Trolley, including 4 grade separations
Freeway Transit Improvements	805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes)	<ul style="list-style-type: none"> I-5 Freeway lanes & service 805 Freeway services (trunk Rapid route, plus 3 Fwy. Express routes)
Rapid route conversions:	TBD	5 (7, 10, 12, 110, 929)
Frequency Improvements on Routes:	TBD	280, 290, 901, 992
Freq. & Span improvements on Routes:	TBD	1, 2, 3, 4, 5, 6, 11, 18, 20, 83, 120, 923
50% funding for Grade Separations	2 (Broadway, Taylor St.)	2 (Broadway, Taylor St.)
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓



San Diego – Council District 4

Councilmember Montgomery

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Purple Line Orange Line Frequency 	Orange Line Frequency
Freeway Transit Improvements	805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes)	805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes)
Rapid route conversions:	TBD	4 (7, 10, 12, 962)
Span Improvements on Routes:	TBD	916, 917, 967, 968
Freq. & Span improvements on Routes:	TBD	4, 961
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
50% funding for Grade Separations	1 (Euclid Ave.)	1 (Euclid Ave.)
Youth Opportunity Passes for 18 & Under	✓	✓

San Diego – Council District 5

Councilmember Kersey

Improvements/Projects	Scenario 1	Scenario 2
Freeway Transit Improvements	---	New Freeway Express route from Sabre Springs along SR-56 corridor to UTC
New local bus routes:	1 (Scripps Poway Pkwy.)	1 (Scripps Poway Pkwy.)
Frequency Improvements on Routes:	TBD	280, 290
Freq. & Span improvements on Routes:	TBD	20, 235, 944, 945, 964
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Mobility-on-Demand	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

San Diego – Council District 6

Councilmember Cate

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	Purple Line	---
Freeway Transit Improvements	<ul style="list-style-type: none"> 805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes) SR-52 Freeway Express service SR-56 Freeway Express service 	<ul style="list-style-type: none"> 805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes) SR-52 Freeway Express service SR-56 Freeway Express service
Rapid route conversions:	TBD	5 (27, 41, 44, 110, 237)
Frequency Improvements on Routes:	TBD	31, 60, 280, 290
Freq. & Span improvements on Routes:	TBD	20, 25, 105, 120, 235, 964
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓



San Diego – Council District 7

Councilmember Sherman

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Purple Line Green Line Frequency 	Green Line Frequency
Freeway Transit Improvements	<ul style="list-style-type: none"> 805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes) SR-52 Freeway Express service 	<ul style="list-style-type: none"> 805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes) SR-52 Freeway Express service
Rapid route conversions:	TBD	2 (41, 44)
Frequency Improvements on Routes:	TBD	60
Span Improvements on Routes:	TBD	115
Freq. & Span improvements on Routes:	TBD	1,6,13,14,18,20,25,88,120,235,928
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓



San Diego – Council District 8

Councilmember Moreno

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> • Blue Line Frequency • Orange Line Frequency 	<ul style="list-style-type: none"> • Blue Line Frequency • Orange Line Frequency
Freeway Transit Improvements	805 Freeway service (trunk Rapid route)	<ul style="list-style-type: none"> • 805 Freeway service (trunk Rapid route) • I-5 Freeway lanes & service
Rapid route conversions:	TBD	3 (12, 933/934)
Freq. & Span improvements on Routes:	TBD	3, 4, 5, 905, 906, 907
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
50% funding for Grade Separations	2 (28 th St., 32 nd St.)	2 (28 th St., 32 nd St.)
Youth Opportunity Passes for 18 & Under	✓	✓

San Diego – Council District 9

Councilmember Gómez

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	<ul style="list-style-type: none"> Purple Line Blue Line Frequency Green Line Frequency 	<ul style="list-style-type: none"> Blue Line Frequency Green Line Frequency
Freeway Transit Improvements	805 Freeway services (trunk Rapid route, plus 3 Freeway Express routes)	<ul style="list-style-type: none"> 805 Freeway services (trunk Rapid route, plus 3 Fwy. Express routes)
Rapid route conversions:	TBD	3 (7, 10, 955)
Frequency Improvements on Routes:	TBD	215
Span Improvements on Routes:	TBD	115, 936
Freq. & Span improvements on Routes:	TBD	1, 11, 13, 14
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

Santee

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	Green Line Frequency	Green Line Frequency
Freeway Transit Improvements	SR-52 Freeway Express service	SR-52 Freeway Express service
Frequency Improvements on Routes:	TBD	834
Span Improvements on Routes:	TBD	833
Frequency & Span improvements on Routes:	TBD	832
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

County of San Diego (unincorporated)

Improvements/Projects	Scenario 1	Scenario 2
Rail Transit Improvements	Frequency on all Trolley Lines	Frequency on all Trolley Lines
Freeway Transit Improvements	Spring Valley/Bonita: 805 Freeway Express service from SR-54 corridor	Spring Valley/Bonita: 805 Freeway Express service from SR-54 corridor
Rapid route conversions:	TBD	2 (Rancho San Diego/Spring Valley: Routes 856, 962)
Span Improvements on Routes:	TBD	Spring Valley: Route 936 Lincoln Acres: Route 968
Frequency & Span improvements on Routes:	TBD	Lincoln Acres: Route 13 Lakeside: Routes 848, 864 4S Ranch: Routes 235, 290 (@ RB) Spring Valley/La Presa: Route 851 Casa de Oro: Route 855
Mobility-on-Demand	✓	✓
Grant opportunities for access-to-transit, mobility hubs, safe routes, and active transportation	✓	✓
Youth Opportunity Passes for 18 & Under	✓	✓

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Productivity Metrics			
Project:	Mobility-on-Demand (MOD)	Youth Opportunity Pass (18 & Under)	Other Fare Discounting
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	1,085,000	2,300,000	Ridership impacts would be dependent on the specific fare discounting programs and levels.
Avg. Wkdy. Net Ridership Increase:	3,500	7,419	n/a
Capital Cost:	No capital costs assumed.	No capital costs assumed.	No capital costs assumed.
Capital Cost/Annual Rider:	n/a	n/a	n/a
Annual Revenue Miles:	Unknown at this time.	n/a	n/a
Annual Operating Cost:	\$5,000,000	\$6,800,000	n/a
Annual Operating Cost/Annual Rider:	\$4.61	\$2.96	n/a
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	n/a	n/a	n/a
Equity Metrics			
Project:	Mobility-on-Demand (MOD)	Youth Opportunity Pass (18 & Under)	Other Fare Discounting
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Population within a convenient walk (actual walk distance) of project:	These projects are regional or do not have a specific location identified.		
% Minority (Service Area Avg. = 57.2%)			
% Non-Minority			
% Low-Income (Service Area Avg. = 30.5%)			
% Non-Low-Income (>200% of Poverty Level)			
% Youth (Under 19) (Service Area Avg. = 21.8%)			
% Non-Youth (19+)			
% Senior (65+) (Service Area Avg. = 12.6%)			
% Non-Senior (Under 65)			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Values Metrics			
Project:	Mobility-on-Demand (MOD)	Youth Opportunity Pass (18 & Under)	Other Fare Discounting
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	MOD could be deployed in the high employment areas such as Kearny Mesa to connect with frequent transit service from areas with high residential density.	n/a	n/a
Connects high residential concentration with a major college or university.	MOD would likely not directly connect highly concentrated residential areas with a major college or university, as both land uses would be anticipated to sustain regular transit service.	n/a	n/a
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	MOD could be deployed in the high employment areas such as Kearny Mesa to connect with frequent transit service from SB 535 DACs.	n/a	n/a
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	The land uses, demographics, and densities of SB 535 DACs in the MTS jurisdiction generally sustain fixed-route transit, so MOD would likely be developed outside these areas.	Approx. 5% of MTS service and benefits are within current SB 535 DACs.	Approx. 5% of MTS service and benefits are within current SB 535 DACs.
Providing fast and dependable service for riders.			
Proposed base project headway:	n/a	n/a	n/a
Making transit time-competitive with the auto.			
Project in-service speed:	n/a	n/a	n/a
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	On-demand transit service would shorten the travel distance to access transit in lower-density communities, expanding the reach of the MTS network to reach seniors and individuals with disabilities outside of the existing MTS network.	n/a	Discounting for senior and/or disabled fares could reduce the transportation cost burden on vulnerable populations.
Connects high residential concentration with a regional medical facility.	On-demand transit service is not proposed for areas with high residential concentrations, but would connect lower-density communities with the MTS network to improve trips to medical facilities on the current MTS network.	n/a	n/a
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Implementation could start in under five years.	Implementation could start in under five years.	Implementation could start in under five years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway Infrastructure.	These projects do not include fixed guideway.		
Expands geography of fixed guideway transit network.			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Productivity Metrics			
Project:	Electrify Bus Fleet	Grade Separations	Security
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	This project would not likely add noticeable new ridership.	This project would not likely add noticeable new ridership.	Based on feedback from riders and non-riders, improvements in security could positively impact the frequency of ridership from both populations.
Average Weekday Net Increase	n/a	n/a	n/a
Capital Cost:	n/a	\$800,221,000 (50%)	No capital costs assumed.
Capital Cost/Annual Rider:	n/a	n/a	n/a
Annual Rev Miles	n/a	n/a	n/a
Annual Operating Cost:	n/a	n/a	\$5,500,000
Annual Operating Cost/Annual Rider:	n/a	n/a	n/a
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	Fleet electrification would be expected to have a noticeable impact on GHG reductions. However, the exact calculation would be dependent on the deployment schedule and other details not yet known.	None calculated, although there may be some minor reductions from reduced congestion and idle times at grade crossings.	n/a
Equity Metrics			
Project:	Electrify Bus Fleet	Grade Separations	Security
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Population within a convenient walk (actual walk distance) of project:	These projects are regional or do not have a specific location identified.		
% Minority (Service Area Avg. = 57.2%)			
% Non-Minority			
% Low-Income (Service Area Avg. = 30.5%)			
% Non-Low-Income (>200% of Poverty Level)			
% Youth (Under 19) (Service Area Avg. = 21.8%)			
% Non-Youth (19+)			
% Senior (65+) (Service Area Avg. = 12.6%)			
% Non-Senior (Under 65)			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Values Metrics			
Project:	Electrify Bus Fleet	Grade Separations	Security
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	n/a	n/a	n/a
Connects high residential concentration with a major college or university.	n/a	n/a	n/a
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	n/a	n/a	n/a
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	Approx. 5% of MTS service and benefits are within current SB 535 DACs.	43% (six of 14) of the MTS-area priority grade separations in the MTS service area are within current SB 535 DACs. (28th, 32nd, Euclid, E, H, Palomar)	Approx. 5% of MTS service and benefits are within current SB 535 DACs.
Providing fast and dependable service for riders.			
Proposed base project headway:	n/a	n/a	n/a
Making transit time-competitive with the auto.			
Project in-service speed:	n/a	n/a	n/a
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	n/a	n/a	Perception of security needs can be more pronounced among physically vulnerable populations such as seniors and disabled. Consistent feedback from these groups indicates they would benefit from security measures.
Connects high residential concentration with a regional medical facility.	n/a	n/a	n/a
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Implementation would start within five years, then progress in phases over 10-15 years.	It would take approx. 20 years for all projects to be completed.	Implementation could start in under five years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	These projects do not include fixed guideway.		
Expands geography of fixed guideway transit network.			

