Metropolitan Transit System

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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 6, 2021

9:00 a.m.

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed under 'Additional Materials' at the following link: https://www.sdmts.com/about-mts-meetings-and-agendas/executive-committee

		ACTION RECOMMENDED
1.	ROLL CALL	
2.	APPROVAL OF MINUTES - March 4, 2021	Approve
3.	PUBLIC COMMENTS	

COMMITTEE DISCUSSION ITEMS

4.	Amendments to County and MTS Sublease (Mills Building) (Karen Landers) Action would forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to execute an Amendment to Sublease between MTS and the County of San Diego (County) related to the Mills Building located at 1255 Imperial Avenue in San Diego, in substantially the same format as Attachment A.	Approve
5.	Gaslamp Square Advertising Opportunity (Rob Schupp) Action would receive a report on an unsolicited proposal for Gaslamp Square, and provide comment.	Receive
6.	Policy 18 – Joint Development Program Status (Tim Allison)	Informational
7.	Report on Activities Related to COVID-19 (Sharon Cooney)	Informational

Please SILENCE electronics
during the meeting

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

OTHER ITEMS

8. REVIEW OF DRAFT May 13, 2021 MTS BOARD AGENDA

9. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

10. NEXT MEETING DATE: June 10, 2021

11. ADJOURNMENT

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

MINUTES

March 4, 2021

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

1. Roll Call

Chair Fletcher called the Executive Committee meeting to order at 9:01 a.m. A roll call sheet listing Executive Committee member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the February 4, 2021, MTS Executive Committee meeting. Board Member Sandke seconded the motion, and the vote was 4 to 0 in favor with Vice Chair Sotelo-Solis, Board Member Gastil and Board Member Salas absent.

3. Public Comments

There were no Public Comments.

COMMITTEE DISCUSSION ITEMS

4. Quarterly Mid-Coast Corridor Transit Project Update (Ramon Ruelas of SANDAG)

Ramon Ruelas of SANDAG presented on the quarterly Mid-Coast Corridor transit project update. He outlined the following aspects of the project: project overview, Mid-Coast construction schedule, Mid-Coast construction progress, DBE utilization, construction upgrade, public involvement, accomplishments in last quarter and next steps.

Chair Fletcher asked what the pedestrian accessibility would be to get to the Clairemont station.

Mr. Ruelas clarified there will be a crosswalk in place that will be enhanced for pedestrian access. There will not be a pedestrian bridge, but rather a pedestrian walkway with surface access across the parking lot. Additionally, there will be a pick-up and drop-off area on the east side of the development pathway.

Chair Fletcher asked if there were concerns about the location of the pedestrian walkway since the area is heavily trafficked.

Mr. Ruelas was confident there would not be any concerns due to the signage and appropriate traffic control modifications that will be in place to avert complications.

Board Member Elo-Rivera asked if there was a budget allocation plan to monitor the walkways and elevators for cleanliness, safety and security.

Mr. Ruelas explained that security video cameras will be placed throughout the stations.

Wayne Terry, MTS Chief Operating Officer – Rail, noted that the consultants, contractors and security team have placed cameras in a way to assure there are no blind spots in the monitored areas.

Board Member Elo-Rivera was concerned about camera placement that could make some riders feel surveilled. He noted safety features that could also make riders feel safe include

cleanliness and lighting. He encouraged these features to be incorporated in the design to create an inviting atmosphere for riders.

Sharon Cooney, MTS Chief Executive Officer, explained MTS was part of the design from the inception of the project. She assured that the design of stations were built to ensure comfortability and safety for riders. She also noted that the security plan is currently being developed with the Director of Transit Security and Passenger Safety.

Board Member Elo-Rivera asked about the potential for the Clairemont parking lot to be converted into a transit-oriented development.

Ms. Cooney noted that the parking lot would serve as supplement access to the station for additional commuting riders. She clarified the use of the lot will continuously be monitored while noting the area is part of a shared parking agreement with neighboring amenities.

Rob Schupp, MTS Director of Marketing and Communications, emphasized the collaboration between SANDAG, MTS, UC San Diego and the County. The regional importance of this addition will include South Bay events, along with the 40th anniversary of the Blue Line. A safety plan is also being developed for passenger accessibility.

Action Taken

Informational item only. No action taken.

5. Free Transfer Consideration (Rob Schupp)

Mr. Schupp provided a presentation on the transfer history and revenue modeling. He outlined the following details: background, transfer history, peer agency analysis, free transfer with one-way ticket analysis, free transfer revenue analysis/impacts, one-way ridership and staff's proposal.

Chair Fletcher asked for clarification on free transfers being integrated into the PRONTO card. He asked Mr. Schupp to explain how MTS will market details for obtaining a PRONTO card.

Mr. Schupp replied that a robust transition plan is in place, including a large transition plan for the expanded retail network. MTS has begun communication with social service agencies, business partners, city employer programs and currently registered card customers.

PUBLIC COMMENT

Michelle Krug – Provided a verbal statement to the members during the meeting. Krug was concerned about one-time visiting riders and their accessibility to the PRONTO card. Krug also asked when the complimentary cards would be distributed.

Colin Parent – with Circulate San Diego provided a verbal statement to the members during the meeting. Parent stated that the fare policy capping is a progressive effort as it allows the agency to make transfers fair and equal.

Noah Harris – with Climate Action Campaign provided a verbal statement to the members during the meeting. Harris voiced support for the free transfer policy and noted concerns regarding the raising of fares during the current economic recession. Harris urged the reduction of youth fares without having service cuts.

Jesse O'Sullivan – with Circulate San Diego provided a verbal statement to the members during the meeting. O'Sullivan expressed support for the staff policy recommendation.

BOARD MEMBER COMMENTS

Board Member Gastil acknowledged the monetary trade offs in the budget. He asked for a differentiation between the monthly pass versus the PRONTO pass and supported the project.

Mr. Schupp explained the PRONTO account can be established with a set value with the flexibility to add more value to the pass. The cost of the ride will be automatically deducted and the rider will never be charged more than the value of a day pass in one day.

Board Member Elo-Rivera asked if the agency could partner with community-based organizations for outreach.

Mr. Schupp explained various community-based partners would be used in the outreach. Currently, the Community Advisory Committee engages with interest groups to facilitate the platform change.

Board Member Elo-Rivera asked if the constituents would be monetarily compensated for their outreach efforts.

Ms. Cooney responded this could be a possibility; however, the option of doing so would have to be explored further.

Chair Fletcher noted the recommendation should include community-based organizations as a mode to enhance outreach and engagement. He acknowledged that alleviating the burden of the transition would increase the success rate of the program.

Board Member Elo-Rivera asked that the motion move forward with the transfer recommendation and exclude raising fares. He asked that the committee explore all options to secure the revenue needed to support the service.

Chair Fletcher asked MTS staff how excluding the fare increase proposal in Fiscal Year (FY) 2025 from the recommendation would affect the agency and the process at SANDAG.

Ms. Cooney explained the increase would be in anticipation of the fiscal needs in 2025. She noted including the fare increase would allow staff to prepare for the change and reduce timing delays by having SANDAG pass a comprehensive regional fare ordinance change. Alternatively, Ms. Cooney suggested including the recommendation into the ordinance with the disclosure that MTS staff can decide whether or not to enforce the fare increase.

Vice Chair Sotelo-Solis supported the revised recommendation to include the change in the ordinance and exercise at the Board and staff's discretion. She asked that the PRONTO card handouts be done at different times of day to provide access to as many riders as possible. She supported the suggestion to monetarily incentivize community-based organizations with their outreach efforts.

Board Member Montgomery Steppe supported the proposal with the amended recommendations. She also encouraged the opportunity for data collection.

Action Taken

Board Member Elo-Rivera moved to forward a recommendation to the Board of Directors to: 1) Implement fare policy change to allow “best fare”; 2) Reduce Youth One-way fares to align with SDM; 3) Keep all other fares at the current rate; 4) Allow free transfers with one-way fare with PRONTO card; 4) Use CARES/COVID Relief funding to fill revenue gaps through FY2024; and 5) Allow one-way fares to increase to $2.75 in FY 2025 pending subsequent Board action. Vice Chair Sotelo-Solis seconded the motion, and the vote was 5 to 0 in favor with Board Member Salas and Board Member Sandke absent.

6. New Bus Maintenance Facility – Division 6 (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on the new bus maintenance facility project. He outlined the following aspects of the project: defining a bus division, existing five bus divisions, need for division expansion, future facility specifications, location sites, project schedule and budget.

PUBLIC COMMENT

Michael Horgan – Provided a verbal statement to the members during the meeting. Horgan asked if the new facility would be operated as a contracted or in-house facility.

BOARD MEMBER COMMENTS

Board Member Montgomery Steppe asked about the potential displacement referenced in the presentation. She asked if the displacement would be along the site located in an industrial area, since it would be difficult to locate a green field area for that topographic region.

Mr. Desmond clarified this would include industrial displacement.

Board Member Montgomery Steppe emphasized the importance of community engagement in the early development of the project. She listed the following organizations as potential partners: San Diego Urban Sustainability Coalition, Chollas Valley Community Planning Group (formerly Encanto), Chollas View Volunteer Park, Town Councils, Western Member Town Councils, Elementary Institute of Science, Lincoln Cluster, NAACP Environmental Committee, Outdoor Outreach, The Jacob Center, Urban Collaborative, and the Chollas Creek Coalition.

Board Member Elo-Rivera explained the economic prosperities the development could bring to the area, but also cautioned for potential unintended consequences. He asked if the site would house Zero Emission Buses (ZEBs).

Mr. Desmond replied the site would primarily be used as a new operating and maintenance facility for the transition to ZEBs.

Action Taken

Informational item only. No action taken.

7. Declaration of Surplus Property Site (Karen Landers)

Karen Landers, MTS General Counsel, provided a presentation on declaring a surplus property site. She outlined the following aspects of the site: 5801 and 5805 Fairmount Ave, El Dorado Properties, Inc. request to negotiate property sale, surplus property declaration, and staff recommendation.

PUBLIC COMMENT

Michelle Krug – Provided a verbal statement to the members during the meeting. Krug asked if the Grantville housing prioritized low-income housing.

Action Taken

Chair Fletcher moved to forward a recommendation to the Board of Directors to declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as "surplus land" for purposes of Government Code sections 54220, et seq. Board Member Gastil seconded the motion, and the vote was 5 to 0 in favor with Board Member Salas and Board Member Sandke absent.

8. Approval of Complimentary Transit Services (Sharon Cooney)

Ms. Cooney explained MTS Policy No. 40, "MTS: Complimentary Services", requires Executive Committee approval for MTS to provide complimentary transit services for any purpose not specifically covered in the policy. Jewish Family Services approached the agency for interim services to transport asylum seekers to temporary housing. Ms. Cooney clarified MTS would only support this service for six weeks as it could detract from regular transit service. If the requests for service were made daily during the six week period, the service would accrue a $50,000 cost.

PUBLIC COMMENT

Michelle Krug – Provided a verbal statement to the members during the meeting. Krug expressed approval for this proposal. Krug asked the committee to consider extending the six-week service if the service will not limit the agencies operations after the expiration date.

Action Taken

Chair Fletcher moved to approve complimentary transit services to asylum seekers from the U.S.-Mexico border to various temporary lodging locations in San Diego for up to six weeks. Vice Chair Sotelo-Solis seconded the motion, and the vote was 5 to 0 in favor with Board Member Salas and Board Member Sandke absent.

ADDITIONAL STAFF COMMENT

Ms. Cooney also noted that the City of San Diego approached MTS to transport individuals at the convention center to temporary housing. MTS provided this service at the beginning of the pandemic and would like to assist in the effort again. She noted that because the cost of the service does not meet the threshold of needing approval from the Executive Committee under MTS Policy No. 40, MTS would move forward on participating in the humanitarian effort.

OTHER ITEMS

9. REVIEW OF DRAFT March 11, 2021 BOARD AGENDA

Recommended Consent Items

6. El Cajon Third Track Special Trackwork Materials – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1569.0-21, with Voestalpine Railway Systems Nortrak, Inc., ("Voestalpine"), for the one-time supply of special trackwork materials, in the amount of $503,871.33, effective April 1, 2021.

7. Blue Line Right Of Way Fence Improvements – Construction Change Orders (CCO)
Action would authorize the Chief Executive Officer (CEO) to execute CCO MTSJOC275-13.01 under Job Order Contract (JOC) Work Order MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of $166,984.80 for the replacement of additional chain link fencing along the Blue Line right-of-way.

8. Superloop Paver Replacement – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-18 under Job Order Contract (JOC) MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of $168,500.75 for the replacement of damaged pavers with concrete along the SuperLoop route.

9. Rail Welding Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL323.0-21, with Railworks Track Services, Inc., for rail welding services, for five (5) years effective May 1, 2021, in the amount of $277,171.27.

10. Fare Collection Change Orders – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), for a total contract increase of $765,271.76.

11. Building C Security Restroom & Locker Room Rehabilitation –Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-01 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of $349,714.14, for rehabilitating the MTS Security restrooms and locker rooms in Building C.

12. Engine Transmission Overhaul & Cummins Parts – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. Nos. B0719.0-21 to Harbor Diesel and Equipment (Group I), B0727.0-21 to Cummins, Inc. (Group II), and B0728.0-21 to Cummins, Inc., B0729.0-21 to Aftermarket Parts, and B0730.0-21 to Muncie Transit Supply (Group III) for Engine Transmission Overhaul and Cummins Parts for five (5) years for a total amount of $12,458,722.24.

13. Crosstie and Grade Crossing Improvements – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL325.0-21, with Veterans Engineering Services, Inc., a Disabled Veteran Business Enterprise (DVBE), for Crosstie and Grade Crossing Improvements in the amount of $2,358,317.36 plus 20% contingency.

14. Transit Vehicle Wrap Production and Installation Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2437.0-21, with Turbo Images, for the provision of Transit Vehicle Wrap Production and Installation Services for a three (3)-year period in the amount of $200,627.83.

15. Application for Volkswagen (VW) Environmental Mitigation Trust (Trust) Fund Bus Replacement Program
Action approve Resolution No. 20-2, authorizing the application for rebates of up to $720,000 in VW Trust funds for the current and future purchase of battery electric buses.

16. Property Insurance Renewal
Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) [formerly known as the California State Association of Counties – Excess Insurance Authority (CSAC-EIA)] Property Insurance Program, effective March 31, 2021, through March 31, 2022, with various coverage deductibles of $25,000 (real estate and personal contents property), $100,000 (bus fleet), $250,000 (light rail fleet) and $1,500,000 (roads, bridges and tunnels).

17. Declaration of Surplus Property Site
Action would declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as “surplus land” for purposes of Government Code sections 54220, et seq.

10. Committee Member Communications and Other Business

Julia Tuer, Manager of Government Affairs, briefly discussed the items on the SANDAG Transportation Committee meeting agenda. The items included the following: TransNet commercial paper program and an update on the regional bikeway program.

11. Next Meeting Date

The next Executive Committee meeting is scheduled for April 1, 2021, at 9:00 a.m. [Clerk’s note: the April 1, 2021 Executive Committee was subsequently cancelled.]

12. Adjournment

Chair Fletcher adjourned the meeting at 10:46 a.m.

/S/ Nathan Fletcher
Chairperson

San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

ROLL CALL

MEETING OF (DATE):	March 4, 2021	CALL TO ORDER (TIME):	9:01 am
RECESS:		RECONVENE:	
CLOSED SESSION:		RECONVENE:	
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	10:46 am

REPRESENTATIVE	BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
County	FLETCHER (Chair)	☒	(Vargas)	☐	9:01 am	10:46 am
Vice Chair	SOTELO-SOLIS	☒	(no alternate)	☐	9:03 am	10:46 am
City of San Diego	ELO-RIVERA	☒	(Montgomery Steppe)	☐	9:01 am	10:46 am
East County	GASTIL	☒	(Hall)	☐	9:03 am	10:46 am
SANDAG Transportation Committee	MONTGOMERY STEPPE	☒	(Aguirre)	☐	9:01 am	10:46 am
Chair Pro Tem	SALAS	☐	(no alternate)	☒	-	-
South Bay	SANDKE	☒	(Aguirre)	☐	9:01 am	10:46 am

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

CONFIRMED BY THE GENERAL COUNSEL: /S/ Karen Landers

Metropolitan Transit System

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Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 6, 2021

SUBJECT:

AMENDMENTS TO COUNTY AND MTS SUBLEASE (MILLS BUILDING) (KAREN LANDERS)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to execute an Amendment to Sublease between MTS and the County of San Diego (County) related to the Mills Building located at 1255 Imperial Avenue in San Diego, in substantially the same format as Attachment A.

Budget Impact

The revised Sublease will cause the County and MTS shares of Mills Building operating and capital project costs to be adjusted by 8.27%. The increase in rentable square footage used by MTS reduces the annual Ground Lease revenue MTS receives from the County by $166,056.

Although the Operating and Capital Expenses, which are offset by Parking Revenue, can vary significantly from year to year, it is estimated that the increased annual cost to MTS for the additional rentable space, excluding current year reserve increases, will be $377,000. This results in a total estimated annual cost to MTS of approximately $543,000.

DISCUSSION:

MTS and County jointly own and occupy the Mills Building located at 1255 Imperial Avenue through a joint powers agency formed in 1987, the San Diego Regional Building Authority (SDRBA). The Mills Building construction was completed in 1989. The office building was constructed on property owned by MTS and ground leased to the SDRBA.[1]

[1] See Amended and Restated Ground Lease dated as of May 1, 2011 between MTS and SDRBA, recorded in the Official Records of San Diego County as Document No. 2011-0225737.