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Productivity Metrics		
Project:	Mobility Hubs	Local Transit Access Grant Program
	Figure/Narrative	Figure/Narrative
Annual Ridership	Ridership impacts would be dependent on location and features.	Ridership impacts would be dependent on project applications, locations, and specifications. A goal of the grant program would be to award to projects that benefit the most ridership, but no estimate is available at this point.
Average Weekday Net Increase	n/a	n/a
Capital Cost:	n/a	n/a
Capital Cost/Annual Rider:	n/a	n/a
Annual Rev Miles	n/a	n/a
Annual Operating Cost:	n/a	\$2,000,000
Annual Operating Cost/Annual Rider:	n/a	n/a
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	n/a	n/a
Equity Metrics		
Project:	Mobility Hubs	Local Transit Access Grant Program
	Figure/Narrative	Figure/Narrative
Population within a <u>convenient walk</u> (actual walk distance) of project:	These projects are regional or do not have a specific location identified.	
% Minority (Service Area Avg. = 57.2%)		
% Non-Minority		
% Low-Income (Service Area Avg. = 30.5%)		
% Non-Low-Income (>200% of Poverty Level)		
% Youth (Under 19) (Service Area Avg. = 21.8%)		
% Non-Youth (19+)		
% Senior (65+) (Service Area Avg. = 12.6%)		
% Non-Senior (Under 65)		

ELEVATE 2020 SD: Draft Scenario Project Metrics (Systemwide Projects)

Values Metrics		
Project:	Mobility Hubs	Local Transit Access Grant Program
	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.		
Connects high residential concentration with high employment area.	n/a	Unknown at this time. This is dependent on project application locations and specifications.
Connects high residential concentration with a major college or university.	n/a	Unknown at this time. This is dependent on project application locations and specifications.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	n/a	Unknown at this time. This is dependent on project application locations and specifications.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	n/a	Unknown at this time. This is dependent on project application locations.
Providing fast and dependable service for riders.		
Proposed base project headway:	n/a	n/a
Making transit time-competitive with the auto.		
Project in-service speed:	n/a	n/a
Improving access for seniors and people with disabilities.		
Improves comfort of using the system for seniors and disabled.	Mobility hub improvements would improve the pedestrian environment around transit stops, improving the first /last-mile travel experience for seniors and the disabled.	Unknown at this time. Conformance with this metric is dependent on project applications, locations, and specifications.
Connects high residential concentration with a regional medical facility.	This project would not connect an area of high residential concentration with a regional medical facility.	Unknown at this time. Conformance with this metric is dependent on project applications, locations, and specifications.
Utilizing existing infrastructure to make immediate improvements.		
Could be implemented within:	Implementation could start in under five years.	Implementation could start in under five years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.		
Includes permanent fixed guideway infrastructure.	These projects do not include fixed guideway.	
Expands geography of fixed guideway transit network.		

ELEVATE 2020 SD: Draft Scenario Project Metrics (Location-specific Projects)

Productivity Metrics			
Project:	Freeway Transit Improvements + Freeway Express Services Scenario 1 (52, 805) Figure/Narrative	Freeway Transit Improvements + Freeway Express Services Scenario 2 (5, 52, 56, 805) Figure/Narrative	Airport Trolley Figure/Narrative
Annual Ridership	2,934,600	5,100,300	1,193,700
Average Weekday Net Increase	9,450	16,424	3,844
Capital Cost:	\$1,346,642,000	\$2,365,614,000	\$1,632,312,000
Capital Cost/Annual Rider:	\$459	\$464	\$1,367
Annual Revenue Miles	3,326,236	5,666,086	497,000
Annual Operating Cost:	\$21,786,846	\$37,112,863	\$4,776,170
Annual Operating Cost/Annual Rider:	\$7.42	\$7.28	\$4.00
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-3,644	-7,354	-442

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	800m/0.5 mi.	800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	67.4%	69.2%	39.0%
% Non-Minority	32.6%	30.8%	61.0%
% Low-Income (Service Area Avg. = 30.5%)	36.2%	38.1%	27.7%
% Non-Low-Income (>200% of Poverty Level)	63.8%	61.9%	72.3%
% Youth (Under 19) (Service Area Avg. = 21.8%)	23.4%	23.5%	6.4%
% Non-Youth (19+)	76.6%	76.5%	93.6%
% Senior (65+) (Service Area Avg. = 12.6%)	12.0%	12.2%	15.9%
% Non-Senior (Under 65)	88.0%	87.8%	84.1%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	Freeway transit improvements would connect high residential concentration areas with employment centers. SR-52 would connect East County to Kearny Mesa and Sorrento Valley and I-805 transit improvements would connect the South Bay and Mid-City with Mission Valley, Kearny Mesa, Unievristy City, and Sorrento Valley.	Freeway transit improvements would connect high residential concentration areas with employment centers. SR-52 would connect East County to Kearny Mesa and Sorrento Valley; I-5 would connect the South Bay with Downtown San Diego, and I-805 would connect the South Bay and Mid-City with Mission Valley, Kearny Mesa, University City, and Sorrento Valley. The SR-56 freeway improvements would connect the suburban north city areas along SR-56 with the Sorrento Valley employment area.	The proposed Airport route alignment directly serves Downtown, which is both a high residential area and a Tier 1 employment area. The Airport is also a high employment area.
Connects high residential concentration with a major college or university.	This project does not connect directly with a major college or university.	This project does not connect directly with a major college or university.	The Airport Trolley project does not connect directly with a major college or university.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	Freeway transit improvements and freeway express services would connect DACs in South Bay, East County, and Mid-City with employment centers in Mission Valley, Kearny Mesa, and Sorrento Valley.	Freeway transit improvements and freeway express services would connect DACs in South Bay, East County, and Mid-City with employment centers in Mission Valley, Kearny Mesa, Downtown SD, and Sorrento Valley.	The proposed Airport route alignment would begin/end at 12th & Imperial Transit Center, which is a DAC area. It also connects directly to the Blue Line, which is 64% in DAC areas. The route connects to the Tier 1 employment area of Downtown/Airport.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	9% of Scenario 1 Freeway Rapid project mileage is within current SB 535 DACs.	18% of Scenario 2 Freeway Rapid project mileage is within current SB 535 DACs.	One (9%) of 11 stations (12th & Imperial Transit Center) is located in an SB 535 DAC.
Providing fast and dependable service for riders.			
Proposed base project headway:	I-805 Express - 15 min SR-52 Express - 10 min	I-5: 10 min I-805: 15/10/10/10min SR-52: 10 min SR-56: Combined 10 min	15 min
Making transit time-competitive with the auto.			
Project in-service speed:	I-805 Express - 29 mph SR-52 - 23 mph	I-5: 25 mph I-805: 29 mph SR-52: 23 mph SR-56: 23 mph	25 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	This project would improve regional access for seniors and the disabled by reducing travel times, and will improve comfort by adding capacity through frequency enhancements as well as improved passenger amenities at stops.	This project would improve regional access for seniors and the disabled by reducing travel times, and will improve comfort by adding capacity through frequency enhancements as well as improved passenger amenities at stops.	A through-Trolley route between Downtown and the Airport may reduce some transfers, and the low-floor Trolley cars may be easier than buses for some seniors and disabled individuals to use.
Connects high residential concentration with a regional medical facility.	The I-805 service proposes a station directly adjacent to Sharp Memorial and Children's Hospitals. The SR-52 service would have a station near the Kaiser Hospital (Kearny Mesa).	The I-805 service proposes a station directly adjacent to Sharp Memorial and Children's Hospitals. The SR-52 service would have a station near the Kaiser Hospital (Kearny Mesa).	The Airport Trolley project does not connect directly with a major medical facility.
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	I-805 improvements would be one of the first projects to start, with the goal of implementing some elements within 5-7 years. Longer lead time items such as bridge and DAR structures would require more times, including CalTrans design and engineering process. It could take up to 15 years to implement all of the proposed improvements.	I-805 improvements would be one of the first projects to start, with the goal of implementing some elements within 5-7 years. Longer lead time items such as bridge and DAR structures would require more times, including CalTrans design and engineering process. It could take up to 15 years to implement all of the proposed improvements.	Project duration from planning to start of service is expected to be 6-8 years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	Yes, FTA considers protected, transit-only lanes as proposed in this project to be fixed-guideway.	Yes, FTA considers protected, transit-only lanes as proposed in this project to be fixed-guideway.	Yes - segment between current mainline and the airport would be new fixed guideway.
Expands geography of fixed guideway transit network.	Yes, the project extends the fixed-guideway network along the Mid-City section of I-805, and along the 52 corridor between Kearny Mesa and Santee.	Yes, the project extends the fixed-guideway network along the Mid-City section of I-805, the 52 corridor between Kearny Mesa and Santee, and the 56 corridor in Carmel Valley. The 5 corridor is adjacent to the existing Blue Line.	Yes , the project extends the fixed-guideway network to the airport.

ELEVATE 2020 SD: Draft Scenario Project Metrics (Location-specific Projects)

Productivity Metrics			
Project:	Waterway System	SV Skyway & Connectors	Mid-Coast - Beach Skyway
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Annual Ridership	1,187,200	1,126,600	1,013,600
Average Weekday Net Increase	3,823	3,628	3,264
Capital Cost:	\$151,000,000	\$220,116,000	\$225,000,000
Capital Cost/Annual Rider:	\$127	\$195	\$222
Annual Revenue Miles	863,000	n/a	n/a
Annual Operating Cost:	\$17,260,000	\$3,700,000	\$4,400,000
Annual Operating Cost/Annual Rider:	\$14.54	\$3.28	\$4.34
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-878	-1,104	-829

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	800m/0.5 mi.	800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	76.4%	54.1%	24.3%
% Non-Minority	23.6%	45.9%	75.7%
% Low-Income (Service Area Avg. = 30.5%)	43.0%	36.3%	32.0%
% Non-Low-Income (>200% of Poverty Level)	57.0%	63.7%	68.0%
% Youth (Under 19) (Service Area Avg. = 21.8%)	19.7%	19.3%	7.9%
% Non-Youth (19+)	80.3%	80.7%	92.1%
% Senior (65+) (Service Area Avg. = 12.6%)	11.9%	5.4%	6.9%
% Non-Senior (Under 65)	88.1%	94.6%	93.1%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	The waterway system would connect highly concentrated residential areas in National City with the Tier 1 employment center Downtown San Diego, as well as military and civilian jobs at Naval Base San Diego and Naval Air Station North Island.	The Sorrento Valley Skyway is a last-mile solution to connect the extended Blue Line Trolley with Sorrento Valley employment. The skyway would be a critical connection between a Tier 1 employment center and concentrated residential areas along the Blue Line Corridor.	The Mid-Coast-Beach Skyway is a last-mile solution to connect high residential concentrations in the beach area with the Blue Line and bus connections, for one-transfer service to the high employment areas of Univeristy City, Kearny Mesa, and Downtown SD.
Connects high residential concentration with a major college or university.	The waterway system would not connect highly concentrated residential areas with a major college or university.	While the southern terminal of the project would land on the UC San Diego campus, it connects from there to Sorrento Valley employment, not a concentrated residential areas and a major college or university.	While this project is not located near a major college or university, high concentration of college students live in the beach areas it would serve. This project would be a last-mile solution to connect these residents with the Blue Line for one-transfer service to UC San Diego and City College.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	The waterway system would connect DACs in South Bay with the Tier 1 employment center Downtown San Diego.	The Sorrento Valley Skyway is a last-mile solution to connect the extended Blue Line Trolley with Sorrento Valley employment. The skyway would be a critical connection between a Tier 1 employment center and DACs along the Blue Line Corridor.	This project does not have any stations within an SB 535 DAC.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	33% of waterway stations (2 of 6) would be located within SB 535 disadvantaged communities (Pepper Park in National City and Naval Base San Diego).	This project does not have any mileage or stations within an SB 535 DAC.	This project does not have any mileage or stations within an SB 535 DAC.
Providing fast and dependable service for riders.			
Proposed base project headway:	15 min	1 min	1 min
Making transit time-competitive with the auto.			
Project in-service speed:	21 mph	13.6 mph	13.6 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	A waterway network would be designed to be fully accessible, and could reduce travel times for seniors and the disabled between points along San Diego Bay.	Improvements from this project would benefit senior and disabled riders similar to the general population.	Improvements from this project would benefit senior and disabled riders similar to the general population.
Connects high residential concentration with a regional medical facility.	The Waterways project does not connect directly with a major medical facility.	While the southern terminal of the project would be next to UC San Diego Medical Center La Jolla and Scripps Memorial Hospital, it does not connect to a concentrated residential area.	The Balboa-Beach Guideway project does not connect directly with a major medical facility.
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	A ferry system could be implemented within 5 years, assuming short delivery times for boat procurement and dock renovations.	Skyway systems are relatively fast to install; assuming short delivery times for project development and station construction, a project could be implemented within 5-7 years.	Skyway systems are relatively fast to install; assuming short delivery times for project development and station construction, a project could be implemented within 5-7 years.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	This project includes no fixed guideway.	Yes - stations and cable guideway would be new fixed guideway.	Yes - stations and cable guideway would be new fixed guideway.
Expands geography of fixed guideway transit network.	This project includes no fixed guideway.	Yes - extends fixed guideway transit into Sorrento Mesa.	Yes - extends fixed guideway transit into Pacific Beach.