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

The SDRBA separately purchased the parking structure parcel. The SDRBA then leased the entire project, including the office building and the Parking Structure, to the County.[2] Finally, the County subleased portions of the project to MTS, including: the 1st floor retail spaces, 9th floor, 10th floor, and the right to use up to 220 parking spaces in the garage.[3] Construction of the project was funded jointly by MTS and County, through a series of certificates of participation (COP) transactions. The COPs were paid off in November 2019, resulting in direct ground lease rent payments to MTS for the first time.[4]

Under the Ground Lease, Lease, and Sublease, MTS and County have assigned various cost and ownership shares to each party, to be paid as rent. The cost share terms are as follows:

	Rental Rate Calculation	**2019-2024 annual rent:**	**MTS Share**	**County Share**
Ground Lease MTS to SDRBA *Mills Bldg parcel only*	Market Rate adjustment November 2019 (CPI increase every 5 years until next market adjustment in 2042). *Cost Shares were based on allocated square footage upon building completion in 1989.*	$2,007,936	26.6%	73.4% Results in $1,473,825 owed to MTS as ground lease rent
Lease SDRBA to County *Mills Bldg Parcel and Parking Structure Parcel*	County to pay Ground Lease Rent (above) and Mills Building Operating Costs *Cost Shares based on a 1992 merger of operating budgets for parking structure (21.57%/ 78.43%) and office building (26.6%/73.4%).*	FY 21 OpEx & CIP Budget	24.95%	75.05%
Sublease County to MTS *1st Floor Retail, 9th & 10th Floors, 220 Parking Spaces*	Commits MTS to paying 24.95% share of operating costs from Lease; MTS and County pay full costs of special projects in occupied space.	FY 21 OpEx & CIP Budget Shares:	$1,029,256	$4,051,153[5]
		NET FY 21 COST	$(444,569) owed to MTS	$5,524,978 County Cost

[2] See Lease dated as of May 1, 2011 between County and SDRBA, recorded in the Official Records of San Diego County as Document No. 2011-0225739.
[3] See Sublease dated as of May 1, 2011 between County and MTS, recorded in the Official Records of San Diego County as Document No. 2011-0225740.
[4] Effective November 2019, the COP debt burden was fully paid (reducing MTS costs) and the ground lease rental rate was increased after a market rate adjustment, resulting in a significant increase in annual revenue to MTS.
[5] This figure includes $1,051,443 in direct costs for special County projects. $4,028,967 was subject to 24.95%/75.05% split.

MTS Additional Space Needs – 8th Floor and Other Adjustments

During the COVID-19 pandemic, MTS and County have re-evaluated their space needs. In addition to providing additional online options for interfacing with HHSA staff, County shifted its Center City Family Resources Center clinic, where the public interacts with HHSA staff, from the 5th Floor to MTS's vacant retail space on the 1st floor, including the outdoor patio.

With the Mid-Coast trolley expansion set for opening in November 2021, and additional transit expansion projects anticipated in the coming years, MTS has concluded that additional office space is required. Upon consultation with the County, County agreed that it could reallocate office assignments such that it could vacate a portion of the 8th Floor, including the transfer to MTS of some custom furniture that was designed for the 8th Floor spaces. Under the proposal, the following shifts would take place:

To MTS	To County
1st Floor Garage Space • 1,499 sf • MTS took over this space from County in 2012 in exchange for SD Sheriff warrant office space (411 sf); warrant space to be returned by County	1st Floor Retail Space • 1,078 sf • plus 1,250 sf patio
8th Floor • Suite 820 (1,651 sf) • Suite 850 (10,854 sf) • Portion of Teledata Room (approximately 180 sf)	

MTS and County staff propose that the Sublease be amended, effective July 1, 2021, to reflect the above 8.27% shift in square footage, with the Cost Share percentages being revised on a pro rata basis:

Ground Lease Rent (currently 26.6%/73.4%):

MTS – 34.87%; County 65.13%

Operating Cost Share (currently 24.95%/75.05%):

MTS – 33.22%; County 66.78%

Parking Structure Revenue Normalization

The cost shares above do not account for the different set of ownership shares for the Mills Building Parking Structure. The ownership shares for the Parking Structure are described in the Lease and Sublease as follows:

	MTS Ownership Share	County Ownership Share
Parking Structure (defined in Lease as "the parking structure having 1002 designated spaces and which is located on the parcel(s) described in Exhibit A-2 hereto, including the land upon which it is located.")	21.96%	78.04%

Although Parking Structure revenue was significantly impacted in FY 21 due to the COVID-19 pandemic, the facility normally provides a significant revenue stream from Petco Park game day and special event revenue. For example, the original FY 20 budget estimated $1.6 million in parking revenue. The FY 22 proposed budget only estimates $417,000 in parking revenue. This amount will increase if the local reopening expands as planned. Since approximately 1992, MTS and County have applied this parking revenue to offset the Mills Building and Parking Structure operating expenses according to the 24.95% (MTS) vs. 75.05% (County) cost share.

As part of this Sublease amendment, MTS and County staff propose that the parking garage revenue credit be applied AFTER the Operating Budget pro-rata cost shares have been calculated, with County receiving a credit equal to 75.05% of the parking structure revenue, and MTS receiving a credit equal to 24.95% of this revenue. This will ensure that MTS does not receive an unjust share of the parking revenue without having made an additional capital contribution to increase its ownership percentage of the parking structure.

Recommendation

Therefore, today's proposed action recommends that the Executive Committee forward a recommendation to the Board to authorize the CEO to execute an Amendment to Sublease between MTS and the County related the Mills Building located at 1255 Imperial Avenue in San Diego, in substantially the same format as Attachment A.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Sublease Amendment

Amendment No. 1 to

Sublease dated as of April 1, 2011

by and between the

COUNTY OF SAN DIEGO

and the

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

This Amendment No. 1 to Sublease (Amendment), is executed and entered into as of July 1, 2021, by and between the COUNTY OF SAN DIEGO, a political subdivision duly organized and existing under the Constitution and laws of the State of California (the "County") and the SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD, an agency duly organized and existing under and by virtue of the laws of the State of California (the "MTDB").

RECITALS

A. Pursuant to a ground lease dated November 1, 1987, MTDB leased certain land to the San Diego Regional Building Authority (Authority) for the construction of the James R. Office Building located at 1255 Imperial Avenue in San Diego, CA (Office Building). The ground lease was amended and/or restated over subsequent years, with the current operative document being dated April 1, 2011 and recorded in the Official Records of the San Diego County Recorder's Office as Document No. 2011-0225737 (Ground Lease). The Ground Lease obligates the Authority to pay ground rent for use of the Office Building land and recognizes that a portion of the ground rent is paid and received by MTDB, leaving only a 73.4% County share to be paid through a sublease rent credit or direct payment to MTDB.

B. The Authority is a joint powers agency created by MTDB and County in 1987 for the purpose of funding, financing, and constructing the Office Building, its neighboring Parking Structure, and other public facilities.

C. The Authority completed construction of the Office Building and Parking Structure in 1989 (the Office Building and Parking Structure are collectively referred to as the "Facilities"). Upon initial occupancy, the County occupied the 2nd through 8th Floors of the Office Building and had the right to use approximately 78.04% of the Parking Structure. MTDB occupied the 1st Floor retail space, 9th and 10th Floors of the Office Building, the Rail Facilities, and had the right to use approximately 220 spaces in the Parking Structure. These occupancy rights were documented in the Sublease described in Paragraph E.

D. At that time, the Authority leased the Facilities to the County. The Lease between the Authority and the County dated May 1, 2011 and recorded in the Official Records of the San Diego County Recorder's Office as Document No. 2011-0225739 is the current operative lease document (Lease). The Lease obligates County to pay to the Authority all costs related to (1) the County's proportional share of ground rent owed to MTDB under the Ground Lease; (2) the debt service for the construction of the Facilities, (3) the operating costs for the Facilities, and (4) other costs incurred by Authority related to the Facilities.

E. County then subleased the 1st Floor retail space, 9th and 10th Floors of the Office Building, the Rail Facilities, and approximately 220 spaces in the Parking Structure to MTDB. The current operative sublease between County and MTDB is dated May 1, 2011 and recorded in the Official Records of the San Diego County Recorder's Office as Document No. 2011-0225740 (Sublease). The Sublease obligates MTDB to pay to County a proportionate share of the rent owed to SDRBA under the Lease, including costs related to (1) the debt service for the construction of the Facilities, (3) the operating costs for the Facilities, and (4) other costs incurred by Authority related to the Facilities.

F. County and MTDB also acknowledge that Certificates, as defined in the Ground Lease, have been fully paid as of November 1, 2019, and that various rental obligations related to the payments of the Certificates or other debt service no longer apply.

G. County and MTDB desire to amend the Sublease to increase the space occupied by MTDB and to transfer certain space to County, and adjust the rental obligations accordingly.

AGREEMENT

County and MTDB agree to amend the Sublease as follows:

1. Section 1.01 Definitions. The following definitions are hereby amended and restated as:

MTDB Proportionate Share

"MTDB Proportionate Share" means 33.22%.

MTDB Sublease Rent Credit

"MTDB Sublease Rent Credit" means County's share of the Ground Lease Minimum Rent, which is an amount equal to 65.13% of the Minimum Rent, as such term is defined in Section 3.1.2 of the Ground Lease.

Sublease

"Sublease" means the Sublease executed and entered into as of May 1, 2011, by and between MTDB, as sublessee, and the County, as sublessor, under which MTDB is leasing the Subleased Facilities, as amended by this Amendment.

Subleased Facilities

"Subleased Facilities" means Suite 820, Suite 850, and approximately 180 square feet of the Teledata Room on Floor 8, Floor 9 and Floor 10 in the Office Building; retail units on the first floor of the Office Building *with the exception of the 1,078 square feet space designated as Unit ___ plus the connected 1,250 square foot patio*; the lab space adjacent to the Parking Structure; the Third Rail; the right to use and occupy 220 spaces in the Parking Structure; and rights of ingress and egress to the Office Building common areas and elevators so that employees, guests, and licensees may have access to the Office Building floors being leased to MTDB hereunder and to the Parking Structure so as to use and occupy Subleased Facilities therein. The assigned Subleased Facilities, and the Office Building space retained by County are itemized in Exhibit A to this Amendment.

2. Section 5.01 Rental Payments is revised to read as follows:

Section 5.01. Rental Payments. The parties acknowledge that the Rental Payments due under this Section 5.01 are a compilation of each party's share of various revenues and costs under the Ground Lease, Lease, and this Sublease. In any given year, this may result in a payment from MTDB to County, or conversely, a payment from County to MTDB. MTDB agrees to pay to the County, its successors or assigns, without deduction or offset of any kind, as rental for the use and occupancy of the Subleased Facilities, the following amounts at the following times:

(a) Base Rental. All Outstanding Certificates have been paid off and therefore no Sublease Base Rental Payments are due as of November 1, 2019.

(b) Sublease Additional Rental. MTDB shall also pay, as rental hereunder in addition to the Sublease Base Rental Payments, as hereinafter provided, such amounts ("Sublease Additional Rental") in each year as shall be required for the following: the MTDB Proportionate Share of insurance premiums paid by the County for insurance required hereunder, the MTDB Proportionate Share of Common Costs payable for the Facilities as a whole and the MTDB Proportionate Share of any taxes levied against the County with respect to the Facilities as a whole.

The foregoing Sublease Additional Rental other than that related to Common Costs shall be billed to MTDB by County from time to time, together with a statement certifying that the amount billed has been incurred or paid by the County, for one or more of the items above described, or that such amount is then so payable for such items. Amounts so billed shall be paid by MTDB not later than the latest time as such amounts may be paid without penalty or, if no penalty is associated with a late payment of such amounts, within 30 days after receipt of a bill by MTDB for such amounts. The obligation of MTDB to pay Sublease Additional Rental shall continue throughout the term of this Sublease even though no Certificates or Additional Certificates are Outstanding.

With respect to Common Costs attributable to MTDB:

(i) During the last month of each Lease Year, or as soon thereafter as practicable, MTDB and County shall mutually agree on the budget estimate of the amounts payable as Common Costs for the following Lease Year. In the event of disagreement between MTDB and County on the budget estimate, the Authority shall set the budget amount. County shall issue an invoice to MTDB on or before the first day of each month during the following Lease Year, and MTDB shall pay to the County one-twelfth (1/12th) of the MTDB Proportionate Share of such estimated amounts; provided, however, that if the new Lease Year's budget estimate has not been finalized by the last month of the prior Lease Year, then MTDB shall continue to pay on the basis of the prior Lease Year's budget estimate until the first day of the calendar month next succeeding the date the new Lease Year's budget is established. If at any time or times it is determined that the amounts payable as Common Costs for the current Lease Year vary from its earlier budget estimate, the County, by notice to MTDB, shall provide to MTDB the revised budget estimate for such Lease Year, and subsequent payments by MTDB for such shall be based upon such revised estimate.

(ii) MTDB and County agree that *after* the Common Costs have been calculated and the MTDB Proportionate Share of such costs has been calculated, any revenue

generated from the Parking Structure shall be applied to reduce the Common Costs owed by MTDB and County according to the following shares:

Parking Structure Revenue Share	
MTDB	**County**
24.95%	75.05%

(iii) Following the end of each Lease Year, the County shall deliver to MTDB a statement of amounts payable by MTDB its MTDB Proportionate Share as Common Costs for such Lease Year. If such statement shows an amount owing by MTDB that is less than the payments for such Lease Year previously made by MTDB, and if no Event of Default has occurred and is continuing at the time such statement is delivered, the County shall credit such amount to the next payments of Sublease Base Rental Payment falling due under this Sublease. If such statement shows an amount owing by MTDB that is more than the estimated payments for such Lease Year previously made by MTDB, MTDB shall pay the deficiency to the County within thirty (30) days after delivery of such statement. The respective obligations of the County and MTDB under this paragraph shall survive the Expiry Date, and, if the Expiry Date is a day other than the last day of a Lease Year, the adjustment in rent payments for Common Costs pursuant to the Lease Year in which the Expiry Date occurs shall be prorated in the proportion that the number of days in such Lease Year preceding the Expiry Date bears to 365.

(c) Net Reconciliation of Common Costs and County Ground Lease Rent. In order to simplify the accounting processes and payment amounts, MTDB and County agree that the County's share of Ground Lease Rent owed to MTDB, as set forth in Exhibit B and the Lease, shall be applied as a credit to the Common Costs owed by MTDB pursuant to Section 5.01(b). The net amounts owed by MTDB shall be calculated on a July-June fiscal year basis and billed in 1/12 increments on a monthly basis as described in Section 5.01(b)(i).

	COMBINED MILLS BUILDING COSTS	**Annually**	**Monthly**
Plus	FY XX Ground Lease Rent - County Share	65.87% Share of Ground Lease Rent	1/12th share
Less	FY XX Common Costs – MTDB Share	33.22% Proportionate Share of Common Costs	1/12th share
	Net (Owed by) or Owed to MTDB	$ -	1/12th share

MTDB agrees that payment of the County's Share of the Ground Lease Rent pursuant to this reconciliation process shall satisfy the obligations of the Authority under Section 3.1 of the Ground Lease.

(d) Consideration.

(i) Such payments of Sublease Base Rental Payments and Sublease Additional Rental for each Sublease Year or portion thereof during the term of this Sublease shall constitute the total rental for such Sublease Year or portion thereof and shall be paid or payable by MTDB for and in consideration of the right of the use and possession of, and the continued quiet use and enjoyment of, the Subleased Facilities. The parties hereto have agreed and determined that the annual fair rental value of the Subleased Facilities is not less than the maximum Sublease Base Rental Payments payable hereunder in any year. In making such determinations of annual fair rental value, consideration has been given to a variety of factors including the replacement costs of the existing improvements on the Subleased Facilities, other obligations of the parties under this Sublease, the uses and purposes which may be served by the improvements on the Subleased Facilities and the benefits therefrom which will accrue to MTDB and the general public.

(e) Payment; Credit. Each installment of Sublease Base Rental Payments payable hereunder shall be paid in lawful money of the United States of America to or upon the order of the County, or such other place as the County shall designate. Any such installment of rental accruing hereunder which shall not be paid when due shall remain due and payable until received by the County, and to the extent permitted by law shall bear interest at the rate of ten percent per annum from the date when the same is due hereunder until the same shall be paid. Notwithstanding any dispute between MTDB and the County, MTDB shall make all rental payments when due, without deduction or offset of any kind, other than as expressly provided herein, and shall not withhold any rental payments pending the final resolution of any such dispute. In the event of a determination that MTDB was not liable for said rental payments or any portion thereof, said payments or excess of payments, as the case may be, shall, at the option of MTDB, be credited against subsequent rental payments due hereunder or be refunded at the time of such determination.

3. Exhibit B is replaced in its entirety by the attached revised Exhibit B.

IN WITNESS WHEREOF, the parties hereto have executed and entered into this Sublease by their officers thereunto duly authorized as of the day and year first written above.