ELEVATE 2020 SD: Draft Scenario Project Metrics (Location-specific Projects)

Productivity Metrics			
Project:	Purple Line: Full line (San Ysidro-Kearny Mesa) Figure/Narrative	Purple Line: Alt. A (E St. - Mission Valley) Figure/Narrative	Purple Line: Alt. B (E St. - Kearny Mesa) Figure/Narrative
Annual Ridership	1,137,508	1,939,000	2,419,700
Average Weekday Net Increase	3,663	6,244	7,792
Capital Cost:	\$14,815,000,000	\$6,115,766,000	\$7,230,038,000
Capital Cost/Annual Rider:	\$13,024	\$3,154	\$2,988
Annual Revenue Miles	2,220,477	1,129,056	1,575,974
Annual Operating Cost:	\$21,338,784	\$10,850,228	\$15,145,110
Annual Operating Cost/Annual Rider:	\$18.46***	\$5.60	\$6.26
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-1,921***	-1,425	-1,745

Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	800m/0.5 mi.	800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	86.2%	87.0%	87.8%
% Non-Minority	13.8%	13.0%	12.2%
% Low-Income (Service Area Avg. = 30.5%)	50.3%	56.1%	55.9%
% Non-Low-Income (>200% of Poverty Level)	49.7%	43.9%	44.1%
% Youth (Under 19) (Service Area Avg. = 21.8%)	25.1%	25.6%	26.0%
% Non-Youth (19+)	74.9%	74.4%	74.0%
% Senior (65+) (Service Area Avg. = 12.6%)	9.8%	8.3%	8.0%
% Non-Senior (Under 65)	90.2%	91.7%	92.0%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			

Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	The Purple Line connects high density residential areas in the South Bay and Mid-City with Tier 1 employment areas in Mission Valley and Kearny Mesa.	The Purple Line connects high density residential areas in the South Bay and Mid-City with a Tier 1 employment area in Mission Valley.	The Purple Line connects high density residential areas in the South Bay and Mid-City with Tier 1 employment areas in Mission Valley and Kearny Mesa.
Connects high residential concentration with a major college or university.	The Purple Line connects high residential areas in the South Bay and Mid-City with the upcoming SDSU Mission Valley campus, and makes connections to SDSU Mesa campus much faster for South Bay residents.	The Purple Line connects high residential areas in the South Bay and Mid-City with the upcoming SDSU Mission Valley campus, and makes connections to SDSU Mesa campus much faster for South Bay residents.	The Purple Line connects high residential areas in the South Bay and Mid-City with the upcoming SDSU Mission Valley campus, and makes connections to SDSU Mesa campus much faster for South Bay residents.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	The Purple Line connects DACs in National City and Southeast San Diego with Tier 1 employment areas in Mission Valley and Kearny Mesa. It is also adjacent to (but not in) a DAC in San Ysidro.	The Purple Line connects DACs in National City and Southeast San Diego with a Tier 1 employment area in Mission Valley.	The Purple Line connects DACs in National City, Chula Vista, and Southeast San Diego with Tier 1 employment areas in Mission Valley and Kearny Mesa.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	21% of the San Ysidro to Kearny Mesa Purple Line alignment is in SB 535 DAC areas.	51% of the E Street to Mission Valley Purple Line alignment is in SB 535 DAC areas.	38% of the E Street to Kearny Mesa Purple Line alignment is in SB 535 DAC areas.
Providing fast and dependable service for riders.			
Proposed base project headway:	Purple Line was assumed with a base day headway of 7.5 minutes.	Purple Line was assumed with a base day headway of 7.5 minutes.	Purple Line was assumed with a base day headway of 7.5 minutes.
Making transit time-competitive with the auto.			
Project in-service speed:	25 mph	25 mph	25 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	Network improvements from the Purple Line project would benefit senior and disabled riders similar to the general population.	Network improvements from the Purple Line project would benefit senior and disabled riders similar to the general population.	Network improvements from the Purple Line project would benefit senior and disabled riders similar to the general population.
Connects high residential concentration with a regional medical facility.	This variant of the Purple Line connects high residential areas in the South Bay and Mid-City with a station next to Kaiser Hospital (Kearny Mesa).	This variant of the Purple Line would not have a station directly adjacent to a major medical facility.	This variant of the Purple Line connects high residential areas in the South Bay and Mid-City with a station next to Kaiser Hospital (Kearny Mesa).
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Scenarios currently propose to complete the Purple Line by 2046.	Scenarios currently propose to complete the Purple Line by 2046.	Scenarios currently propose to complete the Purple Line by 2046.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	Yes, nearly the entire project would be new fixed-guideway.	Yes, nearly the entire project would be new fixed-guideway.	Yes, nearly the entire project would be new fixed-guideway.
Expands geography of fixed guideway transit network.	Yes, extends fixed-guideway along the inland north-south (I-805) corridor.	Yes, extends fixed-guideway along the inland north-south (I-805) corridor.	Yes, extends fixed-guideway along the inland north-south (I-805) corridor.

ELEVATE 2020 SD: Draft Scenario Project Metrics (Location-specific Projects)

Productivity Metrics			
Project:	Network Improvements: - Bus Service Increases (Frequency, span, 24-hr. service, new local routes) - Trolley Frequency Improvements Figure/Narrative	Rapid Bus: Convert 18 core network routes to Rapid (various investment levels) Figure/Narrative	Blue Line Trolley Express Figure/Narrative
Annual Ridership	37,274,100	8,366,600	1,557,700
Average Weekday Net Increase	120,030	26,942	5,016
Capital Cost:	\$1,409,722,000	\$2,549,009,000	\$3,750,000,000
Capital Cost/Annual Rider:	\$38	\$305	\$2,407
Annual Revenue Miles	11,207,000	4,650,276	1,500,000
Annual Operating Cost:	\$81,974,747	\$30,459,308	\$14,415,000
Annual Operating Cost/Annual Rider:	\$2.20	\$3.64	\$9.25
Change from No-Build (Annual, Year 2050), in metric tons of CO2e:	-36,977	-4,989	-1,587
Equity Metrics			
Population within a convenient walk ¹ (actual walk distance) of project:			
Walkshed:	Bus: 400m/0.25 mi. Trolley: 800m/0.5 mi.	No Lane: 600m/0.37 mi. W/ Lanes: 800m/0.5 mi.	800m/0.5 mi.
% Minority (Service Area Avg. = 57.2%)	66.7%	69.5%	57.4%
% Non-Minority	33.3%	30.5%	42.6%
% Low-Income (Service Area Avg. = 30.5%)	40.6%	42.9%	40.0%
% Non-Low-Income (>200% of Poverty Level)	59.4%	57.1%	60.0%
% Youth (Under 19) (Service Area Avg. = 21.8%)	20.9%	21.4%	10.4%
% Non-Youth (19+)	79.1%	78.6%	89.6%
% Senior (65+) (Service Area Avg. = 12.6%)	11.1%	11.0%	14.1%
% Non-Senior (Under 65)	88.9%	89.0%	85.9%
¹ Convenient walk is defined as: 800 m / 0.5 mi – Dedicated ROW: Trolley, freeway BRT, rapid segments with dedicated lanes, skyway, waterway; 600 m / 0.37 mi – Rapid segments without dedicated lanes; 400 m / 0.25 mi – all other fixed-route service – local and frequent network; 3 miles – park and rides			
Values Metrics			
	Figure/Narrative	Figure/Narrative	Figure/Narrative
Providing better access to jobs and educational opportunities, especially for disadvantaged communities.			
Connects high residential concentration with high employment area.	Many services connecting high residential concentrations with high employment areas would be improved, including Blue Line service between South Bay, Downtown, and University City, Green Line service between El Cajon and Mission Valley, and Rapid 235 service between Downtown, Mid-City and Kearny Mesa.	Route 12, proposed for a Rapid conversion, links high residential concentrations in Southeastern San Diego with the Tier 1 employment area of Downtown SD. Other routes, converted to Rapid, will provide faster service into regional links such as the Trolley and Express services, to better connect residential and job concentrations.	The Blue Line Trolley Express would improve travel times between highly concentrated residential communities in the South Bay to Downtown San Diego.
Connects high residential concentration with a major college or university.	Many services connecting high residential concentrations with major colleges/universities would be improved, including Blue Line service between South Bay, City College, and UC San Diego, and Green Line service between El Cajon and SDSU.	Major colleges and universities located along routes proposed for Rapid conversion include Southwestern College, SDSU, UC San Diego, City College, University of San Diego, Cuyamaca College, and Mesa College. Many of these travel through high residential concentrations in Mid-City, Downtown, and other areas.	The Blue Line Trolley Express would improve travel times between highly concentrated residential communities in the South Bay and Downtown, which houses City College and a future UC San Diego Extension campus.
Connects Cal Enviroscreen DAC (per SB 535) with high employment concentration area.	Many services connecting SB 535 DACs with high employment concentration area would be improved, including Blue Line service between South Bay, Downtown, and University City, and Green Line service between El Cajon and Mission Valley.	Route 12, proposed for a Rapid conversion, links DACs in Southeastern San Diego with the Tier 1 employment area of Downtown SD. Route 815, also proposed for Rapid conversion, serves western El Cajon, which is both an SB 535 DAC and a high employment area.	This project would connect SB 535 DACs in South Bay with the high employment concentration in Downtown SD.
Percentage of project mileage within Cal Enviroscreen DAC (per SB 535). (Stations used for guideway projects)	5% of Directional Route Miles (DRMs) for improved routes are within current SB 535 DACs.	35% of proposed Arterial Rapid bus route conversion mileage is within current SB 535 DACs.	64% of the Blue Line corridor between San Ysidro and America Plaza is within or on the border of a SB 535 disadvantaged community.
Providing fast and dependable service for riders.			
Proposed base project headway:	This project adds frequency to a variety of routes, including increasing headways on some 30 minute routes to 15 minutes, some 60 minute routes to 30 minutes, and some 15 minute routes to 7.5, 10, or 12 minutes. All base weekday Trolley services (except Silver Line) would operate a minimum 7.5 minute headway.	Route frequencies would vary, but Rapids are generally designed to operate with a 15-minute or better base day frequency.	15 min
Making transit time-competitive with the auto.			
Project in-service speed:	Almost all existing urban and suburban routes operate below 15 MPH; this project would not materially improve in-service speeds.	Speeds will vary by route, but Rapids are generally designed to travel 5-7 MPH faster than local buses.	24.9 mph
Improving access for seniors and people with disabilities.			
Improves comfort of using the system for seniors and disabled.	This project would improve comfort for seniors and the disabled because it would reduce waiting times for riders and add service for more wheelchair space and priority seating.	This project would improve regional access for seniors and the disabled by reducing travel times, and will improve comfort by adding capacity through frequency enhancements as well as improved passenger amenities at stops.	Network improvements from the Blue Line Express project would benefit senior and disabled riders similar to the general population.
Connects high residential concentration with a regional medical facility.	Some existing bus routes serve regional medical facilities. Regional medical facilities adjacent to Trolley stations that would have increased service include: Alvarado Medical Center, Sharp Grossmont Hospital, Scripps Memorial Hospital, UCSD Medical Center La Jolla, and the VA Medical Center.	Routes proposed for Rapid upgrades would include service within a half mile of UCSD Medical Center Hillcrest, Scripps Mercy Hillcrest, Scripps Mercy Chula Vista, Paradise Valley Hospital, Kaiser Hospital (Kearny Mesa), and Kaiser Otay Mesa Medical Offices.	There are no major regional medical facilities located along the project itself.
Utilizing existing infrastructure to make immediate improvements.			
Could be implemented within:	Some improvements could begin immediately. Full implementation would require a new bus division, with a development time of 5-7 years.	Light-investment projects that do not require an environmental process could begin service within 5-7 years. Full build-out for all projects is estimated to be in the late 2030s.	A major LRT project is projected to have a 16 year development and construction timeline.
Seek out opportunities for longer-term, high-investment infrastructure improvements.			
Includes permanent fixed guideway infrastructure.	This project includes no new fixed guideway.	Yes. Investment levels vary by Rapid project, but some would be expected to have bus-only, fixed-guideway segments.	Yes - new trackway would likely be mostly or entirely elevated guideway between the border and Downtown.
Expands geography of fixed guideway transit network.	This project includes no new fixed guideway.	Yes, extends fixed-guideway along segments of certain bus lines.	No - the new guideway would be in the same envelope as existing fixed-guideway transit.

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	12/12/19
Name	Hassan Ikhrata
Address	SANDAG
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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

DATE	12 Dec 12 2019		
Name	Jack Shu		
Address	8040 Wetherly St La Brea 91941		
Telephone	(619) 708 2050		
Email	jksu52@gmail.com		
Organization Represented			
Subject of Your Remarks	Elevate SD 2020 Scenario		
Regarding Agenda Item No.	46		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	12/12/2019
Name	Toshi Ishihara
Address	8888 Pipestone Way
Telephone	858-603-1102
Email	toshiishihara58@gmail.com
Organization Represented	SD350
Subject of Your Remarks	#46, MTS/SANDAG
Regarding Agenda Item No.	46
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

4

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(PLEASE PRINT)

DATE	12.12.19
Name	Carolina Martinez
Address	2727 Hoover Ave Suite 202 NC 91950
Telephone	714.580.2921
Email	
Organization Represented	Environmental Health Coalition
Subject of Your Remarks	Draft Expenditure Plan
Regarding Agenda Item No.	46
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

5

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

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	12/12/19		
Name	Vianney Rivalcaba		
Address	5240 Prosperity Ln		
Telephone			
Email	vvalcaba@cityheightscdc.org		
Organization Represented			
Subject of Your Remarks	Elevate SD (Elevate Mass Transit)		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



CITY HEIGHTS
COMMUNITY DEVELOPMENT



SAN DIEGO 350
CLIMATE CHANGE ACTION



11 December, 2019

Subject: ElevateSD 2020 Draft Expenditure Plan

Metropolitan Transit System Board of Directors & Staff
1255 Imperial Ave. Suite 100A.
San Diego, CA 92101

Dear MTS Board and Staff,

The San Diego Transportation Equity Working Group (SDTEWG) and partner organizations working to achieve social, economic, environmental, and transportation justice in San Diego's urban core and South Bay communities would like to thank you for your efforts to make ElevateSD 2020 a comprehensive proposal to transform San Diego's public transit system.

We have reviewed MTS Staff's draft expenditure plan summary and have found both scenarios to be insufficient when it comes to truly serving the greatest number of existing and future transit riders, and transforming our region's transportation system in a way that addresses our climate crisis and economic disparities head on.

The signatory organizations urge you to consider a third scenario for the ElevateSD 2020 expenditure plan that prioritizes the greatest benefit for the most riders through mass transit investments like major rail projects (Blue Line Express & Purple Line as Rail), prioritize bus frequency with electric buses in Environmental Justice communities, Extended Service Hours/24-Hour Service on major transit lines (Blue Line, Rapids 215, 235, 150, etc.), and the Youth Opportunity Pass at 24 years old and under.

We propose a third scenario called the “Elevate Mass Transit” scenario. This third alternative to your expenditure plan prioritizes service and infrastructure enhancements to our region’s most popular transit lines, realizes a 40-year promise to Environmental Justice communities, promotes lifelong transit ridership among future generations, and seeks alternative funding for projects that do not serve the largest amount of future and existing transit riders, and do not serve our region’s historically underserved communities.

The goal of “Elevate Mass Transit” is to provide the most benefit (time savings, financial savings, service enhancements, extended service hours, mode shift, regional GHG reductions) to the most people in our region with an equity lens that serves historically underserved Environmental Justice communities first.

We urge the Board to direct MTS staff to create a third expenditure plan scenario that includes the Elevate Mass Transit projects listed below, and conduct a ridership benefit analysis and GHG reduction analysis for each of the projects proposed in the existing scenarios and Elevate Mass Transit scenario proposal.

“Elevate Mass Transit” Project Breakdown

Project Name	Description	Communities Served	Benefits
Blue Line Express	Blue Line Express separated track with 24-Hr. Service and frequency enhancements, rail grade separations	Region-wide. South Bay, Tijuana, Downtown, UC San Diego, National City, Barrio Logan, Naval Bases, etc.	Time savings for 57,000 daily riders of up to 17 minutes. Overnight service for service, tourism, healthcare, industrial, construction sector workers, students, Tijuana residents working in San Diego, tourists, etc.

Youth Opportunity Pass (24 and under)	No Cost Transit Passes for all under 24 years old.	Region-wide. Students, emerging professionals, next generation of transit riders.	\$846-\$9,000 in yearly transportation savings for all San Diegans under 24 yrs old (monthly transit passes at \$72; car ownership estimated cost of \$9,000/yr by AAA). Significant regional mode shift targets met. Significant regional GHG reductions through mode shift.
Purple Line as Rail	Purple Line as Rail by 2035 connecting South Bay to Sorrento Valley through City Heights.	Region-wide. South Bay, Mid-City, Sorrento Valley, Kearny Mesa, Tijuana.	Time savings and new service for communities served. Regional GHG reductions through mode shift. Personal financial savings through mode shift. Access to jobs and schools in Sorrento Valley & Kearny Mesa for underserved communities South of the 8.
Extended Service Hours/24-Hr. Service, Frequency Enhancements for Major Transit Lines	Extended Service Hours, Frequency Enhancements, and 24 Hour Service for major transit lines like the Rapid 215, 235, 1, 7, 955, 150, etc. 24 Hour Service for Blue Line. Extended Service Hours for Green and Orange Lines.	Region-wide. Prioritizes Environmental Justice & historically underserved communities.	Major time savings for a majority of transit system's existing riders. Significant regional mode-shift targets met. Significant regional GHG reductions through mode shift.
Increase bus frequency in EJ communities with electric vehicles	Accelerate conversion to clean buses to improve air quality in EJ communities	National City, Barrio Logan, City Heights, & San Ysidro.	Improve air quality in communities most burdened by toxic pollution.

Respectfully,

Environmental Justice & South Bay
Mobility Justice Advocates:

Vianney Ruvalcaba
City Heights Community Development

Rosa Olascoaga
Mid City Community Action Network

Carolina Martinez
Environmental Health Coalition

Toshihiko Ishihara
SD 350

Anjleena Sahni
Center on Policy Initiatives

Jason Wells
San Ysidro Chamber of Commerce

David Flores
Casa Familiar

Gretchen Newsom
IBEW 569

Nate Fairman
IBEW 465

Kelvin Barrios
Laborers 89

Rick Bates
Unite Here

Sophie Wolfram
Climate Action Campaign

Alejandro Martinez
Border Click

Randy Armenta
Los Cruzadores, Transnational Bike Ride

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

6

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(PLEASE PRINT)

DATE	
Name	Julio Garcia
Address	
Telephone	
Email	jgarcia@cityheightscdc-org
Organization Represented	City Heights CDC
Subject of Your Remarks	Elevate SD
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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3. DISCUSSION OF AGENDA ITEMS

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AGENDA ITEM NO.

46

REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	12/12/19	12/12/19
Name	Bee Mittermiller	
Address	7740 Ludington Pl., La Jolla 92037	
Telephone	858-922-3328	
Email	beemitt@gmail.com	
Organization Represented	San Diego 350	
Subject of Your Remarks	Elevate SD2020	
Regarding Agenda Item No.	45	
Your Comments Present a Position of:	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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REQUEST TO SPEAK FORM

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(PLEASE PRINT)

DATE	12/12/19		
Name	Rosa Olascoaga Vidal		
Address			
Telephone			
Email			
Organization Represented	Mid-City CAN		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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REQUEST TO SPEAK FORM

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8

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(PLEASE PRINT)

DATE	12/12/19		
Name	Ana Gonzalez		
Address			
Telephone			
Email			
Organization Represented	Mid City CAN		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

46

REQUEST TO SPEAK FORM

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9

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(PLEASE PRINT)

DATE	12/12/19
Name	Maria Cortez
Address	
Telephone	
Email	
Organization Represented	Mid-City CAN
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	12/12/19		
Name	Esperanza Gonzalez		
Address			
Telephone			
Email			
Organization Represented	Mid-city CAN		
Subject of Your Remarks			
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	12/12/19		
Name	Jennifer Goudeau		
Address	1330 Neptune Ave		
Telephone	760-522-4377		
Email	jgoudeau@barobgroup.com		
Organization Represented	Barob Group		
Subject of Your Remarks	Elevate SD		
Regarding Agenda Item No.	46		
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	10 DEC 13		
Name	J.G. LONJARET		
Address	4319 YALE AVE LA MESA		
Telephone	619 724 6514		
Email	JGL33@NAU.EDU		
Organization Represented	SELF		
Subject of Your Remarks	BUS SPEED; AIRPORT SERVICE		
Regarding Agenda Item No.	46		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

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(PLEASE PRINT)

DATE	12/12/2019		
Name	ALFREDO RIPA		
Address	1330 NEPTUNE AVE, LEUCASIA CA		
Telephone	760 942 3437		
Email	ARIPA@BAROBGROUP.COM		
Organization Represented	SY CHAMBER OF COMMERCE		
Subject of Your Remarks	ELEVATE SJ		
Regarding Agenda Item No.	46		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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Our Mission is to Enrich, Lead and Foster the San Ysidro Business Community and our Bi-National Region.

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Barob Group LTD

Vice President

Carlos Avalos
T-Mobile

Secretary

Filex Sanchez
Union Law Group

Treasurer

Rudy Lopez, Jr.
Hermanos Lopez

Edgar Zaul Alaniz

El Rincón Restaurante

Antonio Barbosa

Wells Fargo

Carlos Diaz

Tourismo Express/ El Tiketon

Louis Escareño, Esq.

UETA Duty Free

Sunil Gakhreja

Sunny's Perfumes

Ivan Magaña

San Ysidro Placas

Emilie Medellín

Emmy Artistic Makeup Academy

Douglas Qasawadish

Primera Market & Gas (Mobil)

Alfredo Ripa

Border Station Parking

Andres Ripa

Outlets at the Border

Omar Trujillo

My Mobile

Enrique Valle

Border Xchange

Cesar Velásquez

Border Village Shopping Center

Ex-Oficio Directors

Francisco Bates

Border Transportation Council

Victoria Barba

City of San Diego, Council District 8

Carlos Lacarra

San Diego Police Department

Ernesto Murguía

BBVA Compass Bank

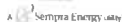
Dinah Willier

SDG&E

Executive Director

Jason M-B Wells

President's Circle



December 12, 2019

Nathan Fletcher, Chair
Metropolitan Transportation System
1255 Imperial Ave., Suite 1000
San Diego, CA 92101

RE: MTS ELEVATE SD – SAN YSIDRO

Dear Chair Fletcher,

Although I am unable to attend this morning's board meeting for Elevate SD, I respectfully request this letter be read into the record and the concerns of the San Ysidro Chamber of Commerce be considered in your deliberation.