SAN DIEGO METROPOLITAN TRANSIT
DEVELOPMENT BOARD, as sublessee

By: _____
Authorized Officer

ATTEST:

_____
Clerk of the Board

COUNTY OF SAN DIEGO, as sublessor

By: _____
Authorized Officer

ATTEST:

_____
Clerk of the Board of Supervisors

APPROVED AS TO FORM:

THOMAS E. MONTGOMERY County Counsel By: _____ _____ Rachael H. Witt, Senior Deputy County Counsel	_____ Karen Landers, MTDB General Counsel

SUBLEASE AMENDMENT - EXHIBIT A

Square Footage by Tenant upon Completion	Floor	MTDB	County	Rentable Square Footage (9% add on)	%
	10	17,844		19,450	11.42%
	9	17,844		19,450	11.42%
	8 - Ste 820	1,651		1,800	1.06%
	8 - Ste 850	10,854		11,831	6.95%
	8 - Ste 861		3,137	3,419	2.01%
	8 - Break Room		720	785	0.46%
	8 - Teledata	tbd	800	872	0.51%
	8 - other		682	743	0.44%
	7		17,844	19,450	11.42%
	6		17,844	19,450	11.42%
	5		17,844	19,450	11.42%
	4		17,844	19,450	11.42%
	3		16,845	18,361	10.78%
	2		7,094	7,732	4.54%
	1	4,784	1,078	6,390	3.75%
	Lab Space	1,499		1,634	0.96%
	Useable SF Total	54,476	101,732	156,208	100.00%
	Rentable SF Total	59,379	110,888	170,267	100.00%
	Total % Allocation	**34.87%**	**65.13%**		
	Old Rentable SF	45,290			
	Increase in RSF	**14,089**			**8.27%**
Ground Floor Rentable SF					
	County Bubble		1,175	1,175	0.69%
	Transit Store	1,474		1,474	0.87%
	Convenience Store	1,778		1,778	1.04%
	Cashland	1,376		1,376	0.81%
	Bldg Mgmt	177		177	0.10%
	County (Sheriff)	411		411	0.24%
		5,215		6,390	3.75%

Extra: 1250 SF Patio on Ground Floor

SUBLEASE AMENDMENT - EXHIBIT B page

Mills Building Ground Lease Rent - as modified by Sublease Amendment effective July 1, 2021

Pre- July 1, 2021: County Share 73.4%; MTDB Share 26.6% **Post-July 1, 2021:** County Share 65.13%; MTDB Share 34.87%

Note that Ground Lease, Lease, and Sublease terms begin November, but MTDB and County budget process on July-June Fiscal Year Basis.

Common Cost Budget process and annual invoicing set on the Fiscal Year Basis

- 2011 COPs have been fully paid - November 1, 2019 First Market Adjustment Date Analysis Completed

Ground Lease Year Beginning	Annual Ground Lease Rent	County Share	MTDB Share		Monthly Ground Lease Rent
11/1/201	$ 2,007,936.0	$ 1,473,825.0	$ 534,110.9		$ 167,328.0
11/1/202	$ 2,007,936.0	$ 1,418,472.9	$ 589,463.0		$ 167,328.0
11/1/202	$ 2,007,936.0	$ 1,307,768.7	$ 700,167.2		$ 167,328.0
11/1/202	$ 2,007,936.0	$ 1,307,768.7	$ 700,167.2		$ 167,328.0
11/1/202	$ 2,007,936.0	$ 1,307,768.7	$ 700,167.2		$ 167,328.0
CPI Adjustment Date - Ground Lease 3.					
11/1/202		$ -	$ -		$ -
11/1/202		$ -	$ -		$ -
11/1/202		$ -	$ -		$ -
11/1/202		$ -	$ -		$ -
11/1/202		$ -	$ -		$ -
CPI Adjustment Date - Ground Lease 3.					
11/1/202		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
CPI Adjustment Date - Ground Lease 3.					
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
11/1/203		$ -	$ -		$ -
CPI Adjustment Date - Ground Lease 3.					
11/1/203		$ -	$ -		$ -
11/1/204		$ -	$ -		$ -
11/1/204		$ -	$ -		$ -
Market Adjustment Date plus Annual CPI Increases - Ground Lease					
11/1/204		$ -	$ -		$ -
11/1/204		$ -	$ -		$ -
11/1/204		$ -	$ -		$ -
11/1/204		$ -	$ -		$ -
11/1/204		$ -	$ -		$ -
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11/1/204		$ -	$ -		$ -
11/1/205		$ -	$ -		$ -
11/1/205		$ -	$ -		$ -
Market Adjustment Date plus Annual CPI Increases - Ground Lease					
11/1/205		$ -	$ -		$ -
11/1/205		$ -	$ -		$ -
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11/1/206		$ -	$ -		$ -
11/1/206		$ -	$ -		$ -
Market Adjustment Date plus Annual CPI Increases - Ground Lease					
11/1/206		$ -	$ -		$ -
11/1/206		$ -	$ -		$ -
11/1/206		$ -	$ -		$ -
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11/1/206		$ -	$ -		$ -
11/1/207		$ -	$ -		$ -
11/1/207		$ -	$ -		$ -
Market Adjustment Date plus Annual CPI Increases - Ground Lease					
11/1/207		$ -	$ -		$ -
11/1/207		$ -	$ -		$ -
11/1/207		$ -	$ -		$ -
11/1/207		$ -	$ -		$ -
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11/1/207		$ -	$ -		$ -
11/1/208		$ -	$ -		$ -
11/1/208		$ -	$ -		$ -
Market Adjustment Date plus Annual CPI Increases - Ground Lease					
11/1/208		$ -	$ -		$ -
11/1/208		$ -	$ -		$ -
11/1/208		$ -	$ -		$ -
11/1/208		$ -	$ -		$ -

AMENDMENT TO SUBLEASE - EXHIBIT B page 2

COMMON COST SHARES

Pre-July 1, 2021: County Share 75.05%; MTDB Share 24.95%
Post-July 1, 2021: County Share 66.78%; MTDB Share 33.22%

	NET RECONCILIATION	**Annually**	**Monthly**
Plus	FY 22 Ground Lease Rent - County Share	$ 1,307,768.72	$ 108,980.73
Less	(MTS FY 22 Share of Common Costs)	$ (1,657,471.56)	$ (138,122.63)
	Net (Owed by) or Owed to MTS	$ (349,702.84)	$ (29,141.90)

FY 22 Calculations provided as an example.

Amendments to County and MTS Sublease (Mills Building)

May 6, 2021

Executive Committee

Agenda Item No. 4

Mills Building – 1255 Imperial Ave

- Jointly Constructed and Occupied by MTS & County
- Ground Lease/Lease/Sublease transaction involving MTS/County JPA – San Diego Regional Building Authority (SDRBA)



Mills Building History

- MTS owns Office Building Land → Ground leased to SDRBA
- SDRBA owns Parking Structure Land
- Project Constructed 1989
- November 2019:
  - Project Construction Costs/COPs paid off
    - MTS Costs go down
  - MTS Ground Lease rental rate adjusted to market rate
    - MTS Revenue goes up
- County Lease:
  - SDRBA → County
  - Office Building & Parking Structure
  - County responsible for 100% costs
- MTS Sublease:
  - County → MTS
  - 1st floor retail, 9-10th Floors, Rail Facilities, 220 Parking spaces
  - MTS pays 26.6% of Ground Lease Rent
  - MTS pays 24.95% of Building operating costs

Proposed Sublease Amendment

To MTS:

- 1st Floor Garage Unit (1,499 sf)
- 8th Floor Units:
  - Suite 820 (1,651 sf)
  - Suite 850 (10,854 sf)
  - Teledata Room Space

To County:

- 1st Floor Retail Unit & Outdoor Patio

8.57% shift in square footage to MTS

MTS Cost Impact

- Reduces Ground Lease Rent Received from County by 8.57% (FY 22 - $166K impact)
- Increases MTS Share of Annual Operating costs by 8.57% (FY 22- $377K impact)

Metropolitan Transit System

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

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 6, 2021

SUBJECT:

GASLAMP SQUARE ADVERTISING OPPORTUNITY (ROB SCHUPP)

RECOMMENDATION:

The San Diego Metropolitan Transit System (MTS) Executive Committee receive a report on an unsolicited proposal for Gaslamp Square, and provide comment.

Budget Impact

Potential revenue between $15.8 million and $26.8 million over 20 years.

DISCUSSION:

MTS manages Gaslamp Square that it owns jointly with the City of San Diego. Gaslamp Square is a triangular piece of property adjacent to the Gaslamp Trolley Station and the Tin Fish Restaurant. Under a contract with its Master Concessionaire, BriceHouse, MTS activates Gaslamp Square throughout the year, primarily for Comic-Con and other major conventions. In a typical year, the property generates about $200,000 in non-fare revenue for MTS.

MTS recently received an unsolicited proposal from Big Outdoor, a company contracted by BriceHouse to sell advertising on MTS rail properties. Big Outdoor is headquartered in New York and specializes in outdoor advertising. It also sells advertising for the Gaslamp Quarter Association.

The proposal is to construct a large, iconic structure with two digital monitors on which advertising would be sold. This would be constructed at no cost to MTS. The monitors will also be used to communicate transit information, emergency messages, and amber alerts. Unsold inventory can be utilized to support local initiatives and other public service announcements.

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

Big Outdoor has retained an architect to develop initial concepts of the structure. These concepts include a large, semi-covered area with steps and seating that could be utilized for concerts and other public activities. It will feature innovative lighting and other design features to help make it an attraction for the south end of the Gaslamp Quarter. The structure will be oriented so as not block any views of the Gaslamp Quarter sign from the Convention Center.

Big Outdoor has shown the concept to the Gaslamp Quarter Association and to the San Diego Convention Center. Both groups are supportive of the concept. Additional meetings are being scheduled with the San Diego Tourism Authority, the Downtown Partnership and the San Diego Regional Chamber of Commerce.

Big Outdoor has proposed a revenue split of 50/50 with a minimum annual guarantee of $650,000 and annual increases of 2%. The minimum annual guarantee for 20 years would total approximately $15.8 million. Big Outdoor estimates, however, that it will generate $1 million in revenue for MTS in the first year and $26.8 million over the 20-year contract. Big Outdoor has also proposed to provide MTS with its first payment upon the completion of the structure.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Gaslamp Square Digital Advertising Concept



MTS Executive Committee
May 6, 2021

Gaslamp Square Overview







Comic-Con Activation







BIGOUTDOOR

Gaslamp Square - Initial Concepts




MTS
Next train, 5 pm



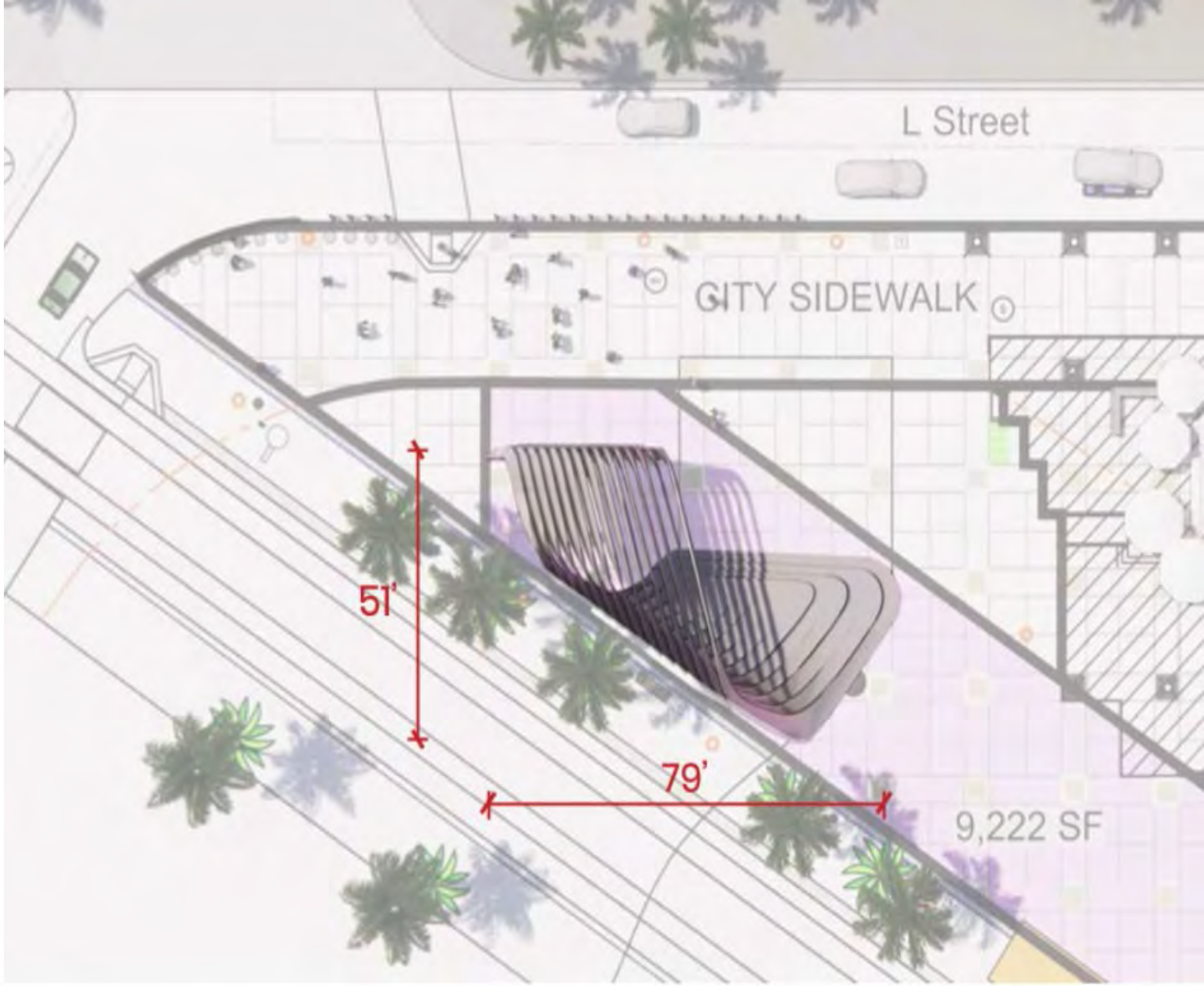



SURFING
SAN DIEGO


SURFING
SAN DIEGO

Design

- Exact location to be determined
- Architecture not finalized
- Approximately 50’ tall
- Will not block historical Gaslamp Quarter sign over Fifth Ave.
- Two monitors approximately 20-feet by 25-feet (500 square feet)
- Monitors visible from Fifth Ave. and from Convention Center



Project Benefits

- Annual Revenue
  - Minimum Annual Guarantee proposal
    - Year One: $650,000
    - 2% annual escalator
    - 20-year revenue of $15.8 million
  - BigOutdoor projects greater revenue
    - 50/50 split
    - $1 million to MTS in Year One
    - 20-year projected revenue of $26.8 million
  - Equal or greater than naming rights partnership

Year	Guaranteed Rent	Estimated Revenue Share
1	$650,000.00	$1,000,000.00
2	$663,000.00	$1,030,000.00
3	$676,260.00	$1,060,900.00
4	$689,785.20	$1,092,727.00
5	$703,580.90	$1,125,508.81
6	$717,652.52	$1,159,274.07
7	$732,005.57	$1,194,052.30
8	$746,645.68	$1,229,873.87
9	$761,578.60	$1,266,770.08
10	$776,810.17	$1,304,773.18
11	$792,346.37	$1,343,916.38
12	$808,193.30	$1,384,233.87
13	$824,357.17	$1,425,760.89
14	$840,844.31	$1,468,533.71
15	$857,661.20	$1,512,589.72
16	$874,814.42	$1,557,967.42
17	$892,310.71	$1,604,706.44
18	$910,156.92	$1,652,847.63
19	$928,360.06	$1,702,433.06
20	$946,927.26	$1,753,506.05
Total	**$15,793,290.37**	**$26,870,374.49**

Project Benefits

- Non-Commerical usage
  - Showcase transit information: Free Ride Days and other special promotions
  - Ability for Gaslamp Quarter and Convention Center to promote activities
  - Ability to post PSAs with other non-profit events
- Activations
  - Include digital assets in the marketing of Gaslamp Square events
  - Provides southern anchor to Gaslamp Square
- Public Benefits
  - Office of Emergency Services, Amber Alerts, public safety messages

Next Steps

- Increase number of stakeholder advocates
  - Positive response from Gaslamp Quarter Assn. and Convention Center
  - Meetings with San Diego Tourism Authority, Downtown Partnership and San Diego Regional Chamber of Commerce
- Enhance architecture
  - Refine design based on input
  - Work to increase sense of place making throughout Gaslamp Square
- Determine location
  - Demonstrate that it won’t block Gaslamp Quarter signage
  - Minimize impact to Gaslamp Square to ensure future activations
- Incorporate Executive Committee input into proposal

Gaslamp Square Digital Advertising Concept



Questions?

IN - MEETING PUBLIC COMMENT

Gretchen Newsom with IBEW 569, provided a live public comment for agenda item #5. Newsom’s statement will be reflected in the minutes.

Metropolitan Transit System

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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 6, 2021

SUBJECT:

POLICY 18 – JOINT DEVELOPMENT PROGRAM STATUS (TIM ALLISON)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

MTS Board Policy 18, "Joint Development Program", was last revised July 2019. The policy is a resource to support and encourage public/private partnership development of the real estate assets owned by MTS and to facilitate increased transit utilization and support environmentally sustainable, high-quality communities balanced with future regional growth.