As the Board of MTS discusses Elevate SD, **San Ysidro** – as the largest origination point in your entire system; as the trolley's largest revenue generating point; and on behalf of the 13,000 riders who begin or end their travel in our community – **asks for equity and its due.**

30,000 pedestrians enter south San Ysidro every morning, in addition to our 55,000 residents, yet two people cannot walk the block-and-a-half trip to the Chamber's offices. This is due, in large part, to the trolley's redirection west into the community - cutting various driveways and disturbing San Ysidro Boulevard. In fact, the trolley's incursion to San Ysidro streets often causes 20- to 30-minute delays just to cross from one side of our small community to the other. Our trolley tracks being at-grade create traffic, mobility, quality of life and environmental woes that are completely unnecessary and contrary to what the trolley system is supposed to provide throughout San Diego. La Jolla sees daily construction of bridges keeping their leg of the trolley above-grade. San Ysidro needs its trolley tracks above-grade. **We ask for equity and our due.**

San Ysidro is not only the trolley system's most active origination stop, it is the Busiest Land Border Crossing in the World – America's Finest Front Door. Yet, our trolley station is a hodge-podge of ill-advised trailer-kiosks, a convolution of travel modes and a chaos of direction-seeking for its visitors. We ask the San Ysidro Intermodal Transportation Center be prioritized as a necessary compliment to the grand central station you are considering Downtown. This is the perfect time to revisit SANDAG's concept for the San Ysidro ITC and prioritize it on MTS' list of must-do's. **We ask for equity and our due.**

On behalf of the 650 businesses in San Ysidro and 750 interested businesses, the San Ysidro Chamber of Commerce applauds your efforts to improve Elevate SD to make MTS more accessible to community needs. **We ask for equity and our due.**

Sincerely,

Jason M-B Wells
Executive Director

cc: CA Senator Hueso, Supervisor Cox, Mayor Faulconer, Councilmember Moreno, San Ysidro Planning Group, San Ysidro Smart Border Coalition



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

Agenda Item No. 61

Chief Executive Officer's Report

December 12, 2019

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 November 5, 2019 through December 2, 2019.

*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 14: Farewell meeting event for Regional Transportation Commission of Southern Nevada Chief Executive Officer in Las Vegas, NV
November 18: Siemens LRV Plant Tour in Sacramento, CA
December 4-7: APTA Legislative Committee Meetings in Washington, DC

Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS

Doc #	Organization	Subject	Amount	Day
G1728.2-15	CALPINE ENERGY SOLUTIONS	ADD 2 YEAR EXTENSION	\$57,000.00	11/5/2019
G1953.0-17AE-07.03	PACIFIC RAILWAY ENTERPRISES	NO COST TIME EXTENSION	\$0.00	11/8/2019
B0709.0-20	AFTERMARKET PARTS COMPANY	ADD AS NEEDED PURCHASES FOR WINDOW GLASS PARTS FOR BUSES	\$0.00	11/13/2019
PWL246.4-18	HAZARD CONSTRUCTION	REPAIR CORRUGATED PIPE	\$3,881.94	11/15/2019
PWG269.0-19269-03	HERZOG CONSTRUCTION	DEBRIS FENCE CLEANUP AT 70TH ST	\$41,540.65	11/15/2019
PWG263.1-19	WHITSON CONTRACTING & MGMT	INCLUDE SERVICING OF FILTERS IN OUTLET B OF IAD	\$0.00	11/20/2019
PWG275.0-19275-03.01	ABC CONSTRUCTION	LRV CAR WAS REVERSE OSMOSIS	\$1,166.14	11/21/2019
G0930.17-04.9.6	SANDAG	BLUE LINE STATION REHAB	\$28,043.28	11/27/2019

REVENUE CONTRACTS & MOUs

Doc #	Organization	Subject	Amount	Day
G1635.1-14	SAN DIEGO SUPERIOR COURT	JUROR PASSES TO INCLUDE THE NEW SDM & COASTER PASS	\$0.00	11/5/2019
L1523.0-20	PEDAL FOR THE CAUSE	ROE - CYCLING EVENT	\$750.00	11/8/2019
G2337.0-20	CITY OF CHULA VISTA	STARLIGHT PARADE	\$0.00	11/15/2019
L1524.0-20	SAN DIEGO RUN FOR THE HUNGRY	ROE - ANNUAL RUN FOR THE HUNGRY RACE	\$750.00	11/22/2019

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400000785	11/6/2019	Office Depot		G200-OFFICE SUPPLIES	243.92	-	-
4400000786	11/6/2019	Office Depot		G200-OFFICE SUPPLIES	194.60	-	-
4400000787	11/6/2019	Office Depot		G200-OFFICE SUPPLIES	834.54	-	-
4400000788	11/6/2019	Office Depot		G200-OFFICE SUPPLIES	87.15	-	-
4400000789	11/6/2019	Office Depot		G200-OFFICE SUPPLIES	237.04	-	-
4400000790	11/12/2019	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	61.65	-	-
4400000791	11/13/2019	Office Depot		G200-OFFICE SUPPLIES	86.24	-	-
4400000792	11/13/2019	W.W. Grainger Inc		G130-SHOP TOOLS	119.12	-	-
4400000793	11/15/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	318.77	-	-
4400000794	11/18/2019	Office Depot		G200-OFFICE SUPPLIES	364.66	-	-
4400000795	11/18/2019	Office Depot		G200-OFFICE SUPPLIES	294.57	-	-
4400000796	11/18/2019	Office Depot		G200-OFFICE SUPPLIES	110.96	-	-
4400000797	11/20/2019	Office Depot		G200-OFFICE SUPPLIES	56.00	-	-
4400000798	11/20/2019	Office Depot		G200-OFFICE SUPPLIES	10.43	-	-
4400000799	11/20/2019	Office Depot		G200-OFFICE SUPPLIES	258.60	-	-
4400000800	11/20/2019	Office Depot		G200-OFFICE SUPPLIES	30.38	-	-
4400000801	11/20/2019	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	33.71	-	-
4400000802	11/21/2019	Office Depot		G200-OFFICE SUPPLIES	316.58	-	-
4400000803	11/21/2019	Office Depot		G200-OFFICE SUPPLIES	74.73	-	-
4400000804	11/22/2019	W.W. Grainger Inc		M180-STATION ELECTRICAL	825.58	-	-
4400000805	11/22/2019	Office Depot		G200-OFFICE SUPPLIES	14.84	-	-
4400000806	11/25/2019	Office Depot		G200-OFFICE SUPPLIES	345.73	-	-
4400000807	11/26/2019	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	93.61	-	-
4400000808	12/2/2019	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	439.92	-	-
4400000809	12/2/2019	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	41.34	-	-
4400000810	12/2/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	6.73	-	-
4500027560	11/5/2019	Vallen Distribution Inc.		G120-SECURITY	911.66	-	-
4500027561	11/5/2019	Powell Electrical Systems Inc		M110-SUB STATION	1,386.75	-	-
4500027562	11/5/2019	Neopart Transit LLC		B120-BUS MECHANICAL PARTS	2,435.56	-	-
4500027563	11/5/2019	Home Depot USA Inc		G140-SHOP SUPPLIES	610.42	-	-
4500027564	11/5/2019	IPD Packaging Inc.		G140-SHOP SUPPLIES	125.52	-	-
4500027565	11/5/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	60.85	-	-
4500027566	11/5/2019	Team One Repair Inc		G290-FARE REVENUE EQUIP	355.17	-	-
4500027567	11/5/2019	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	170.08	-	-
4500027568	11/5/2019	Smart Car Care Products Inc		R240-RAIL/LRV REPR PARTS	665.66	-	-
4500027569	11/5/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	11,189.50	-	-
4500027570	11/5/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,731.10	-	-
4500027571	11/5/2019	Machinex, Inc.		R140-RAIL/LRV DOORS/RAMP	3,914.99	-	-
4500027572	11/5/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	1,461.00	-	-
4500027573	11/5/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	221.11	-	-
4500027574	11/5/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	270.00	-	-
4500027575	11/5/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	496.36	-	-
4500027576	11/5/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	270.00	-	-
4500027577	11/5/2019	Agility Fuel Systems, LLC		P540-MAINTENANCE TRAINING	7,210.00	-	-
4500027578	11/5/2019	Gillig LLC		B250-BUS REPAIR PARTS	193.95	-	-
4500027579	11/5/2019	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	45.21	-	-
4500027581	11/5/2019	Dion International Trucks LLC		P210-NON-REV VEH REPAIRS	670.35	-	-
4500027582	11/5/2019	Annex Automotive and		R240-RAIL/LRV REPR PARTS	316.36	-	-
4500027583	11/5/2019	Conduent Transport Solutions, Inc.		B150-BUS COMM EQUIP.	4,585.41	-	-

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PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027584	11/5/2019	Mcmaster-Carr Supply Co		B160-BUS ELECTRICAL	25.69	-	-
4500027585	11/5/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	2,081.73	-	-
4500027586	11/5/2019	Harbor Diesel & Equipment		G170-LUBRICANTS	2,477.18	-	-
4500027587	11/5/2019	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	3,381.22	-	-
4500027588	11/5/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	957.93	-	-
4500027589	11/5/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,253.98	-	-
4500027590	11/5/2019	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	2,613.07	-	-
4500027591	11/5/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	822.79	-	-
4500027592	11/5/2019	Maxwell Industries R&D, Inc.		R160-RAIL/LRV ELECTRICAL	3,131.00	-	-
4500027593	11/5/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	824.98	-	-
4500027594	11/5/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	465.00	-	-
4500027595	11/6/2019	Culligan of San Diego		G140-SHOP SUPPLIES	2,448.00	-	-
4500027596	11/6/2019	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	378.69	-	-
4500027597	11/6/2019	Specialty Manufacturing Inc		B130-BUS BODY	479.34	-	-
4500027598	11/6/2019	Specialty Manufacturing Inc		B130-BUS BODY	159.78	-	-
4500027599	11/6/2019	Specialty Manufacturing Inc		B130-BUS BODY	159.78	-	-
4500027600	11/6/2019	AxleTech International LLC		B140-BUS CHASSIS	262.16	-	-
4500027601	11/6/2019	Transit Holdings Inc		B140-BUS CHASSIS	4,669.59	-	-
4500027602	11/6/2019	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	116.37	-	-
4500027603	11/6/2019	San Diego Pump, Inc.	Small Business	F110-SHOP/BLDG MACHINERY	374.62	-	-
4500027604	11/6/2019	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	200.00	-	-
4500027605	11/6/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	104.53	-	-
4500027606	11/6/2019	Kenneth Place		P280-GENERAL SVC AGRMNTS	50.00	-	-
4500027607	11/6/2019	Hoppecke Batteries		R160-RAIL/LRV ELECTRICAL	11,085.32	-	-
4500027608	11/6/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500027609	11/6/2019	Jeyco Products Inc		G130-SHOP TOOLS	48.00	-	-
4500027610	11/6/2019	San Diego Convention & Tourist		P310-ADVERTISING SERVICES	1,000.00	-	-
4500027611	11/6/2019	Gillig LLC		B250-BUS REPAIR PARTS	541.18	-	-
4500027612	11/6/2019	Steven Timme		G230-PRINTED MATERIALS	49.10	-	-
4500027613	11/6/2019	Maxwell Industries R&D, Inc.		R140-RAIL/LRV DOORS/RAMP	9,900.00	-	-
4500027614	11/6/2019	Uline		F170-MATL HANDLING EQUIP	142.23	-	-
4500027615	11/6/2019	San Diego Pump, Inc.	Small Business	F110-SHOP/BLDG MACHINERY	2,068.80	-	-
4500027616	11/6/2019	W. Gessman GMBH		R160-RAIL/LRV ELECTRICAL	8,921.70	-	-
4500027617	11/6/2019	Transit Holdings Inc		B130-BUS BODY	920.56	-	-
4500027618	11/6/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	181.79	-	-
4500027620	11/8/2019	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	5,702.72	-	-
4500027621	11/7/2019	Chromate Industrial Corporation		G150-FASTENERS	1,356.78	-	-
4500027622	11/7/2019	Transit Holdings Inc		B130-BUS BODY	1,297.78	-	-
4500027623	11/7/2019	JKL Cleaning Systems		G140-SHOP SUPPLIES	146.82	-	-
4500027624	11/7/2019	Airgas Inc		G190-SAFETY/MED SUPPLIES	684.04	-	-
4500027625	11/7/2019	Home Depot USA Inc		G130-SHOP TOOLS	1,949.38	-	-
4500027626	11/7/2019	Golden State Supply LLC		G140-SHOP SUPPLIES	12.90	-	-
4500027627	11/7/2019	Supreme Oil Company		F130-VEH HOISTS, JACKS	10,473.30	-	-
4500027628	11/7/2019	Team One Repair Inc		G290-FARE REVENUE EQUIP	1,406.91	-	-
4500027629	11/7/2019	Professional Contractors Supplies		G130-SHOP TOOLS	329.01	-	-
4500027630	11/7/2019	The Carpenter Group Inc		G190-SAFETY/MED SUPPLIES	1,179.88	-	-
4500027631	11/7/2019	Southern Counties Oil Co, LP		A120-AUTO/TRUCK GASOLINE	24,405.38	-	-
4500027632	11/7/2019	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	482.85	-	-
4500027633	11/7/2019	Transit Holdings Inc		B140-BUS CHASSIS	1,997.50	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027634	11/7/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	7,480.09	-	-
4500027635	11/7/2019	Valley Power Systems Inc		B250-BUS REPAIR PARTS	473.21	-	-
4500027636	11/7/2019	W.W. Grainger Inc		F170-MATL HANDLING EQUIP	48.39	-	-
4500027637	11/7/2019	SC Commercial, LLC		B180-BUS DIESEL	8,490.59	-	-
4500027638	11/7/2019	Specialty Manufacturing Inc		B130-BUS BODY	159.78	-	-
4500027639	11/7/2019	Louis Sardo Upholstery Inc		B130-BUS BODY	1,602.24	-	-
4500027640	11/7/2019	Kiel NA LLC		B130-BUS BODY	1,588.78	-	-
4500027641	11/7/2019	Airgas Inc		G140-SHOP SUPPLIES	125.92	-	-
4500027642	11/7/2019	United Refrigeration Inc		G170-LUBRICANTS	144.48	-	-
4500027643	11/7/2019	Transit Holdings Inc		B130-BUS BODY	195.81	-	-
4500027644	11/7/2019	Battery Power Inc.		B160-BUS ELECTRICAL	14,811.37	-	-
4500027645	11/7/2019	Rush Truck Centers of California		F180-BUILDING MATERIALS	484.88	-	-
4500027646	11/7/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	40.62	-	-
4500027647	11/7/2019	Transit Holdings Inc		B140-BUS CHASSIS	252.22	-	-
4500027648	11/7/2019	Data Controls Printworks Inc	Small Business	G230-PRINTED MATERIALS	113.14	-	-
4500027649	11/7/2019	CDW LLC		I110-INFORMATION TECH	587.98	-	-
4500027651	11/7/2019	MCAS Miramar Vet		G120-SECURITY	61.16	-	-
4500027652	11/8/2019	APD Incorporated		B130-BUS BODY	35,888.66	-	-
4500027653	11/8/2019	Cubic Transportation Systems		B190-BUS FARE EQUIP	3,198.96	-	-
4500027654	11/8/2019	Transit Products and Services		B130-BUS BODY	16,162.50	-	-
4500027655	11/8/2019	Gillig LLC		B250-BUS REPAIR PARTS	450.58	-	-
4500027656	11/8/2019	Frank Gigliotti		P110-BLDG MAINTENANCE	650.00	-	-
4500027657	11/8/2019	Graybar Electric Co Inc		G130-SHOP TOOLS	1,250.94	-	-
4500027658	11/8/2019	Home Depot USA Inc		F180-BUILDING MATERIALS	458.83	-	-
4500027659	11/8/2019	Grah Safe & Lock Inc	Small Business	M110-SUB STATION	1,706.76	-	-
4500027660	11/8/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	187.26	-	-
4500027661	11/8/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	487.31	-	-
4500027662	11/8/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500027663	11/8/2019	Patco Industries Inc		M140-WAYSIDE SIGNALS	2,887.70	-	-
4500027665	11/8/2019	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	2,971.40	-	-
4500027666	11/8/2019	Southern Counties Lubricants LLC		G170-LUBRICANTS	1,765.75	-	-
4500027667	11/8/2019	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	16.17	-	-
4500027668	11/8/2019	Transit Holdings Inc		B130-BUS BODY	2,651.98	-	-
4500027669	11/8/2019	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	1,462.71	-	-
4500027670	11/8/2019	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	1,754.20	-	-
4500027671	11/8/2019	Knorr Brake Company		R160-RAIL/LRV ELECTRICAL	309.02	-	-
4500027672	11/8/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	1,077.50	-	-
4500027673	11/8/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	22,489.62	-	-
4500027674	11/8/2019	Schunk Carbon Technology LLC		R220-RAIL/LRV TRUCKS	24,841.11	-	-
4500027675	11/8/2019	Battery Power Inc.		B160-BUS ELECTRICAL	4,847.36	-	-
4500027676	11/8/2019	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	242.09	-	-
4500027677	11/8/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	1,870.61	-	-
4500027678	11/8/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	79.58	-	-
4500027679	11/8/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	5,429.91	-	-
4500027680	11/8/2019	Willy's Electronic Supply Co	Small Business	G270-ELECTRICAL/LIGHTING	302.82	-	-
4500027681	11/8/2019	Knorr Brake Co-IFE North America		R120-RAIL/LRV CAR BODY	30,708.75	-	-
4500027682	11/8/2019	W.W. Grainger Inc		G130-SHOP TOOLS	791.61	-	-
4500027683	11/8/2019	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	704.69	-	-
4500027684	11/8/2019	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	870.71	-	-

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PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027685	11/8/2019	OneSource Distributors, LLC		M130-CROSSING MECHANISM	2,571.46	-	-
4500027686	11/8/2019	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	1,372.74	-	-
4500027687	11/8/2019	Vallen Distribution Inc.		G120-SECURITY	5,362.72	-	-
4500027688	11/8/2019	Allied Refrigeration Inc		R170-RAIL/LRV HVAC	274.77	-	-
4500027689	11/8/2019	Applied Industrial Technologies-CA		G140-SHOP SUPPLIES	106.15	-	-
4500027690	11/8/2019	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	123.17	-	-
4500027691	11/12/2019	Muncie Transit Supply		B140-BUS CHASSIS	548.85	-	-
4500027692	11/12/2019	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	586.09	-	-
4500027693	11/12/2019	B & S Graphics Inc		B130-BUS BODY	637.96	-	-
4500027694	11/12/2019	Kiel NA LLC		B130-BUS BODY	1,702.02	-	-
4500027695	11/12/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	1,735.21	-	-
4500027696	11/12/2019	Center City Printing	Minority Owned Business	G200-OFFICE SUPPLIES	87.28	-	-
4500027697	11/12/2019	Wesco Distribution Inc		G270-ELECTRICAL/LIGHTING	184.26	-	-
4500027698	11/12/2019	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	95.12	-	-
4500027699	11/12/2019	Airgas Inc		G140-SHOP SUPPLIES	144.75	-	-
4500027700	11/12/2019	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	639.33	-	-
4500027701	11/12/2019	4One LLC		B250-BUS REPAIR PARTS	80.10	-	-
4500027702	11/12/2019	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	338.48	-	-
4500027703	11/12/2019	Kaman Industrial Technologies		B250-BUS REPAIR PARTS	262.77	-	-
4500027704	11/12/2019	Sid Tool Co		F110-SHOP/BLDG MACHINERY	995.02	-	-
4500027705	11/12/2019	Gillig LLC		B250-BUS REPAIR PARTS	1,083.68	-	-
4500027706	11/12/2019	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	20.90	-	-
4500027707	11/12/2019	Transit Holdings Inc		B140-BUS CHASSIS	2,922.53	-	-
4500027708	11/12/2019	Transit Holdings Inc		B140-BUS CHASSIS	645.90	-	-
4500027709	11/12/2019	Gillig LLC		B130-BUS BODY	9,333.24	-	-
4500027710	11/12/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	2,214.98	-	-
4500027711	11/12/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	396.28	-	-
4500027712	11/12/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	2,109.19	-	-
4500027713	11/12/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,305.71	-	-
4500027714	11/12/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	24,994.98	-	-
4500027715	11/12/2019	California Air Compressor Company		F110-SHOP/BLDG MACHINERY	524.61	-	-
4500027716	11/12/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	7,940.52	-	-
4500027717	11/12/2019	Cummins Pacific LLC		B160-BUS ELECTRICAL	16,754.51	-	-
4500027718	11/12/2019	Beverly Christensen	DBE	T140-TRACK, TURNOUTS	1,239.11	-	-
4500027719	11/12/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	31,953.15	-	-
4500027720	11/12/2019	JKL Cleaning Systems		P130-EQUIP MAINT REPR SVC	24.25	-	-
4500027721	11/13/2019	Flyers Energy LLC		G170-LUBRICANTS	3,468.52	-	-
4500027722	11/13/2019	Golden State Supply LLC		G170-LUBRICANTS	193.18	-	-
4500027723	11/13/2019	Luminator Mass Transit, LLC		M180-STATION ELECTRICAL	715.03	-	-
4500027724	11/13/2019	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	969.75	-	-
4500027725	11/13/2019	Gillig LLC		B250-BUS REPAIR PARTS	1,037.14	-	-
4500027726	11/13/2019	NS Corporation		F110-SHOP/BLDG MACHINERY	811.13	-	-
4500027727	11/13/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	481.26	-	-
4500027728	11/13/2019	Transit Holdings Inc		B140-BUS CHASSIS	1,731.33	-	-
4500027729	11/13/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	18.10	-	-
4500027730	11/13/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	2,914.90	-	-
4500027731	11/13/2019	Transit Holdings Inc		B130-BUS BODY	1,269.77	-	-
4500027732	11/13/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,546.15	-	-
4500027733	11/13/2019	Annex Automotive and		R240-RAIL/LRV REPR PARTS	458.79	-	-