The policy requires staff to identify and inventory MTS property suitable for joint development. The inventory shall be reviewed by the MTS Board annually, to provide the Board with status of development, property availability, on-going negotiations with potential developers. Attached is an inventory of the MTS property listing including current status of any negotiations, agreements, and construction activities.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Inventory of Joint Development Property

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

JOINT DEVELOPMENT PROPERTY INVENTORY

	Acreage	City	Total Spaces	Bus Bays	Comments
City of San Diego					
Grantville Trolley Station	9.37	San Diego	246	5	Ground lease - Greystar; Disposition and Development Agreement - Affirmed Housing
12th and Imperial Transit Center	2.5	San Diego	0		Available - No Responses to previous RFQ
47th Street	4	San Diego	129		Available - portion of site currently leased for housing
Euclid Avenue	2.51	San Diego	108	12	Available
Palm Avenue	3.96	San Diego	488		Exclusive Negoting Agreement - National Core and Malick Infill
Iris Avenue	2.79	San Diego	231	8	Initial interest - National Core
Beyer Boulevard	1.6	San Diego	166		Exclusive Negoting Agreement - Affirmed Housing
Rancho Bernardo Transit Center	4.7	San Diego	190	11	Exclusive Negoting Agreement - Affirmed Housing
City of El Cajon					
El Cajon Transit Center	7.18	El Cajon	481	8	Available - Pursuing RFQ / RFP in partnership with the City of El Cajon
City of Chula Vista					
E Street	4.15	Chula Vista	295	4	RFQ / RFP in partnership with the City of Chula Vista in process - placed on hold pending legislative update of AB 1486
H Street	3.13	Chula Vista	286	8	Available
Palomar Street	5.01	Chula Vista	310	4	Initial interest - National Core
City of Lemon Grove					
Massachusetts	3.0 +/-	Lemon Grove	250	1	Available
City of National City					
24th Street	3.58	National City	154	2	Initial interest - National Core
City of La Mesa					
70th Street	1.4	La Mesa	129	5	Available
Spring Street	3.91	La Mesa	323	2	Available - City of La Mesa TOD Feasibility Study in process
Amaya	2.18	La Mesa	222		Available - City of La Mesa TOD Feasibility Study in process

Policy 18 – Joint Development Program

San Diego Metropolitan Transit System

May 6, 2021

MTS Board Policy 18

Last policy update – July 2019

- **Development of MTS property shall prioritize transit needs.**
- **Projects are expected to generate value to MTS, through direct/indirect revenues or new transit facilities.**
- **MTS will seek projects that create vibrant, transit-oriented communities that offer a range of housing types, job opportunities, and services centered around public transit facilities.**
  - Highest possible residential density
  - At least 20% low-income/very low-income housing for residential projects
  - Direct connections to transit
  - Meet Greenhouse Gas reduction goals
  - Analyze transit patron parking needs
  - Partnership with local jurisdictions for land use and project approvals
  - Requires Developers to follow specific project construction labor criteria

Morena Vista Development

Opened 2006

- $50 million
- 161-unit residential, 10% affordable housing
- 18,500 square feet retail
- 200 park-and-ride spaces



Smart Corner

- $100 million project
- 19-story, 301-unit residential
- 5-story office
- LRT Station – Relocated
- $6.8 million state/federal funding



Grossmont Trolley Station

- $100 million
- 7 acre parcel
- 527 apartment units – 80 affordable units
- 600 parking spaces



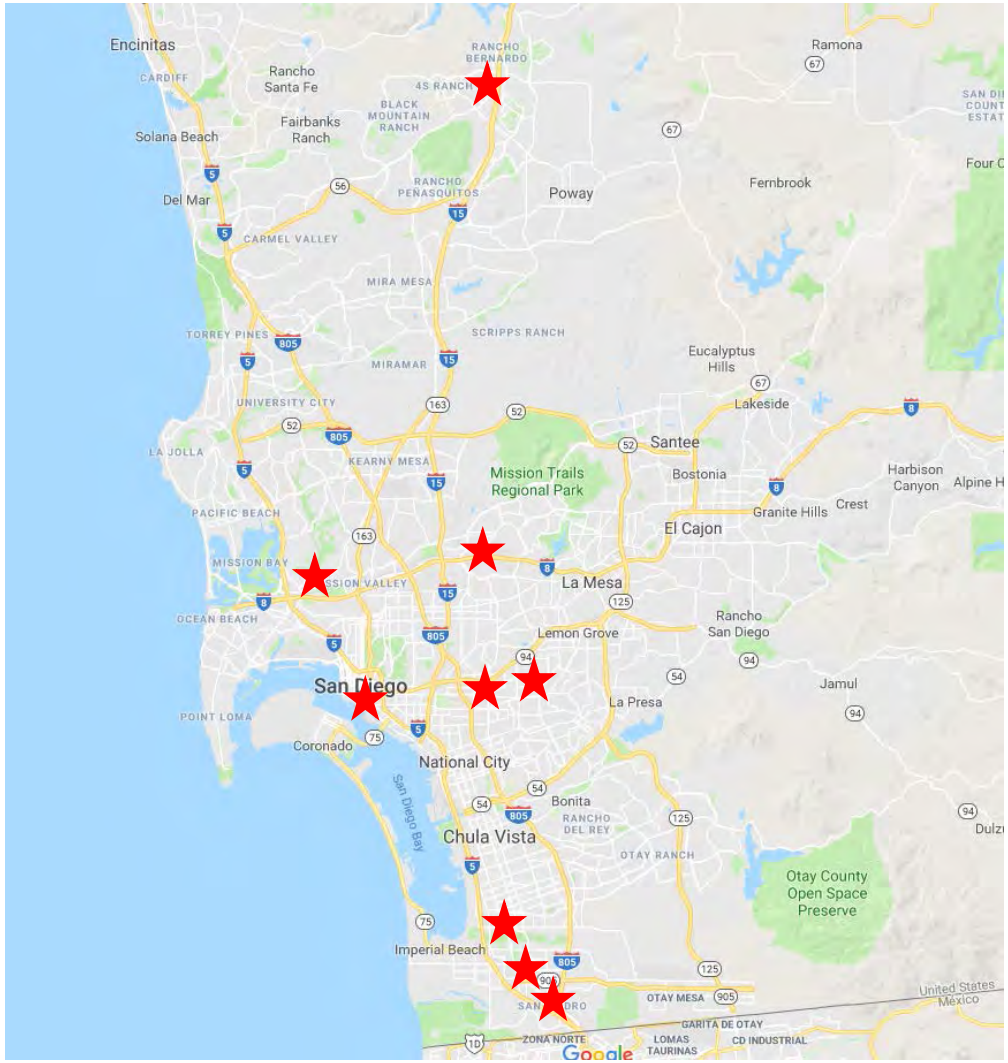
Villa Encantada
Encanto / 62nd Street Station



- 67 affordable workforce housing units
  - 45 2-bedroom
  - 22 3-bedroom
- 3,350 sq. ft. community room & leasing office
- 900 sq. ft. ground floor retail space
- 100 Trolley parking spaces

City of San Diego

- Grantville (9.4 ac)
- Rancho Bernardo (3.7 ac)
- 12th and Imperial (0.9 ac)
- Euclid (2.5 ac)
- 47th Street (4 ac)
- Palm (4.0 ac)
- Iris (2.8 ac)
- Beyer (1.6 ac)
- Riverwalk (13.7 ac)

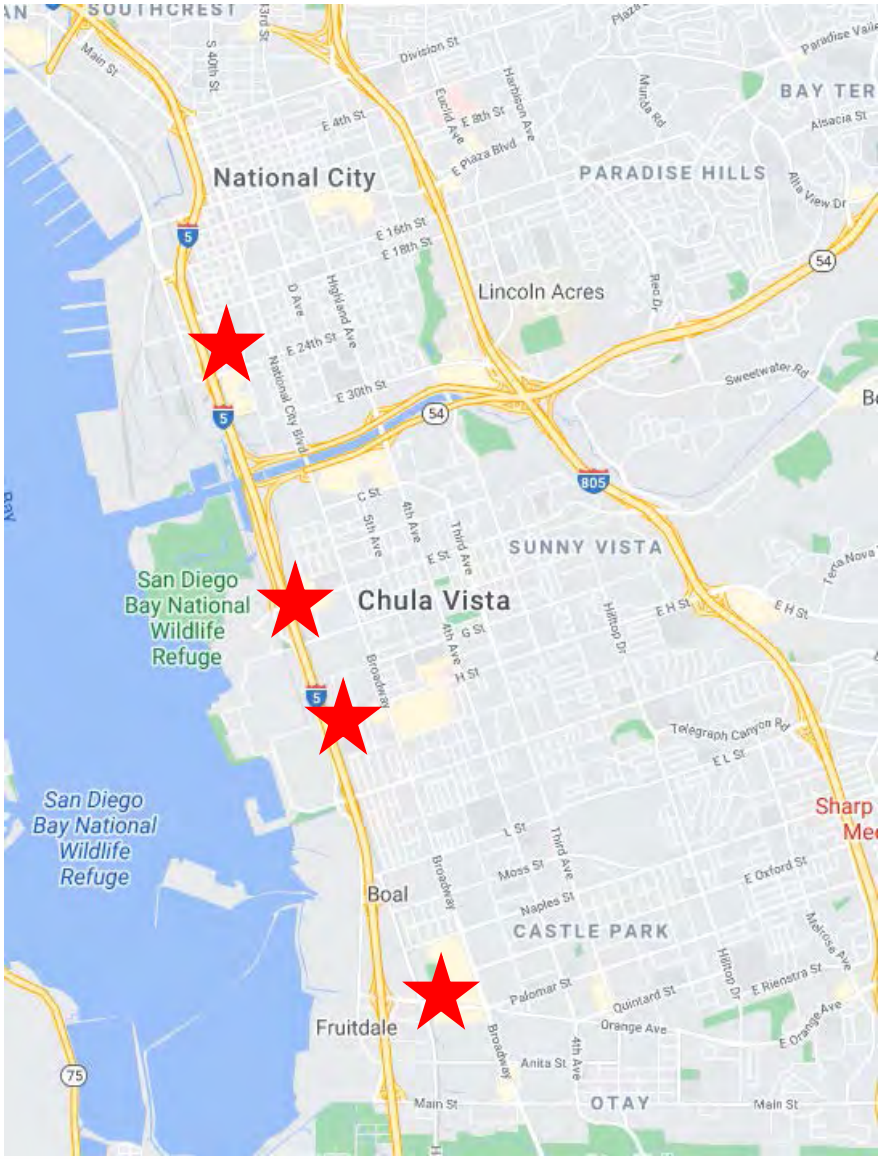


City of National City

- **24th Street (3.6 ac)**

City of Chula Vista

- **E Street (4.1 ac)**
- **H Street (3.1 ac)**
- **Palomar (5.0 ac)**



East County

El Cajon ★
- **El Cajon Transit Center**

La Mesa ★
- **70th Street**
- **Spring Street**
- **Amaya**

Lemon Grove ★
- **Massachusetts**



AB 1486 Noticing and Mandated Negotiations

- Before entering negotiations to dispose of land by lease or sale, MTS must send a “Notice of Availability” of the property to several entities
  - *For housing purposes*
  - *For open space purposes*
  - *For school or school open space purposes*
- Up to 8 month process, or longer
- Review by HCD; severe penalties for violations

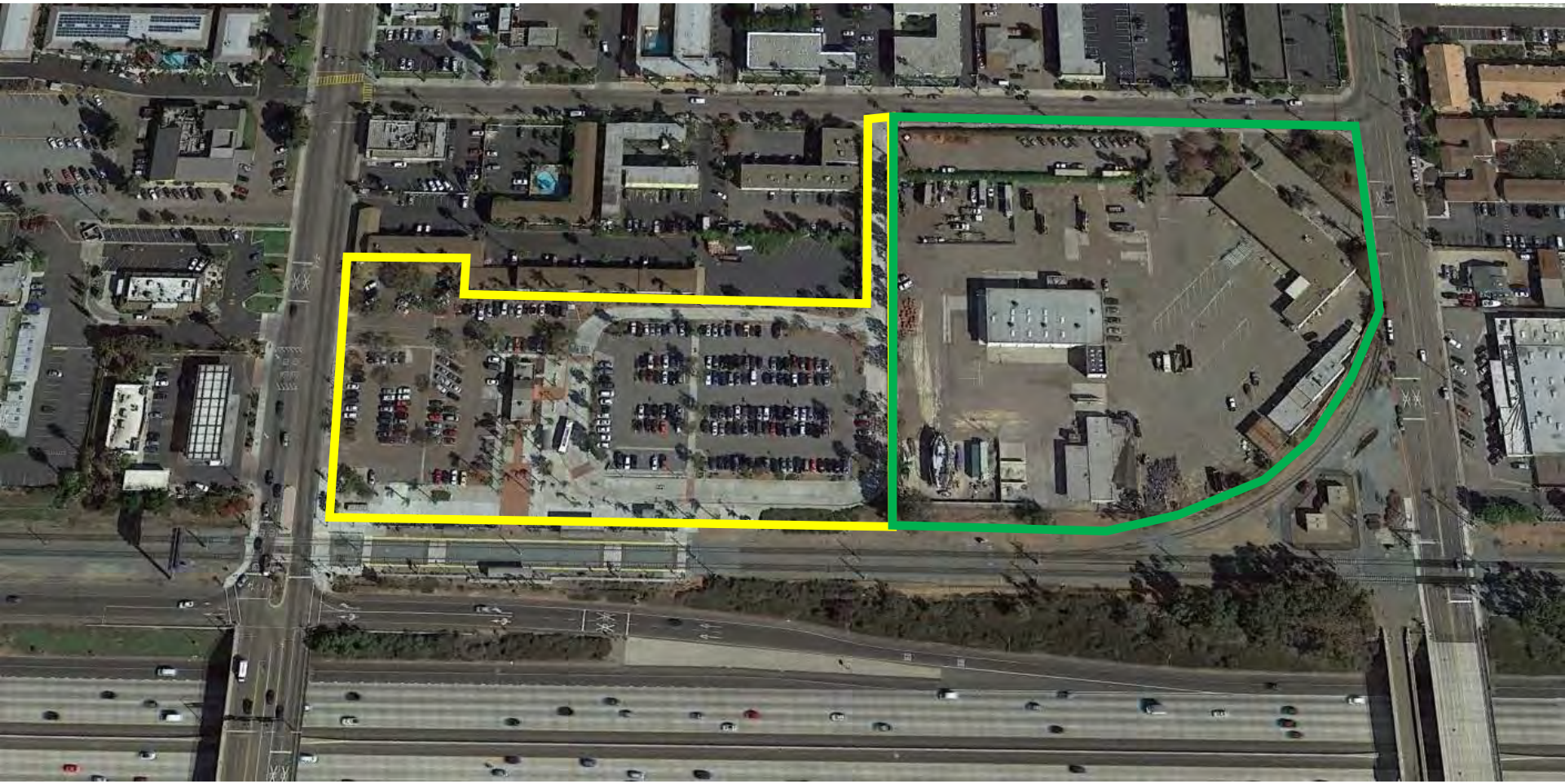
July 2020 Board Action

1. Declare all properties on MTS's potential joint development list as "surplus land"
   - Excluding E and H Street in Chula Vista (to be handled separately)
2. Send out Notices of Availability for all properties on surplus land list
   - Starts 60 day period for AB 1486 notice of interest
   - If NOI is received for property currently under negotiation by MTS, a new process would have to be started

Legislative & Other Fixes

- *Short Term* - SB 51 (Durazo) – *pending*
  - Exclude projects that were in competitive process as of September 30, 2019 (E Street)
- *Long Term*:
  - Seek amendments that except certain MTS projects or otherwise expand local agency discretion
  - Work with cities to adopt Transit Village Plans at and around MTS properties

E Street Trolley Station
City of Chula Vista F Street Yard




View Southwest

City Property

- 707 F Street
- Former Public Works Yard
- 5.98 Acres



MTS Property

- 750 E Street
- E Street Transit Center
- 4.15 acres



Adopted Urban Core Specific Plan

- UC-15 District – allows for mixed-use residential, office, hospitality
- FAR min 4 to max 6
- Minimum building height 45’; Maximum 210’ (4 to 20 stories)

Proximity to Chula Vista Bayfront



Current Site Activity

- MTS and Chula Vista jointly pursuing development

  - MTS and City entered into a reimbursement agreement to equally share consultant services costs.

  - RFQ / RFP processing suspended due to AB 1486 compliance uncertainty.

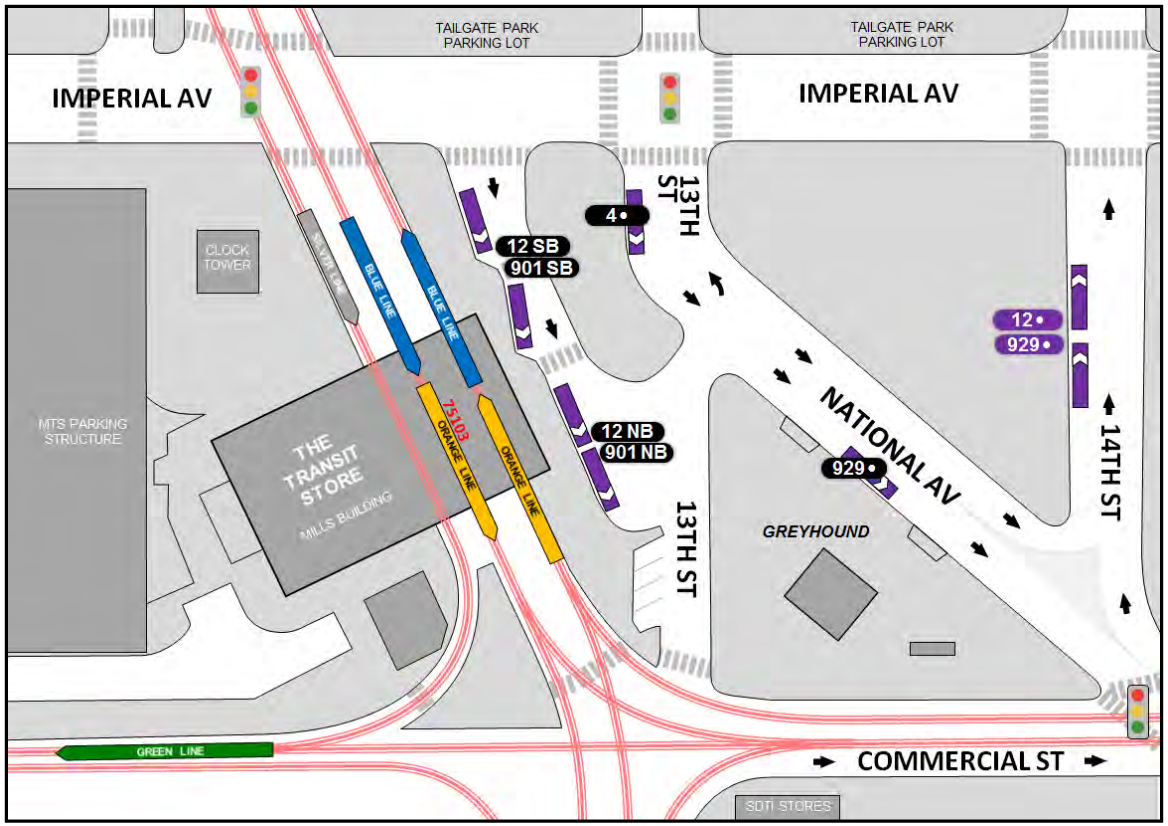
  - MTS is pursuing legislative amendments to allow the developer selection process to continue without losing the work already completed. (SB 51- Durazo)

12th & Imperial Transit Center



12th & Imperial Current Status

- Bus Transit Center served by Routes 4, 12, 901, 929
- **Current demand exceeds center's capacity**
  - Terminals for Routes 4 and 929 are located on-street
  - Buses parking on 14th Street for layover/stand-by
  - Ability to add service constrained by facility size



21

12th & Imperial Area



22

Potential Parcel Consolidation

- Allows larger & more functional transit center and better development options
- No other property owners directly affected; does not need any private property
- Requires City of SD to vacate portions of National Ave., 13th St., Commercial St.



23

SITE AREA AND ZONING CAPACITY

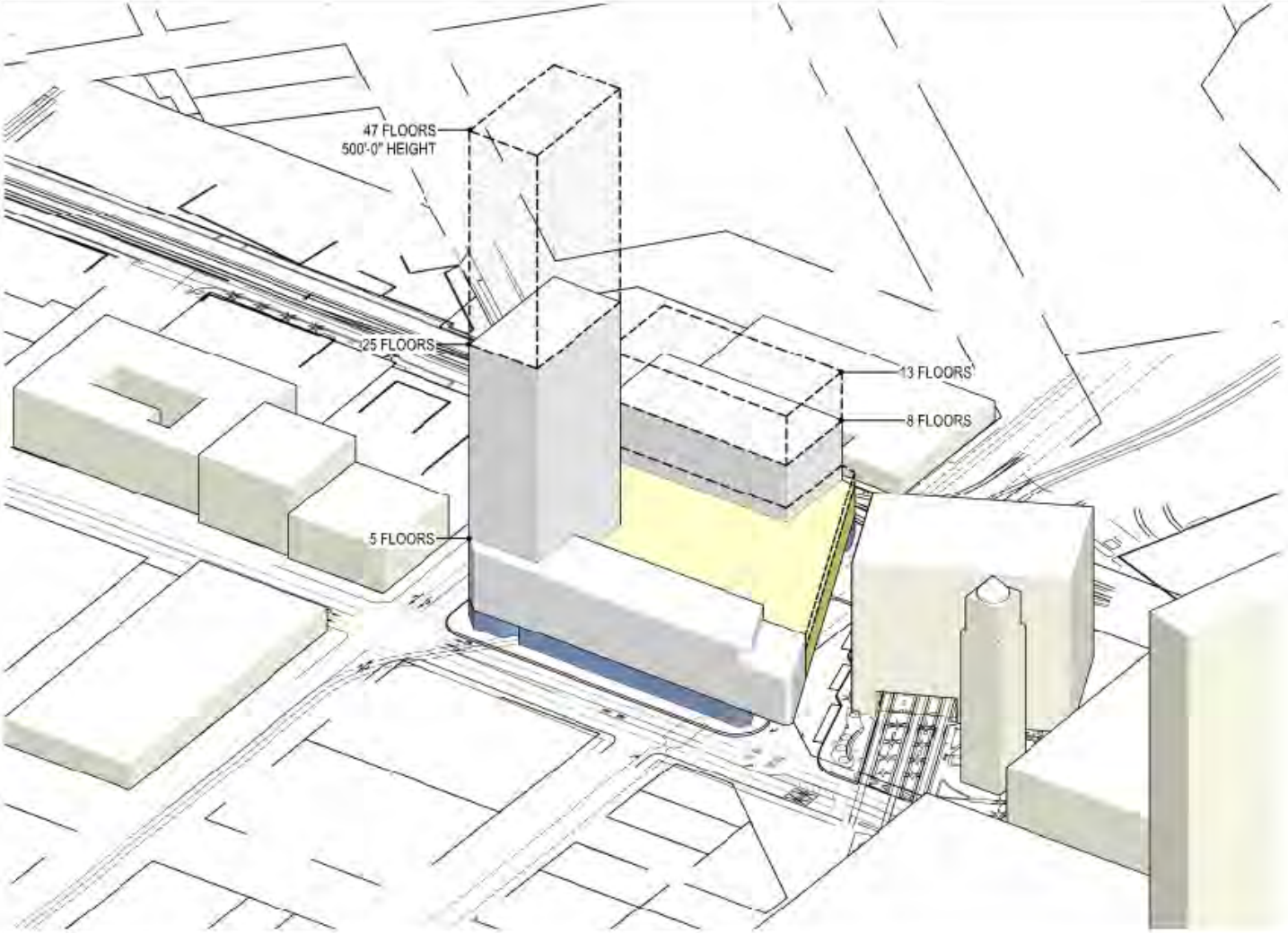


- **Gross Site Area =** 2.46 Acres
- **Wtd. Avg. Base Max FAR =** 4.09
- **Wtd. Avg. Max FAR w/ Bonuses* =** 8.34

*Bonuses may include Affordable Housing Density Bonus, FAR Payment, Urban Open Space, Eco-Roofs, and Green Building.

HIGH INTENSITY SCENARIO – PROJECT DESCRIPTIONS

	OPTION A *(1 Building Footprint)*		OPTION B (2 Building Footprints)	
	Affordable (9% Tax Credits)	***Market-Rate***	***Affordable (4% Tax Credits + AHSC)***	***Market-Rate***
GBA	*143,000 SF*	*749,000 SF*	*146,000 SF*	*746,000 SF*
FAR – Site Area	*8.34*		*8.34*	
Construction Type	*Type I*		*Type I*	*Type I*
Number of Stories	*40 Stories*		*12 Stories*	*40 Stories*
Number of Units	*189 Units*	*773 Units*	*193 Units*	*770 Units*
Parking Spaces	*47 Spaces*	*773 Spaces*	*48 Spaces*	*770 Spaces*



OPTION B - 6.0 FAR / 10.0 FAR

DEVELOPMENT AREA - **85,630 SF / 1.97 ACRE**

PODIUM LINER	70' x 343' @ 4 FLOORS 32 UNITS @ 4 FLOORS
TOWER 1	70' x 128' @ 25 / 47 FLOORS 10 UNITS @ 25 / 47 FLOORS
TOWER 2	85' x 187' @ 8 / 13 FLOORS 18,850 GSF @ 8 / 13 FLOORS

6.0 FAR - **513,780 SF** / 10.0 FAR - **856,300 SF**
6.0 FAR - **300 UNITS** / 10.0 FAR - **500 UNITS**

	6.0 FAR / 10.0 FAR
LEVEL 1	53,140 SF
LEVELS 2 - 3	85,080 SF
LEVEL 4	45,810 / 85,080 SF
LEVEL 5	42,694 SF
LEVELS 6-8	26,700 SF
LEVELS 9-13	8,970 / 26,700 SF
LEVELS 14-21	8,970 SF
LEVELS 22-41	0 / 8,970 SF
TOTAL	508,514 / 833,774 SF

Kimley-Horn & Associates, Inc.

2270453901

OPTION B - MASSING
SDMTS National Avenue TOD
12/21/18

26

Current Site Activity

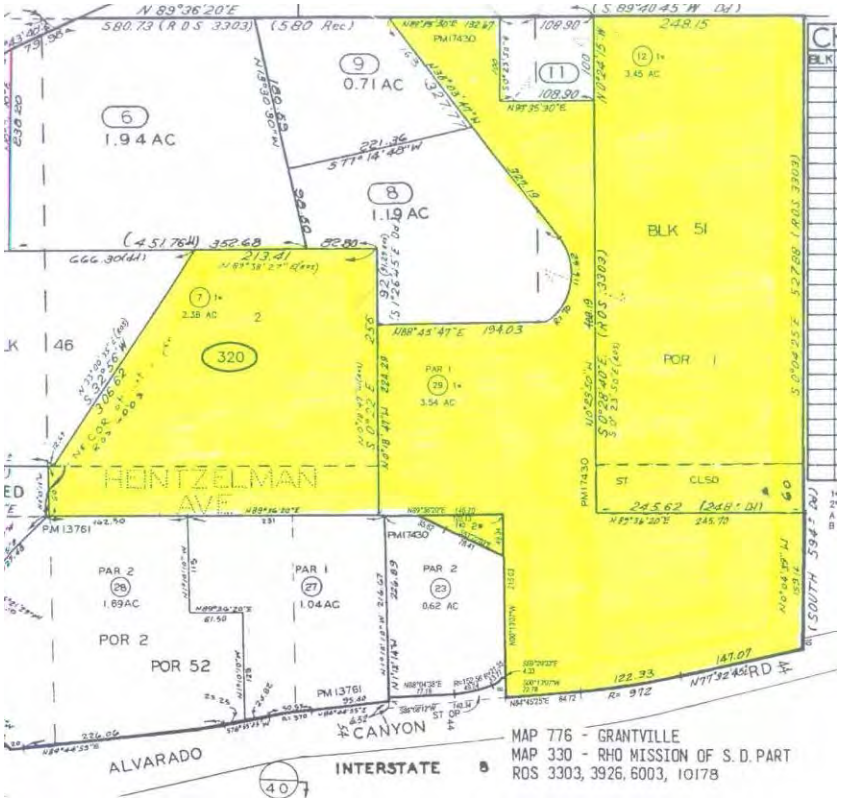
- Board directed staff to pursue a solicitation for joint development

- Staff developed and advertised a Request for Qualifications (RFQ)
  - No proposals were submitted
  - Canvasing – various reasons given for not proposing on the project

- Staff pursuing street vacations with the City

Grantville Trolley Station

- City of San Diego
- 9.4 acres
- 246 Total Parking Spaces plus overflow lots
- 5 Bus Bays



5915 and 5927 Mission Gorge Road



Development Approval - June 2019

Greystar – Market Rate Housing Project

- Ground Lease executed – April 2021
- Ground breaking in early April
- Expected opening – Fall 2023
- 245 units; 5 units affordable - over 700 individuals
- Project cost - $106 million

Affirmed Housing – 100% affordable housing

- Up to 156 units with a minimum of 325 residents
- Received State TOD Grant
  - $1.4M for Trolley Station Improvements
- Ground Lease execution – ~Oct/Nov 2021


GREYSTAR™
union™
Grantville
Be Safe
Have Fun





Perspective

May 6, 2019

PREPARED FOR
Greystar
444 S. Cedros Ave
Solana Beach, CA 92075

AFFIRMED HOUSING

GRANTVILLE STATION HOUSING

4470 & 4574 ALVARADO CANYON RD., SAN DIEGO, CA 92120

STUDIO E ARCHITECTS

VAN TILBURG, BANVARD & SODERBERGH, AIA

Current Site Activity

- Continuing work with Affirmed Housing – project financing and site final design processing

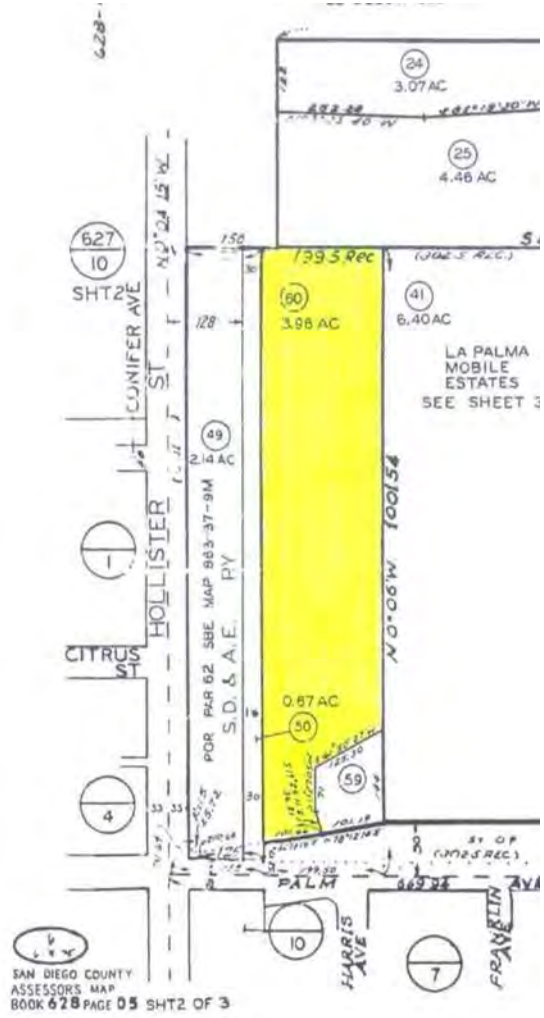
- Greystar to begin construction with MTS staff support

Palm Avenue Station

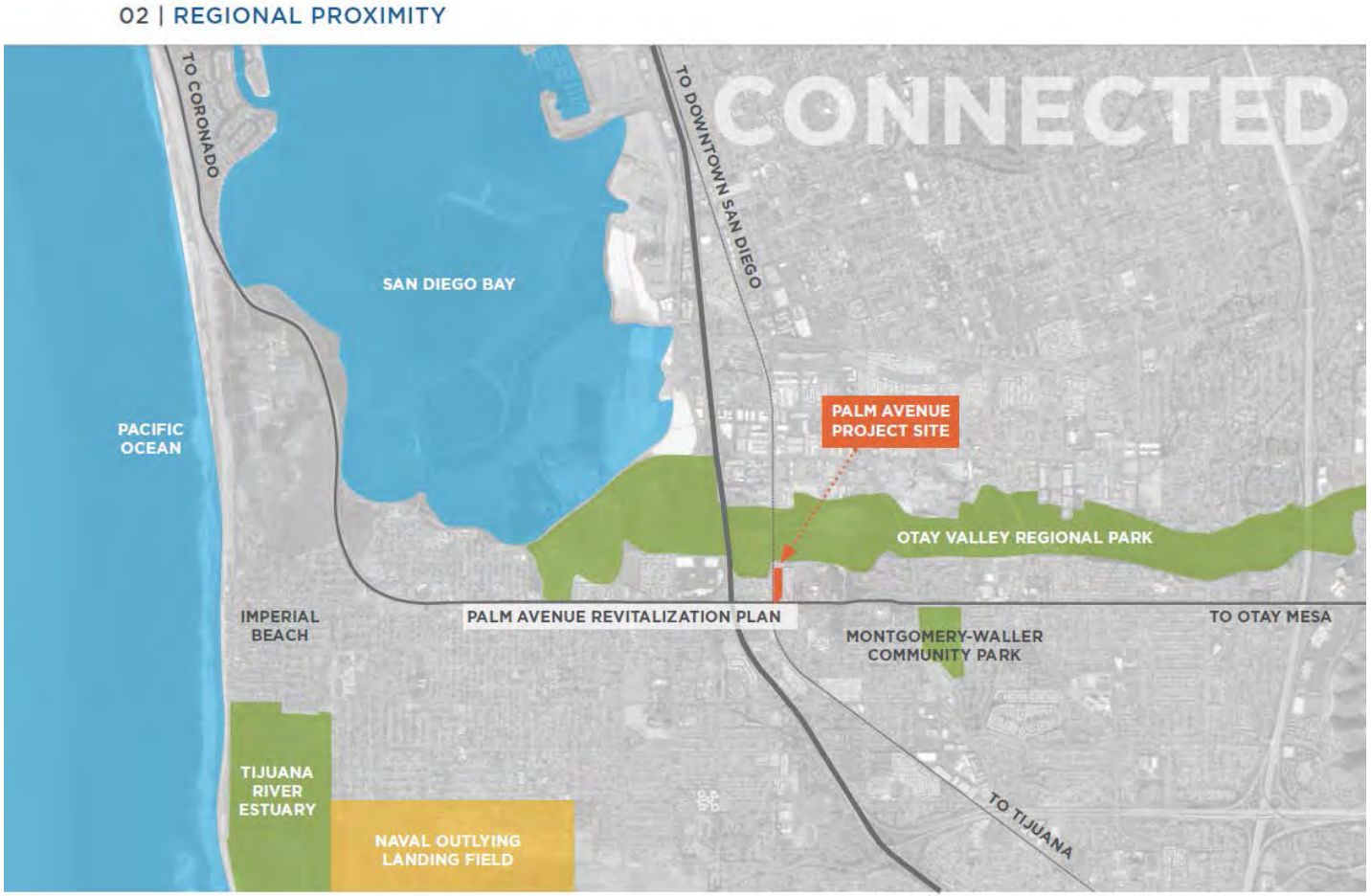


Palm Avenue Station

- City of San Diego
- 3.96 Acres
- 488 Total Parking Spaces
- Bus Stops on Adjacent Streets
- SDTI Storage Yard
- Commercial Mixed Use Zoning
  - Palm City neighborhood