Purchase Orders							
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4500027734	11/13/2019	Vern Rose Inc		G140-SHOP SUPPLIES	459.05	-	-
4500027735	11/13/2019	Transit Holdings Inc		B210-BUS TIRES & TUBES	1,909.99	-	-
4500027736	11/13/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	471.75	-	-
4500027737	11/13/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	7,333.12	-	-
4500027738	11/13/2019	Wayne Harmeier Inc		B160-BUS ELECTRICAL	285.54	-	-
4500027739	11/13/2019	Battery Systems Inc		F110-SHOP/BLDG MACHINERY	123.95	-	-
4500027740	11/13/2019	SHI International Corp	Woman Owned Business	I110-INFORMATION TECH	28,055.21	-	-
4500027741	11/13/2019	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	72.02	-	-
4500027742	11/13/2019	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	260.80	-	-
4500027743	11/13/2019	Northwest Pump & Equipment Co		G130-SHOP TOOLS	338.88	-	-
4500027744	11/13/2019	Gillig LLC		B190-BUS FARE EQUIP	3,066.04	-	-
4500027745	11/13/2019	BJ's Rentals	Small Business	P160-EQUIPMENT RENTALS	981.13	-	-
4500027746	11/13/2019	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	7,170.46	-	-
4500027747	11/13/2019	H M Pitt Labs, Inc		C130-CONSTRUCTION SVCS	750.00	-	-
4500027748	11/13/2019	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	9,511.10	-	-
4500027749	11/13/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	1,548.38	-	-
4500027750	11/13/2019	Willy's Electronic Supply Co	Small Business	R160-RAIL/LRV ELECTRICAL	6.30	-	-
4500027751	11/13/2019	Voith Turbo Inc		R230-RAIL/LRV MECHANICAL	965.44	-	-
4500027752	11/13/2019	Team One Repair Inc		G290-FARE REVENUE EQUIP	980.92	-	-
4500027753	11/13/2019	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	477.45	-	-
4500027754	11/13/2019	West-Lite Supply Co Inc	Small Business	R180-RAIL/LRV LIGHTING	42.67	-	-
4500027755	11/13/2019	San Diego Plastics Inc	Small Business	G290-FARE REVENUE EQUIP	215.50	-	-
4500027756	11/14/2019	Freeby Signs		B250-BUS REPAIR PARTS	404.06	-	-
4500027757	11/14/2019	Chromate Industrial Corporation		G150-FASTENERS	2,182.77	-	-
4500027758	11/14/2019	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	923.14	-	-
4500027759	11/14/2019	Transit Holdings Inc		B130-BUS BODY	620.00	-	-
4500027760	11/14/2019	SC Commercial, LLC		B180-BUS DIESEL	8,833.20	-	-
4500027761	11/14/2019	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	53.49	-	-
4500027762	11/14/2019	Curbell Plastics Inc		B130-BUS BODY	202.72	-	-
4500027763	11/14/2019	Jeyco Products Inc		G200-OFFICE SUPPLIES	231.66	-	-
4500027764	11/14/2019	Kenneth Place		F190-LANDSCAPING MAT'LS	152.98	-	-
4500027765	11/14/2019	Kaman Industrial Technologies		G130-SHOP TOOLS	2,447.52	-	-
4500027766	11/14/2019	AxleTech International LLC		B140-BUS CHASSIS	1,146.12	-	-
4500027767	11/14/2019	Transit Holdings Inc		B140-BUS CHASSIS	905.33	-	-
4500027768	11/14/2019	Intelligence Press, Inc.		P400-FINANCIAL & AUDIT	4,920.00	-	-
4500027769	11/14/2019	PrideStaff Inc	DBE	P450-PERSONNEL SVCS	9,840.00	-	-
4500027770	11/14/2019	General Auto Repair		P210-NON-REV VEH REPAIRS	612.40	-	-
4500027771	11/14/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,778.84	-	-
4500027772	11/14/2019	Rick Busch		G180-JANITORIAL SUPPLIES	323.25	-	-
4500027773	11/14/2019	TK Services Inc		G170-LUBRICANTS	292.62	-	-
4500027774	11/14/2019	Global Power Group Inc	Small Business	G180-JANITORIAL SUPPLIES	1,583.93	-	-
4500027775	11/14/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	4,545.15	-	-
4500027776	11/14/2019	Culligan of San Diego		G140-SHOP SUPPLIES	2,040.00	-	-
4500027777	11/15/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	17,230.85	-	-
4500027778	11/15/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	17,393.01	-	-
4500027779	11/15/2019	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	387.90	-	-
4500027780	11/15/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	3,771.25	-	-
4500027781	11/15/2019	Gillig LLC		B140-BUS CHASSIS	3,940.39	-	-
4500027782	11/15/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	21.83	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027783	11/15/2019	Alpine Fence Inc.		F180-BUILDING MATERIALS	2,615.97	-	-
4500027784	11/15/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	2,707.95	-	-
4500027785	11/15/2019	Transit Holdings Inc		B130-BUS BODY	6,015.56	-	-
4500027786	11/15/2019	Luminator Mass Transit, LLC		M180-STATION ELECTRICAL	715.03	-	-
4500027787	11/15/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	370.00	-	-
4500027788	11/15/2019	Neyenesch Printers Inc		G230-PRINTED MATERIALS	759.64	-	-
4500027789	11/15/2019	Steven Timme		G230-PRINTED MATERIALS	3,406.04	-	-
4500027790	11/15/2019	F-1 Marketing Group		P310-ADVERTISING SERVICES	559.95	-	-
4500027791	11/15/2019	PrideStaff Inc	DBE	P450-PERSONNEL SVCS	3,120.00	-	-
4500027792	11/15/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500027793	11/15/2019	Westair Gases & Equipment Inc	Small Business	G130-SHOP TOOLS	8,447.60	-	-
4500027794	11/15/2019	Uline		F170-MATL HANDLING EQUIP	221.97	-	-
4500027795	11/15/2019	Kurt Morgan		G200-OFFICE SUPPLIES	1,614.81	-	-
4500027796	11/15/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	168.50	-	-
4500027797	11/15/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	140.58	-	-
4500027798	11/15/2019	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	134.48	-	-
4500027799	11/18/2019	Transit Holdings Inc		B140-BUS CHASSIS	967.25	-	-
4500027800	11/18/2019	Transit Holdings Inc		B130-BUS BODY	1,073.77	-	-
4500027801	11/18/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	218.13	-	-
4500027802	11/18/2019	Support Warehouse Ltd		I110-INFORMATION TECH	1,948.00	-	-
4500027803	11/18/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	6,316.56	-	-
4500027804	11/18/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	5,077.18	-	-
4500027805	11/18/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	146.86	-	-
4500027806	11/18/2019	Gillig LLC		B130-BUS BODY	23,177.30	-	-
4500027807	11/18/2019	Zemarc Corporation	Small Business	T120-TRACK, LUBRICATORS	3,751.52	-	-
4500027808	11/18/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	6,676.20	-	-
4500027809	11/18/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	788.65	-	-
4500027810	11/18/2019	California Air Compressor Company		F110-SHOP/BLDG MACHINERY	295.00	-	-
4500027811	11/18/2019	David Bueltel		G230-PRINTED MATERIALS	1,896.40	-	-
4500027812	11/18/2019	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	10,855.82	-	-
4500027813	11/18/2019	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	4,241.55	-	-
4500027814	11/18/2019	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS	939.06	-	-
4500027815	11/18/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	1,611.24	-	-
4500027816	11/18/2019	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	2,990.35	-	-
4500027817	11/18/2019	Transit Holdings Inc		B130-BUS BODY	2,872.40	-	-
4500027818	11/18/2019	Charter Industrial Supply Inc	Small Business	B200-BUS PWR TRAIN EQUIP	96.22	-	-
4500027819	11/18/2019	Verdugo Testing Co Inc	Minority Owned Business	F200-TANK EQUIPMENT	3,500.00	-	-
4500027820	11/18/2019	SC Commercial, LLC		B180-BUS DIESEL	8,145.90	-	-
4500027822	11/18/2019	Industrial Maintenance Supply LLC	DBE	G130-SHOP TOOLS	197.40	-	-
4500027823	11/18/2019	Gillig LLC		B250-BUS REPAIR PARTS	2,820.44	-	-
4500027824	11/18/2019	Dunn-Edwards Corporation		F110-SHOP/BLDG MACHINERY	181.48	-	-
4500027825	11/18/2019	Neopart Transit LLC		B200-BUS PWR TRAIN EQUIP	324.44	-	-
4500027826	11/19/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	102.08	-	-
4500027827	11/19/2019	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	11,661.69	-	-
4500027828	11/19/2019	Jeyco Products Inc		G130-SHOP TOOLS	32.27	-	-
4500027829	11/19/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	1,291.28	-	-
4500027830	11/19/2019	Waxie's Enterprises Inc.		F170-MATL HANDLING EQUIP	760.18	-	-
4500027832	11/19/2019	Wayne Harmeier Inc		B120-BUS MECHANICAL PARTS	856.81	-	-
4500027834	11/19/2019	Cubic Transportation Systems		G290-FARE REVENUE EQUIP	9,252.69	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027835	11/19/2019	Allied Electronics Inc		R160-RAIL/LRV ELECTRICAL	349.98	-	-
4500027836	11/19/2019	Southern Counties Oil Co, LP		G170-LUBRICANTS	20,170.80	-	-
4500027837	11/19/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	270.00	-	-
4500027838	11/19/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	374.64	-	-
4500027839	11/19/2019	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	30.96	-	-
4500027840	11/19/2019	Southern Counties Oil Co, LP		G170-LUBRICANTS	708.78	-	-
4500027841	11/19/2019	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	577.25	-	-
4500027842	11/19/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	310.38	-	-
4500027843	11/19/2019	Truman Arnold Companies		A120-AUTO/TRUCK GASOLINE	23,510.23	-	-
4500027844	11/19/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	240.31	-	-
4500027845	11/19/2019	Rockwest Technology Group Inc		I120-INFO TECH, SVCS	3,010.00	-	-
4500027846	11/19/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	8,207.17	-	-
4500027847	11/19/2019	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	105.06	-	-
4500027848	11/19/2019	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	178.69	-	-
4500027849	11/19/2019	Willy's Electronic Supply Co	Small Business	R160-RAIL/LRV ELECTRICAL	404.87	-	-
4500027850	11/19/2019	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	43.29	-	-
4500027851	11/19/2019	David Bueltel		G230-PRINTED MATERIALS	150.85	-	-
4500027852	11/19/2019	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	139.85	-	-
4500027853	11/19/2019	Susan Shepard	DBE	G280-FARE MATERIALS	17,317.63	-	-
4500027854	11/20/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	707.81	-	-
4500027855	11/20/2019	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	9,463.30	-	-
4500027856	11/20/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,422.85	-	-
4500027857	11/20/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	124.65	-	-
4500027858	11/20/2019	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	3,632.30	-	-
4500027859	11/20/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	33,741.29	-	-
4500027860	11/20/2019	Ask-Inttag LLC		G280-FARE MATERIALS	47,410.00	-	-
4500027861	11/20/2019	Airgas Inc		G190-SAFETY/MED SUPPLIES	414.73	-	-
4500027862	11/20/2019	Gregory Heer		P310-ADVERTISING SERVICES	896.50	-	-
4500027863	11/20/2019	Data Controls Printworks Inc	Small Business	G230-PRINTED MATERIALS	368.51	-	-
4500027864	11/20/2019	Home Depot USA Inc		G140-SHOP SUPPLIES	387.35	-	-
4500027865	11/20/2019	Pressnet Express Inc		G230-PRINTED MATERIALS	829.68	-	-
4500027866	11/20/2019	Chula Vista Chamber of Commerce		P310-ADVERTISING SERVICES	675.00	-	-
4500027867	11/20/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	93.43	-	-
4500027868	11/20/2019	Shilpark Paint Corp.		F180-BUILDING MATERIALS	141.27	-	-
4500027869	11/20/2019	Controlled Motion Solutions Inc		R220-RAIL/LRV TRUCKS	313.23	-	-
4500027870	11/20/2019	American Battery Corporation	Small Business	G290-FARE REVENUE EQUIP	1,229.92	-	-
4500027871	11/20/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,382.14	-	-
4500027872	11/20/2019	Staples Contract & Commercial Inc		F170-MATL HANDLING EQUIP	78.98	-	-
4500027873	11/20/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,075.54	-	-
4500027874	11/20/2019	San Diego Compressed Air Power LLC		F180-BUILDING MATERIALS	155.23	-	-
4500027875	11/20/2019	Transit Holdings Inc		B130-BUS BODY	1,327.42	-	-
4500027876	11/20/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	3,045.45	-	-
4500027877	11/20/2019	Kenneth Place		G130-SHOP TOOLS	2,560.71	-	-
4500027878	11/20/2019	Cubic Transportation Systems		R240-RAIL/LRV REPR PARTS	3,412.01	-	-
4500027879	11/20/2019	Bald Eagle Enterprises Inc		R160-RAIL/LRV ELECTRICAL	1,821.69	-	-
4500027880	11/20/2019	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	521.43	-	-
4500027881	11/20/2019	El Dorado Coatings Inc	Small Business	R140-RAIL/LRV DOORS/RAMP	271.53	-	-
4500027882	11/21/2019	Harbor Diesel & Equipment		G130-SHOP TOOLS	5,761.13	-	-
4500027883	11/21/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	271.89	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027884	11/21/2019	Staples Contract & Commercial Inc		G210-OFFICE FURNITURE	185.87	-	-