Regional Proximity



Exclusive Negotiation Agreement

August 2019

National CORE

- 501(c)(3) non-profit community developer
- Specializing in high-quality affordable housing
- 26 years of experience
- Extensive track record collaborating with public and private sectors
- Developed, own, and property manage 9,500 units

Malick Infill Corporation

- San Diego based development firm focused on urban infill properties
- Expertise in multi-family and mixed-use projects
- Mixed income focus
- Andrew Malick – 20 years of experience in real estate development
- Currently developing 3 TOD projects in San Diego – 365 units

Current Project Proposal



PALM CITY NEIGHBORHOOD CENTER | 02.15.2020

MALICK STUDIO E

Current Site Activity

- Continuing work with project development team - project financing and site final design processing

- Next milestone: Disposition and Development Agreement
  - Est. September 2021

Beyer Boulevard Trolley Station and Rancho Bernardo Transit Center

Affirmed Housing Proposal

- San Diego based affordable housing developer
- Established in 1990, developed over 50 communities with over 4,000 affordable units
- Currently under contract to build affordable housing at the Grantville Trolley Station

Beyer Boulevard Trolley Station



- 1.6 acres, 137 parking spaces
- Current short term parking lease to San Ysidro Health
- CC-3-6 Community Commercial / Residential Permitted up to 44 du / acre - San Ysidro Historic Village
- UC San Diego Blue Line with local bus route connections

Development Proposal

- 100% affordable development
- 100 Units in a single building built over one level of parking
- 75 residential parking spaces
- 60 replacement spaces
- 79 du/acre – over current zoning. State law allows increased density for affordable residential development built around transit



Project Rendering





Rancho Bernardo Transit Station

- Bus Transit Center located in west Rancho Bernardo – total of 4.7 acres with 190 parking spaces
- Site split in two parcels: northwest parcel has parking and the bus transit center; south parcel contains only transit parking
- Also serves as a regional park-n-ride for car pools with direct access to I-15 HOV lanes
- CV-1-2 / RM-2-5 allowing for commercial and residential uses up to 29 units per acre

Development Proposal

- 100% affordable project built only on the south parcel; northwest parcel not a part
- 100 Units in a single building built over one level of parking
- 75 residential parking spaces; no transit replacement parking proposed
- South parcel 2.6 acres equating to 38 du / acre



Project Renderings



Current Site Activity

- Continuing work with project development team - project financing and site design

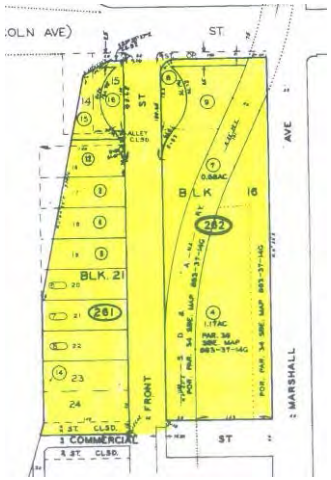
- Update the Board as projects progresses

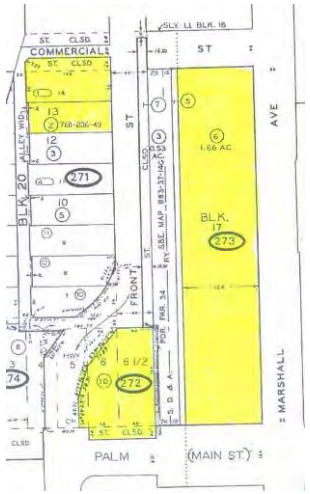
El Cajon Transit Center



El Cajon Transit Center

- City of El Cajon
- 7.2 Acres
- 481 Total Parking Spaces
- 8 Bus Bays
- Site Notes:
  - Convenience Store
  - Greyhound
  - Mossy Nissan Lease
  - Adjoining property on Front Street – leased

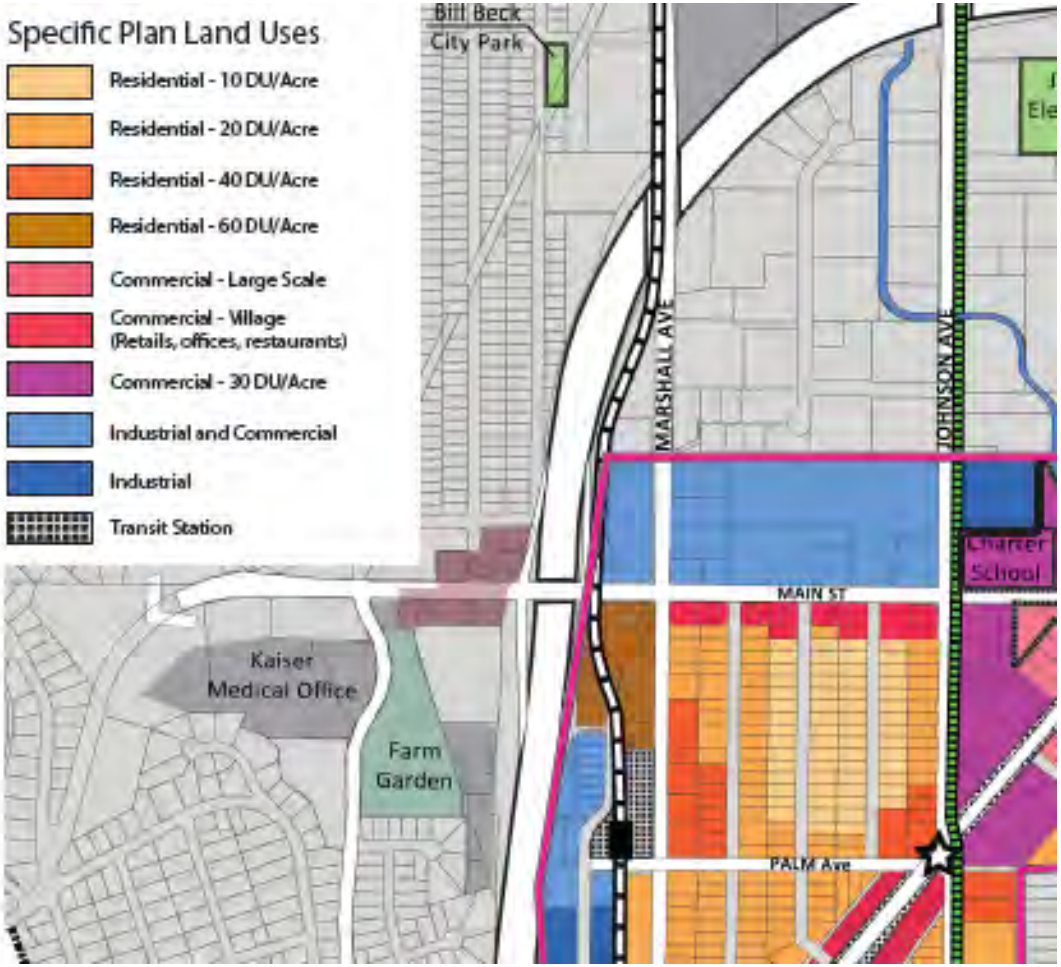




Memorandum of Understanding

- ***City of El Cajon received a $400,000 SANDAG planning grant for updating the station area land use and mobility plan. Completed in May, 2018***
- ***MOU to establish roles and responsibilities between MTS and El Cajon to develop a mixed use project at the station.***
- ***MTS commitment – up to $50,000 for consultant fees and provide staff support.***

Transit District Specific Plan



Rejected Unsolicited Proposal

El Cajon Transit - Affordable Housing Development



Current Site Activity

- Continuing work with the City of El Cajon and Keyser Marston and Associates

- Update the Board as project progresses

City of La Mesa TOD Feasibility Study

- Grant – TOD Feasibility at Spring Street Station and Amaya Drive Station
- Study led by AECOM with input from City, MTS, SANDAG, Caltrans (*to be completed 2022*)
- Study includes:
    - Background and Existing Conditions
    - Community Engagement
    - Parking Access
    - Financial Feasibility
    - Affordable Housing Analysis
    - Site and Massing Studies

Spring Street Station



Amaya Drive Station

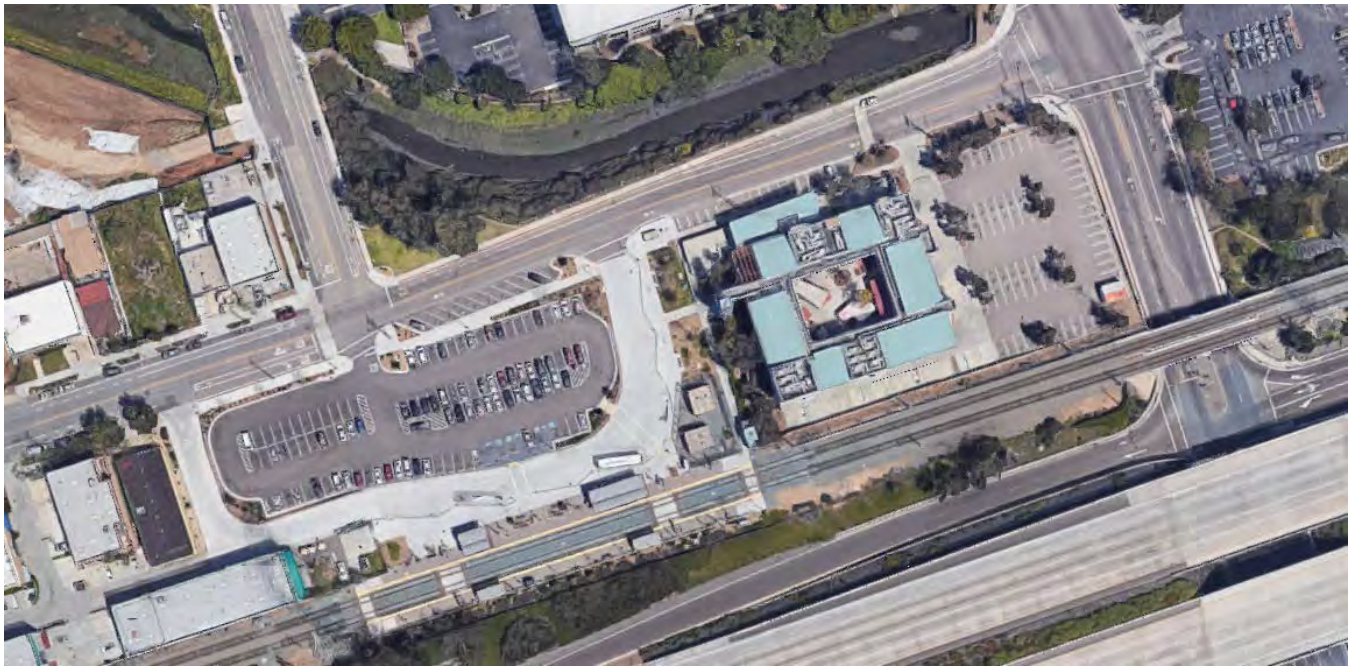


Other Project Site Efforts

- As a result of AB 1486 Surplus Land Noticing - additional developer interest:
  - 24th Street Trolley Station
  - Palomar Trolley Station

- Property of Interest:
  - H Street Trolley Station
    - Chevron Soil Remediation obligation expires 2025

24th Street Trolley Station



Palomar Trolley Station



H Street Trolley Station



Proximity to Chula Vista Bayfront



Riverwalk Property
Levi – Cushman / Hines Development





Property Line

MHPA Line

RIVERWALK - MHPA OVERLAY



Hines
4747 Executive Drive, Suite 410
San Diego, CA 92121
T 858.435.4000
www.hines.com

MVE
1900 Main Street, Suite 600
Irvine, CA 92614
T 949.809.3588
www.mve-architects.com

ILLUSTRATIVE SITE CONCEPT

MIR SUBMITTAL
RIVERWALK
09.26.2017
A1

Current Site Activity

- Riverwalk Developer to Construct New Trolley Station
  - Station Agreement re:
    - new trolley station design,
    - construction,
    - ownership,
    - transit access,
    - real estate transactions, and
    - excess land access.
  - Board action anticipated June 2021

- MTS Site TOD Project to follow Riverwalk Project

Mid-Coast – Clairmont Drive Trolley Station







2019 Current Design (PROTEA)

150 SANDAG Parking Spaces

156 Residential Units

- 16 Affordable Units (50% AMI)
- 140 Market Rate Units

40,000 SF Commercial

- Office
- Restaurant/Retail/Fitness
- Market

Shared Parking Agreement

- Developer obligated to provide 150 exclusive transit parking spaces.
- Developer requested to use some of the transit spaces on a shared basis.
- MTS negotiated Shared Parking Agreement
  - allows development to share some of transit parking during off peak hours
  - accommodates special event restrictions
  - reserves MTS right to modify or terminate agreement

Questions?

Metropolitan Transit System

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
EXECUTIVE COMMITTEE

May 6, 2021

SUBJECT:

REPORT ON ACTIVITIES RELATED TO COVID-19 (SHARON COONEY)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

On March 19, 2020, the Governor's Executive Order directed all Californians to stay home except to go to an essential job or to shop for essential needs. On June 15, 2021, California will fully reopen its economy across the state if:

- There is enough vaccine supply for Californians 16 years and older to be vaccinated; and
- Hospitalizations rates remain stable and low, especially among fully vaccinated Californians.

Staff will provide the Committee with a report on actions taken throughout the year to sustain safe operations, and to prepare for further re-opening.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

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Report on Activities Related to COVID-19

MTS Executive Committee

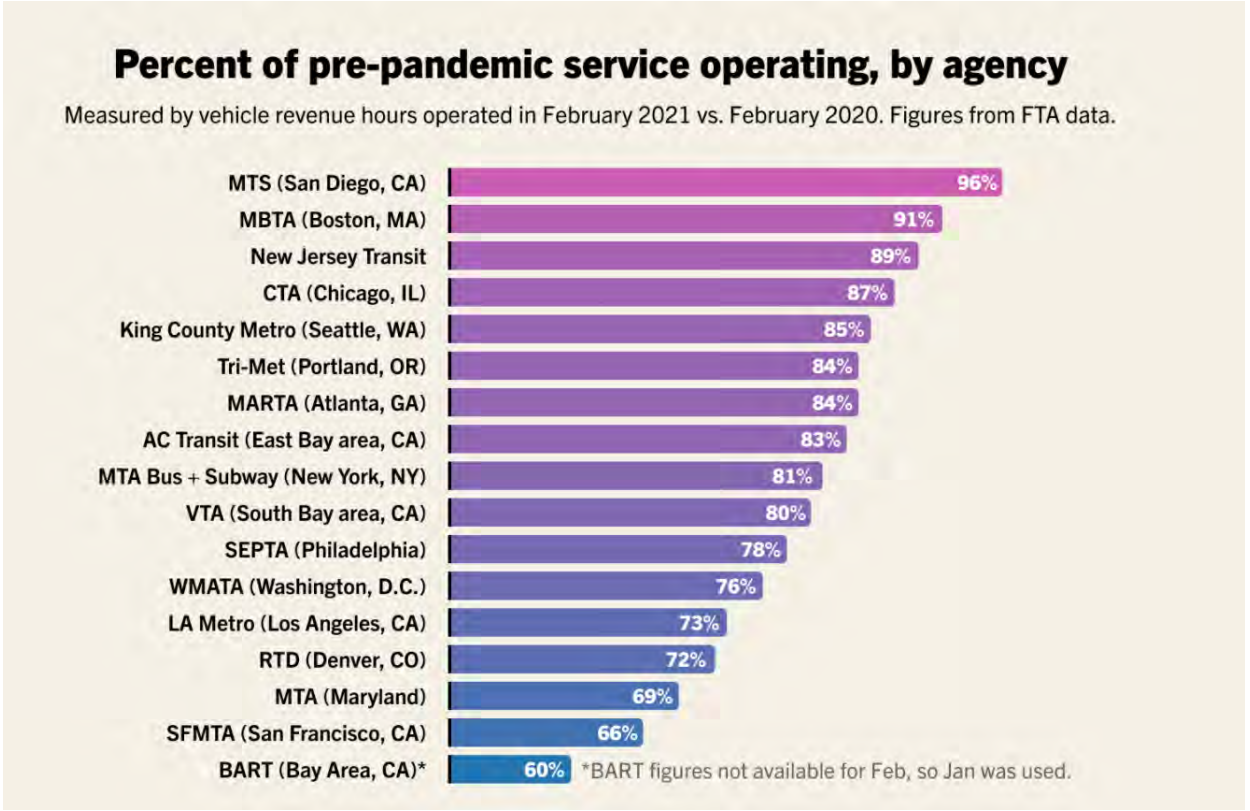
May 6, 2021

COVID Response

- Passenger Safety / Confidence
  - Service / Social Distancing
  - Cleaning
  - Outreach
- Employee Safety / Confidence
  - Workplace Improvements
  - Temperature Checks
  - COVID tests & vaccinations
  - Communication
  - Other efforts

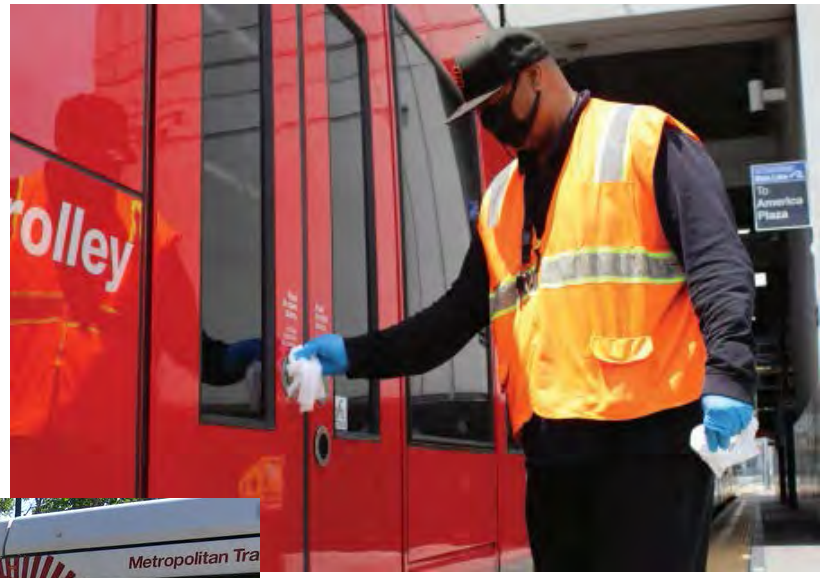
Passenger Safety / Confidence

- Service Provision
  - April 2020 service change
    - Bus reduction of 25%
    - Trolley reduction of 10%
    - Expanded use of articulated buses, and all Trolleys were three-car consists
  - June 2020 service change
    - Bus service restored to 95% of pre-COVID
    - Trolley service restored to 98% of pre-COVID
    - Continued use of artics and three-car Trolley consists
- Advantages
  - Despite lower revenues, continued high service levels allowed passengers to continue to social distance
  - Kept confidence in reliability of system
  - Provided service to essential workers

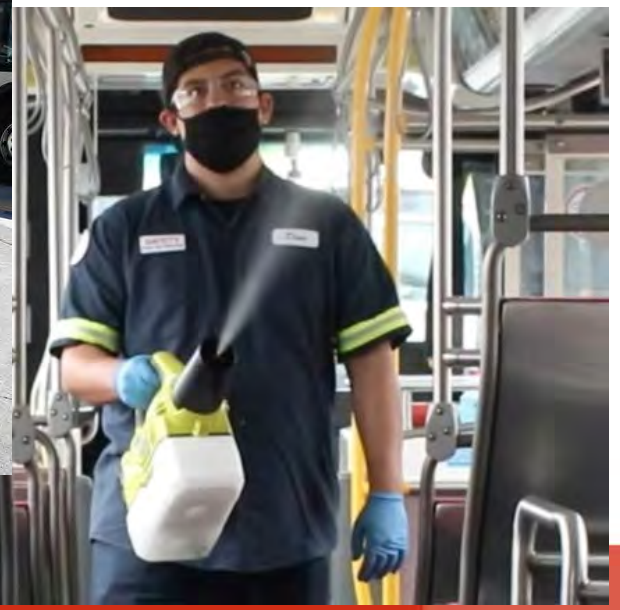


Passenger Safety / Confidence

- Cleaning
  - Increased cleaning frequency of both buses and Trolleys
  - “Fogging” on buses
  - Bus HVAC filters changed twice as frequently as recommendations
  - Mid-route disinfection of Trolley door buttons
  - Increased cleaning at Trolley stations
  - Handwashing Stations







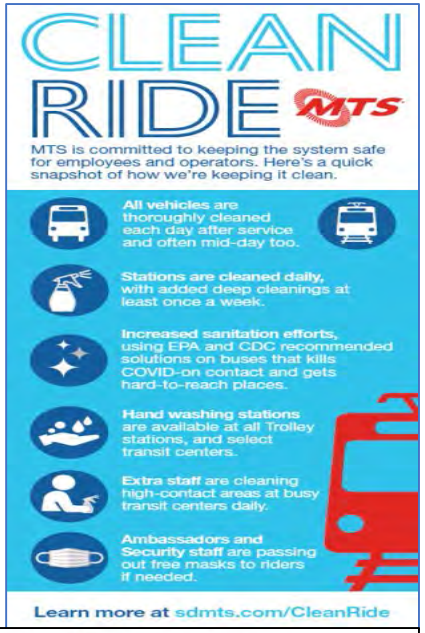
Passenger Safety / Confidence

- Clean Ride Campaign
  - Dedicated web page, including video documenting cleaning procedures and other COVID efforts
  - Signage at Stations and on vehicles
  - Audio announcements and headsigns indicating face coverings required
  - Extensive media coverage

Total No. of News Stories	Local Ad Value	Local Viewership
46	$87,944.25	1,063,096

- Free COVID testing at seven Trolley stations, in cooperation with Broadwell Clinics
- Free rides to COVID vaccinations



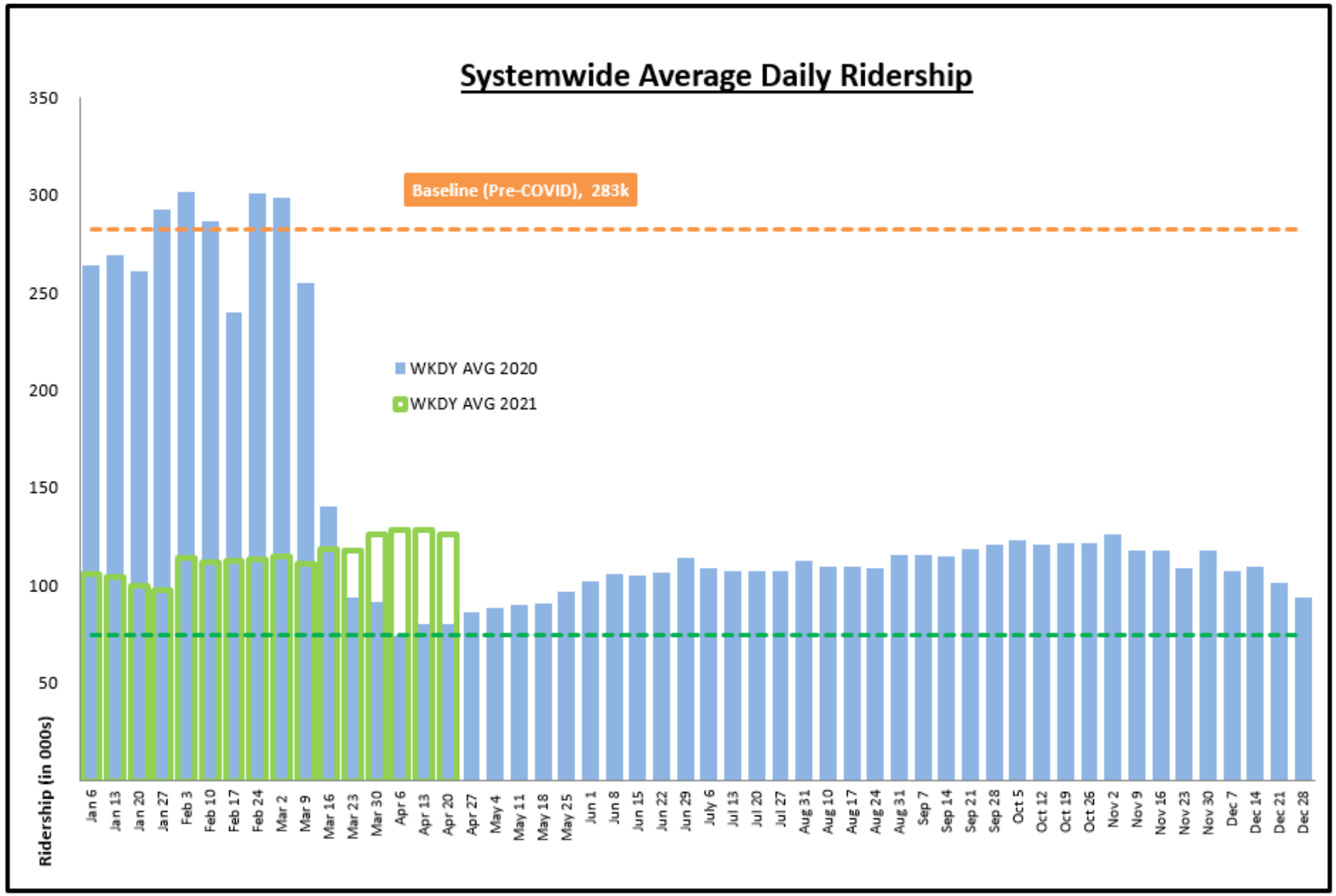






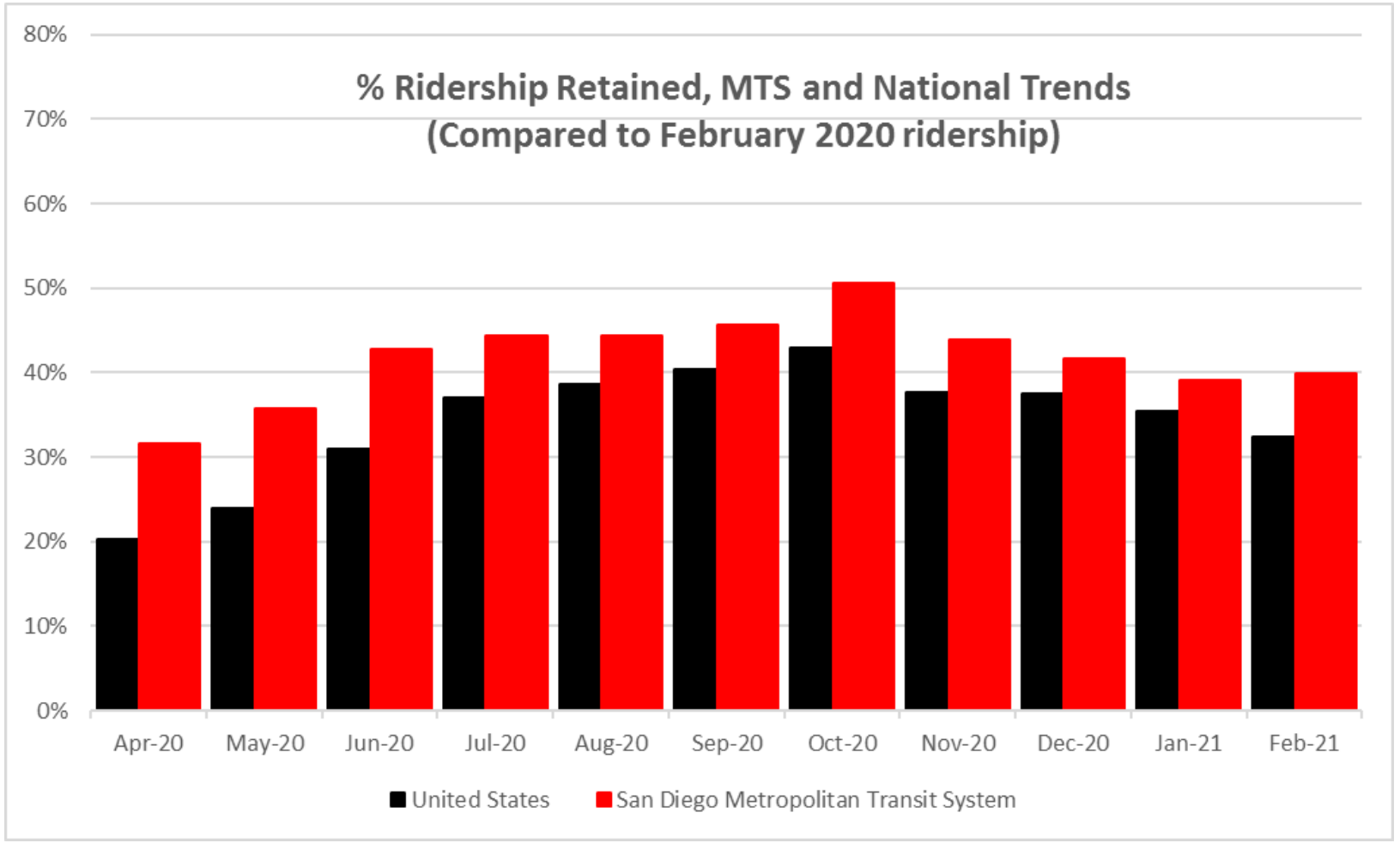
Results

- Ridership
  - Initial drop of 74% *(from 283k to 74k)*
  - Gradually increased to 128k
    - Up 73% from initial drop
    - Overall, down 55%
      - Bus (-57%) down more than Trolley (-50%) due to loss of school trips



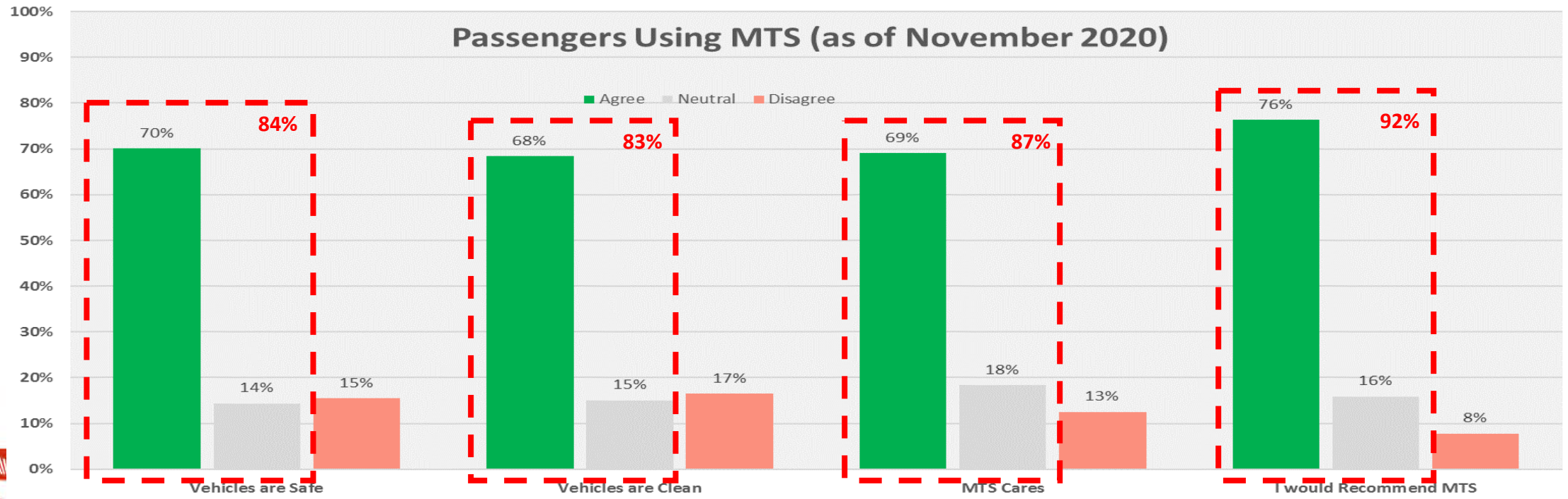
Results

- Ridership
  - Initial drop of 74% *(from 283k to 74k)*
  - Gradually increased to 128k
    - Up 73% from initial drop
    - Overall, down 55%
      - Bus (-57%) down more than Trolley (-50%) due to loss of school trips
  - MTS ridership retention higher than national average
  - Trolley has highest rider retention of any light rail system in country
    - Bus (-57%) down more than Trolley (-50%) due to loss of school trips



Results

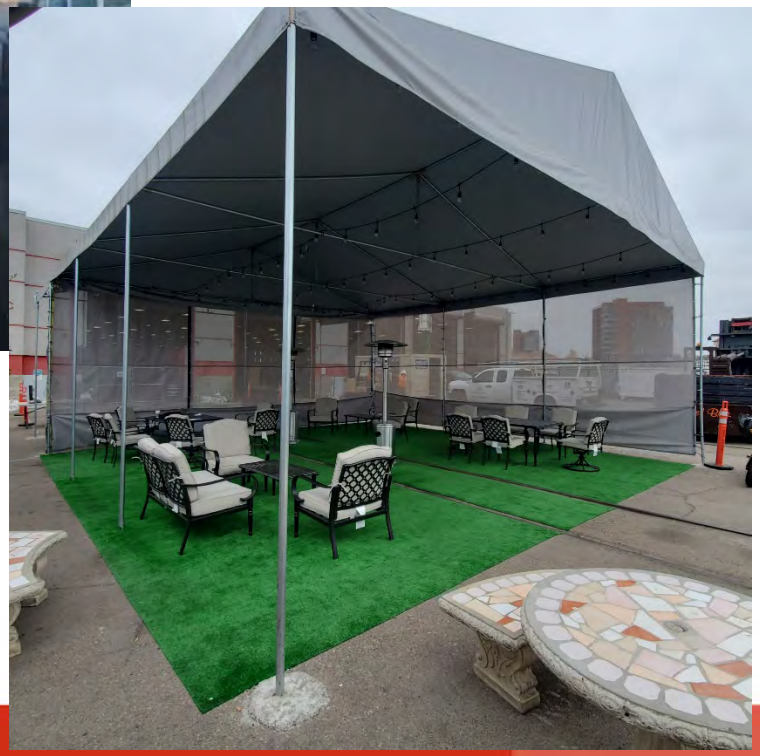
- Passenger confidence
  - Reliability has increased
    - Bus 83.7% on-time in February 2020 to 91.8% current
    - Trolley 95.5% on-time in February 2020 to 97.3% current
    - Trolley has been accident-free since December (the longest accident-free stretch in system history)
    - Bus has improved accident rate by 28% in last 12 months.
  - Passenger Survey (Fall 2020)



Employee Safety / Confidence

- Workplace Environment
  - Maintained compliance with constantly changing regulations/best practices
    - FFCRA Leave, Supplemental Paid Sick Leave, CDC, Cal-OHSA and County HHSA guidance
  - Remote work for administrative employees
  - All buses equipped with germ barrier in two months (by in-house staff)
  - All front-line employees provided with face coverings, hand sanitizer, bleach, and gloves.
  - Improvements to facilities
    - Trolley operator lounge
    - Bus facility access
  - DETECT Study
    - In cooperation with Scripps Research, provided free Fitbits to employees to monitor detection of COVID and other illnesses
  - $1,000 appreciation bonus to all in-house and contract employees





Employee Safety / Confidence

- Temperature Checks
  - One of few known US transit agencies to complete daily temperature checks of all employees. Started April 2020.