4500027885	11/21/2019	Vallen Distribution Inc.		G120-SECURITY	589.90	-	-
4500027886	11/21/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	8,727.75	-	-
4500027887	11/21/2019	Muncie Transit Supply		B160-BUS ELECTRICAL	81.29	-	-
4500027888	11/21/2019	Transit Holdings Inc		B130-BUS BODY	95.29	-	-
4500027889	11/21/2019	Chromate Industrial Corporation		R220-RAIL/LRV TRUCKS	268.60	-	-
4500027890	11/21/2019	Nextech Systems, Inc.	Small Business	P130-EQUIP MAINT REPR SVC	481.37	-	-
4500027891	11/21/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	6,009.60	-	-
4500027892	11/21/2019	CASEI		F180-BUILDING MATERIALS	760.72	-	-
4500027893	11/21/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	1,767.84	-	-
4500027894	11/21/2019	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	41.96	-	-
4500027895	11/21/2019	Transit Holdings Inc		B130-BUS BODY	2,267.82	-	-
4500027896	11/21/2019	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	88.28	-	-
4500027897	11/21/2019	Airgas Inc		G190-SAFETY/MED SUPPLIES	1,684.06	-	-
4500027898	11/22/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,120.73	-	-
4500027899	11/22/2019	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	617.31	-	-
4500027900	11/22/2019	CalACT		P250-PARATRANSIT	1,055.00	-	-
4500027901	11/22/2019	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	2,451.35	-	-
4500027902	11/22/2019	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	487.82	-	-
4500027903	11/22/2019	OneSource Distributors, LLC		M110-SUB STATION	1,588.24	-	-
4500027904	11/22/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	39,748.60	-	-
4500027905	11/22/2019	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS	562.19	-	-
4500027906	11/22/2019	Supreme Oil Company		B180-BUS DIESEL	8,475.98	-	-
4500027907	11/25/2019	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	66.76	-	-
4500027908	11/25/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	182.45	-	-
4500027909	11/25/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	1,024.80	-	-
4500027910	11/25/2019	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	511.47	-	-
4500027911	11/25/2019	R.S. Hughes Co Inc		F170-MATL HANDLING EQUIP	10.72	-	-
4500027912	11/25/2019	Uline		F170-MATL HANDLING EQUIP	332.95	-	-
4500027913	11/25/2019	Muncie Transit Supply		B130-BUS BODY	5.69	-	-
4500027914	11/25/2019	Kaman Industrial Technologies		B160-BUS ELECTRICAL	743.12	-	-
4500027915	11/25/2019	Willy's Electronic Supply Co	Small Business	M180-STATION ELECTRICAL	129.30	-	-
4500027916	11/25/2019	Southern Counties Lubricants LLC		G170-LUBRICANTS	1,765.75	-	-
4500027917	11/25/2019	Home Depot USA Inc		G130-SHOP TOOLS	301.05	-	-
4500027918	11/25/2019	Graybar Electric Co Inc		M110-SUB STATION	2,244.18	-	-
4500027919	11/25/2019	Unipower LLC		M110-SUB STATION	2,542.90	-	-
4500027920	11/25/2019	Carlos Guzman Inc		R240-RAIL/LRV REPR PARTS	2,950.00	-	-
4500027921	11/25/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	2,226.70	-	-
4500027922	11/25/2019	Professional Contractors Supplies		G190-SAFETY/MED SUPPLIES	248.10	-	-
4500027923	11/25/2019	BCP Systems Inc		G290-FARE REVENUE EQUIP	324.56	-	-
4500027924	11/25/2019	San Diego Seal Inc	Small Business	R140-RAIL/LRV DOORS/RAMP	1,334.22	-	-
4500027925	11/25/2019	Citywide Auto Glass Inc		R120-RAIL/LRV CAR BODY	4,393.25	-	-
4500027926	11/25/2019	ERICO International Corporation		T110-TRACK, RAIL	1,194.00	-	-
4500027927	11/25/2019	AT&T DataComm Inc		I110-INFORMATION TECH	36,800.00	-	-
4500027928	11/25/2019	W.W. Grainger Inc		B160-BUS ELECTRICAL	296.11	-	-
4500027929	11/25/2019	California Stamp Company	Small Business	P280-GENERAL SVC AGRMNTS	259.40	-	-
4500027930	11/25/2019	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	59.22	-	-
4500027931	11/25/2019	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	1,671.94	-	-
4500027932	11/25/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	1,778.22	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027933	11/25/2019	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	69.12	-	-
4500027934	11/25/2019	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	349.76	-	-
4500027935	11/25/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	14,537.10	-	-
4500027936	11/25/2019	Transit Holdings Inc		B130-BUS BODY	4,281.57	-	-
4500027937	11/25/2019	Gillig LLC		B160-BUS ELECTRICAL	250.70	-	-
4500027938	11/25/2019	Steven Timme		G230-PRINTED MATERIALS	3,424.91	-	-
4500027939	11/25/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	429.90	-	-
4500027940	11/25/2019	Jeyco Products Inc		G140-SHOP SUPPLIES	85.44	-	-
4500027941	11/26/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	1,083.41	-	-
4500027942	11/26/2019	Transit Holdings Inc		B130-BUS BODY	4,271.68	-	-
4500027943	11/26/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	267.39	-	-
4500027944	11/26/2019	Annex Automotive and		G160-PAINTS & CHEMICALS	3,228.75	-	-
4500027945	11/26/2019	NMS Management Inc	DBE	P150-MAINT. CLEANING	409.25	-	-
4500027946	11/26/2019	Transit Products and Services		B130-BUS BODY	2,693.75	-	-
4500027947	11/26/2019	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	290.88	-	-
4500027948	11/26/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	377.75	-	-
4500027949	11/26/2019	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	7,354.03	-	-
4500027950	11/26/2019	Schunk Carbon Technology LLC		R220-RAIL/LRV TRUCKS	3,252.70	-	-
4500027951	11/26/2019	Culligan of San Diego		G140-SHOP SUPPLIES	1,625.20	-	-
4500027952	11/26/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	6,158.95	-	-
4500027953	11/26/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	31,538.43	-	-
4500027954	11/26/2019	Marco's Canopies Inc	Small Business	G140-SHOP SUPPLIES	1,287.62	-	-
4500027955	11/26/2019	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	911.57	-	-
4500027956	11/26/2019	SHI International Corp	Woman Owned Business	I110-INFORMATION TECH	24,687.00	-	-
4500027957	11/26/2019	DoAll Company		R220-RAIL/LRV TRUCKS	249.98	-	-
4500027958	11/26/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	37,362.50	-	-
4500027959	11/26/2019	Knorr Brake Company		R220-RAIL/LRV TRUCKS	19,776.69	-	-
4500027960	11/26/2019	SC Commercial, LLC		G170-LUBRICANTS	227.00	-	-
4500027961	11/26/2019	Golden State Supply LLC		G170-LUBRICANTS	148.20	-	-
4500027962	11/26/2019	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	22.31	-	-
4500027963	11/26/2019	Nth Generation Computing Inc	Woman Owned Business	I110-INFORMATION TECH	57,376.44	-	-
4500027964	11/26/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	775.09	-	-
4500027965	11/26/2019	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	377.75	-	-
4500027966	11/26/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	377.87	-	-
4500027967	11/26/2019	W.W. Grainger Inc		B250-BUS REPAIR PARTS	145.85	-	-
4500027968	11/26/2019	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	14,282.27	-	-
4500027969	11/26/2019	Herzog Contracting Co		C130-CONSTRUCTION SVCS	41,540.65	-	11,930.47
4500027970	11/26/2019	The Gordian Group, Inc.		C110-GENERAL CONTRACTORS	1,116.14	-	-
4500027972	11/27/2019	Transit Holdings Inc		B130-BUS BODY	617.80	-	-
4500027973	11/27/2019	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	3,555.03	-	-
4500027974	11/27/2019	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	102.67	-	-
4500027975	11/27/2019	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	40.62	-	-
4500027976	11/27/2019	Transit Holdings Inc		B160-BUS ELECTRICAL	655.34	-	-
4500027977	11/27/2019	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	383.48	-	-
4500027978	11/27/2019	Louis Sardo Upholstery Inc		B130-BUS BODY	3,364.71	-	-
4500027979	11/27/2019	HI-TEC Enterprises	Small Business	R220-RAIL/LRV TRUCKS	2,204.57	-	-
4500027980	11/27/2019	Gillig LLC		R120-RAIL/LRV CAR BODY	3,397.48	-	-
4500027981	11/27/2019	Harbor Diesel & Equipment		G140-SHOP SUPPLIES	1,937.56	-	-
4500027982	11/27/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	387.90	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500027983	11/27/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	2,538.71	-	-
4500027984	11/27/2019	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	7,390.58	-	-
4500027985	11/27/2019	BJ's Rentals	Small Business	F180-BUILDING MATERIALS	1,451.82	-	-
4500027986	11/27/2019	Cummins Pacific LLC		B250-BUS REPAIR PARTS	183.57	-	-
4500027987	11/27/2019	Truman Arnold Companies		A120-AUTO/TRUCK GASOLINE	27,443.50	-	-
4500027988	11/27/2019	Truman Arnold Companies		B180-BUS DIESEL	7,959.55	-	-
4500027989	11/27/2019	Deaf Community Services of San Diego		P450-PERSONNEL SVCS	370.00	-	-
4500027990	11/27/2019	Pressnet Express Inc		G230-PRINTED MATERIALS	1,941.66	-	-
4500027991	11/27/2019	Data Controls Printworks Inc	Small Business	G230-PRINTED MATERIALS	206.88	-	-
4500027992	11/27/2019	Willy's Electronic Supply Co	Small Business	M180-STATION ELECTRICAL	60.61	-	-
4500027993	11/29/2019	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	99.64	-	-
4500027994	11/29/2019	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	146.90	-	-
4500027995	11/29/2019	HD Supply Construction Supply, LTD.		F110-SHOP/BLDG MACHINERY	60.08	-	-
4500027996	11/29/2019	Kurt Morgan		G200-OFFICE SUPPLIES	548.33	-	-
4500027997	11/29/2019	MJP Enterprises		P210-NON-REV VEH REPAIRS	3,369.73	-	-
4500027998	11/29/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	4,684.58	-	-
4500027999	11/29/2019	SEFAC USA, Inc.		F130-VEH HOISTS, JACKS	15,330.67	-	-
4500028000	11/29/2019	Kiel NA LLC		B130-BUS BODY	420.01	-	-
4500028001	11/29/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	4,821.68	-	-
4500028002	11/29/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	1,835.93	-	-
4500028003	12/2/2019	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	2,614.19	-	-
4500028004	12/2/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	176.67	-	-
4500028005	12/2/2019	Cubic Transportation Systems		B190-BUS FARE EQUIP	1,616.25	-	-
4500028006	12/2/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	539.85	-	-
4500028007	12/2/2019	Harbor Diesel & Equipment		G170-LUBRICANTS	7,431.52	-	-
4500028008	12/2/2019	Kaman Industrial Technologies		G160-PAINTS & CHEMICALS	43.84	-	-
4500028009	12/2/2019	Reid and Clark Screen Arts Co		R130-RAIL/LRV COUPLER	1,213.13	-	-
4500028010	12/2/2019	Charter Industrial Supply Inc	Small Business	F110-SHOP/BLDG MACHINERY	1,004.88	-	-
4500028011	12/2/2019	Transit Holdings Inc		B250-BUS REPAIR PARTS	147.02	-	-
4500028012	12/2/2019	Home Depot USA Inc		G130-SHOP TOOLS	642.19	-	-
4500028013	12/2/2019	Muncie Transit Supply		B130-BUS BODY	184.41	-	-
4500028014	12/2/2019	Gillig LLC		B200-BUS PWR TRAIN EQUIP	295.73	-	-
4500028015	12/2/2019	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	13.37	-	-
4500028016	12/2/2019	Airgas Inc		G190-SAFETY/MED SUPPLIES	559.89	-	-
4500028017	12/2/2019	Teknoware Inc.		R180-RAIL/LRV LIGHTING	1,199.26	-	-
4500028018	12/2/2019	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	2,402.30	-	-
4500028019	12/2/2019	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	4,044.39	-	-
4500028020	12/2/2019	IHS Global Inc.		P400-FINANCIAL & AUDIT	4,920.00	-	-
4500028021	12/2/2019	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	389.41	-	-
4500028022	12/2/2019	Steven Timme		G230-PRINTED MATERIALS	281.63	-	-
4500028023	12/2/2019	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	164.23	-	-
4500028024	12/2/2019	Autolift Services Inc	Small Business	F130-VEH HOISTS, JACKS	1,940.32	-	-
4500028025	12/2/2019	Init Innovations in Transportation		P540-MAINTENANCE TRAINING	12,504.67	-	-
4500028026	12/2/2019	BJ's Rentals	Small Business	P160-EQUIPMENT RENTALS	985.00	-	-
4500028027	12/2/2019	HD Supply Construction Supply, LTD.		M160-SUMP PUMP STATIONS	55.82	-	-
4500028028	12/2/2019	W.W. Grainger Inc		G140-SHOP SUPPLIES	1,138.48	-	-
4500028029	12/2/2019	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	75.00	-	-
4500028030	12/2/2019	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	2,938.97	-	-
4500028031	12/2/2019	BCP Systems Inc		G290-FARE REVENUE EQUIP	6,913.86	-	-

Purchase Orders							
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4500028032	12/2/2019	Hitachi Rail STS USA, Inc.		M140-WAYSIDE SIGNALS	14,691.72	-	-