- COVID Tests & Vaccinations
  - COVID testing provided to all employees as of January 19, 2021.
    - 3,024 tests administered to date
    - 17 positive (0.6%)
  - Vaccinations provided free to front-line employees beginning March 21, 2021
    - 800 vaccines provided to date
  - Only agency in California to do both.

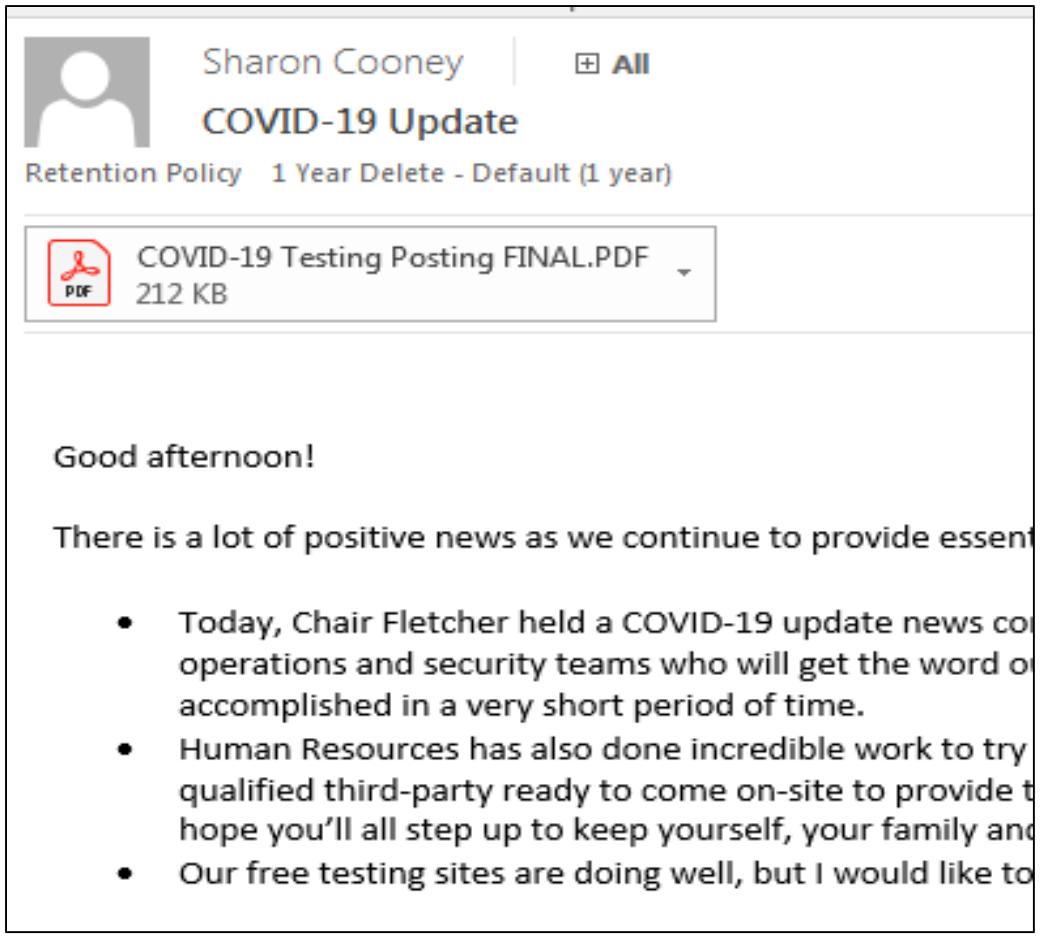




Employee Safety / Confidence

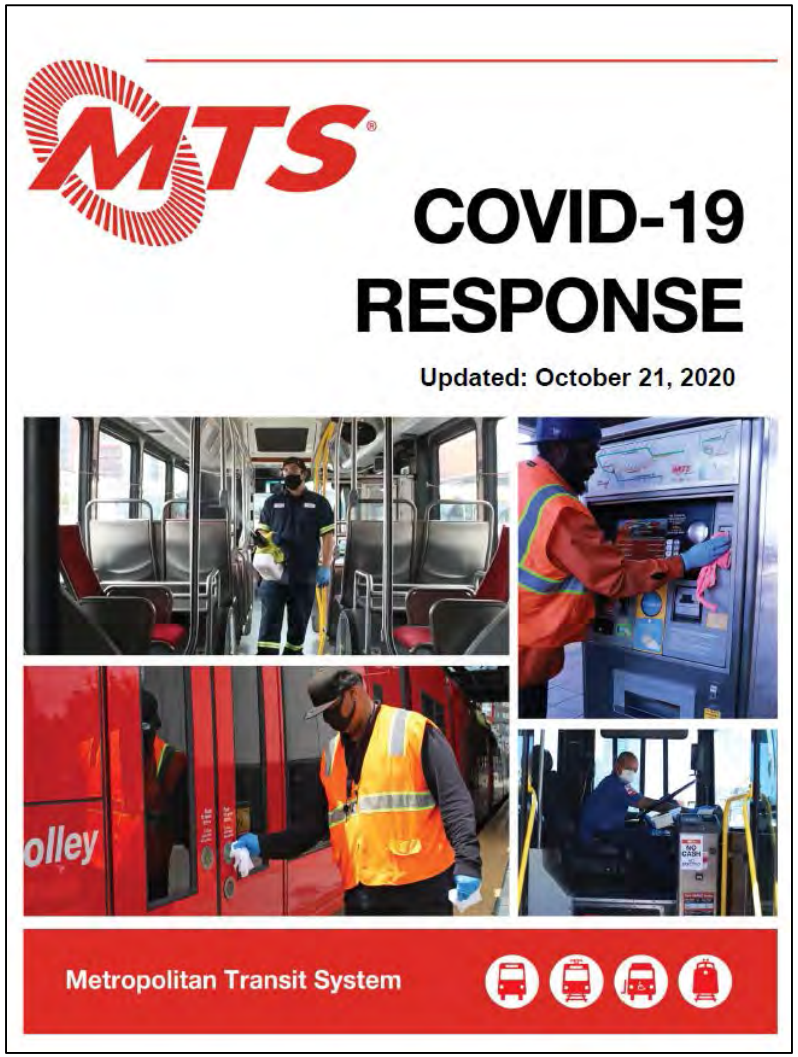
- Employee Communication
  - CEO Updates to all employees
  - Text message alerts
  - Dedicated department-specific pages on Intranet
  - Unions expressed high regard of our communication plan and efforts to protect front-line employees





Employee Safety / Confidence

- Other Efforts
  - Innovation Committee
  - COVID-19 Best Practices
  - Pandemic Response Plan in Development
  - National efforts
    - CEO participated in international symposium regarding COVID response and ridership retention strategies
    - Staff presented at FTA COVID-19 Recovery Listening Session
    - Participated in weekly APTA calls for bus/rail COVID-related issues
    - GOAL Light Rail Benchmarking Group provided context for global COVID response
    - Participated in a statewide task force for COVID response, weekly meetings



Results

- Employees
  - Roughly 14% of MTS employees/contractors tested positive for COVID.
    - Compared to 8% rate in County.
    - Contract tracing revealed infection occurred away from work
  - Three deaths as a result of COVID
  - No documented instances of workplace COVID transmission; one workers' compensation claim

Results

- “Remarkable how your agency manages to be a leader across the board as issues arise. COVID has just been another example. Communications, on-site testing and now vaccinations at the agency have again set the bar high.”
  - - Darren Gilbert, Manager of Rail Transit Safety Branch, CPUC

Next Steps

- Economy re-opening June 15, 2021
- From survey, top three amenities passengers are looking for:
  - App to see how full a bus or Trolley is
    - Expected launch in summer 2021
  - More handwashing/hand sanitizer dispensers
    - Originally placed at all Trolley stations; placed additional at key bus stations
  - Ability to report cleanliness through an app
    - Currently available on web site and within Compass Cloud app
- Survey ridership to determine current ridership demographics and trip purposes
- Employees
  - Return to office on June 1
  - Continue to monitor latest health guidelines and adjust policies and practices as needed
  - Continue employee outreach program
  - Continue COVID testing
- Despite challenges with COVID, key projects continue on schedule
  - Pronto
  - Mid-Coast

Metropolitan Transit System

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DRAFT

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

9:00 a.m.

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed under 'Additional Materials' at the following link: https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings

		ACTION RECOMMENDED
1.	Roll Call	
2.	Approval of Minutes - March 4, 2021	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

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

CONSENT ITEMS

6. Title VI Triennial Program Update Submittal — Approve
Action would adopt Resolution No. 21-6 approving the Title VI Program, including the plans, notices, records, maps, and data that demonstrate MTS's compliance with requirements of Title VI of the Civil Rights Act of 1964 (Title VI), for submittal to the Federal Transit Administration (FTA).

7. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2021 Federal Transit Administration (FTA) Section 5311 – Formula Funding — Approve
Action would approve Resolution No. 21-7 authorizing the use of and application for $207,000 of FFY 2021 Section 5311 funds for operating assistance in rural areas.

8. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2021 Federal Transit Administration (FTA) Intercity Bus Program 5311(f) – Competitive Funding — Approve
Action would approve Resolution No. 21-8 authorizing the use of and application for $300,000 of FFY 2021 Section 5311 (f) – competitive funding for operating assistance in non-urbanized areas.

9. Heliox Technology, Inc (Heliox) Fast Dc 180 kW High Powered Electric Chargers (HPC) Chargers – Sole Source Award — Approve
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Heliox for eight (8) Fast DC 180 kW Electric Chargers, and twenty-four (24) overhead inverted pantographs through a sole source procurement in the amount of $1,275,595.50.

10. Investment Report – Quarter Ending March 31, 2021 — Informational

11. Las Chollas Bridge Repair – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute PWL334.0-21, with Blue Pacific Engineering and Construction, for the Las Chollas Bridge Repair in the amount of $623,100.00 plus 20% contingency.

12. On-Call Electrical Repair Services – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG330.0-21, with ACM Artistic Neon, Inc., dba ACM Lighting Services (ACM) for on-call electrical repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of $227,414.04.

13. Copley Park Division (CPD) Maintenance Shop Flooring Rehabilitation – Work Order Agreement — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-19 under Job Order Contract (JOC) to MTS Doc. No. PWG275.0-19, with ABC Construction Co., Inc. (ABC), in the amount of $131,013.55 for the rehabilitation to the maintenance shop flooring at the CPD.

14. Portable Toilet Services – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2452.0-21 with United Site Services of California, Inc., for portable toilet services, for three (3) base years with two (2) option years, for a total of five (5) years effective July 1, 2021, at a cost of $840,462.29.

15. Pest Control Services – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2454.0-21, with Pestmaster Services, L.P., for pest control services totaling $277,865.24 for five (5) years effective June 8, 2021.

16. Bus Subcomponents – Contract Awards — Approve
Action would authorize the Chief Executive Officer (CEO): 1) Execute MTS Doc. No. B0731.0-21, with Mohawk Manufacturing & Supply (Mohawk), in the amount of $166,134.17 plus 20% contingency for the provision of bus brake and planetary kits, and air brake parts for a five-year term; and 2) Execute MTS Doc. No. B0732.0-21, with Vehicle Maintenance Program [a Women's Business Enterprise (WBE)], in the amount of $118,811.83 plus 20% contingency for the provision of and disc brake parts for a five-year contract term.

17. Payment Card Industry Data Security Standards (PCI-DSS) Professional Consulting Services – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2444.0-21, with CampusGuard LLC, for the PCI-DSS Professional Consultancy Services for a three (3) year base term with two (2) one-year options in the amount of $684,000.00.

18. Communication Equipment Heating Ventilation Air Conditioning (HVAC) Maintenance Services – Amendment — Approve
Action would: 1) Ratify Amendments 1-3, 5 and 6 (4 was not used) under MTS Doc. No. PWG225.0-17 with Comfort Mechanical for a total of $98,919.00; and 2) Authorize the Chief Executive Officer (CEO) to exercise Amendment 7, inclusive of option years 3 and 4, and increase the number of locations for the additional Mid-Coast stations under MTS Doc. No. PWG225.7-17 with Comfort Mechanical for a total of $98,948.50.

CLOSED SESSION

24.

NOTICED PUBLIC HEARINGS

25. Proposed Fiscal Year (FY) 2022 Operating Budget (Mike Thompson) — Approve
Action would: 1) Hold a public hearing, receive testimony, and review and comment on the FY 2022 budget information presented in this report; and 2) Enact Resolution No. 21-5 adopting the FY 2022 operating budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and the Coronado Ferry.

DISCUSSION ITEMS

30.

REPORT ITEMS

45. Informational

OTHER ITEMS

60. Chair Report Informational

61. Chief Executive Officer's Report Informational

62. Board Member Communications Informational

63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: June 17, 2021.

65. Adjournment

Metropolitan Transit System

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REVISED

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for Executive Committee Review Date: 05/06/2021

SUBJECT:

TITLE VI TRIENNIAL PROGRAM UPDATE SUBMITTAL

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 21-6 approving the Title VI Program, including the plans, notices, records, maps, and data that demonstrate MTS's compliance with requirements of Title VI of the Civil Rights Act of 1964 (Title VI), for submittal to the Federal Transit Administration (FTA).

Budget Impact

None for this action. Various elements of the Title VI Program have costs for maintaining compliance.

DISCUSSION:

The FTA is responsible for ensuring that recipients of federal transit funds comply with Title VI, which states that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The MTS Board of Directors is presented with data and information related to Title VI compliance on a regular basis, including during regular performance monitoring reports, major service changes, updates to MTS Board Policy 42, and other policy and plan updates. Additionally, the public's rights under Title VI are posted throughout our system, including in our facilities and on notices posted on board buses and trolleys.

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

A significant component of Title VI compliance is the production and submittal of a Title VI Program, which must be submitted to the FTA every three years. To comply with this requirement, FTA requires its recipients to submit a program that:

- Ensures that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promotes full and fair participation in public transportation decision-making without regard to race, color, or national origin; and
- Ensures meaningful access to transit-related programs and activities by persons with limited English proficiency.

MTS provides information and documentation of their Title VI activities to SANDAG, which compiles and produces a Title VI Program submittal. In accordance with FTA guidelines in FTA Circular 4702.1B, the Title VI Program includes (but is not limited to) MTS's:

- Title VI notice to the public
- Title VI complaint procedures and instructions to the public
- Title VI complaint form
- List of transit-related Title VI complaints, investigations, and lawsuits
- Public Participation Plan and a summary of outreach efforts made since the last Title VI Program submission
- Language Assistance Plan
- Table depicting the racial breakdown of MTS's non-elected boards and committees
- Evidence of the Board of Director's review and approval of the Title VI Program
- System wide service standards and policies
- Demographic and Service Profile Maps and Charts
- Demographic Ridership and Travel Patterns, collected by surveys
- Description of the public engagement process used for determining the major service change, disparate impact, and disproportionate burden policies
- Results of service equity analyses conducted since the last Title VI Program submission and evidence of the Board's awareness and approval of the equity analysis
- Additional information as specified Circular FTA C 4702.1B.

The following elements of the attached 2021 Draft Triennial Title VI Program Update will be finalized prior to submittal to the FTA:

- Figures 2-7, 2-8, 2-13, 2-14, 2-20, and 2-21 with the most current updates on transit amenities.
- A signed letter from SANDAG Executive Director Hasan Ikhrata upon approval from the MTS Board of Directors,
- Appendix G will be finalized with the resolution from the MTS Board of Directors.

Following Board approval, MTS will submit the Title VI Program to the FTA by June 1, 2021. Upon FTA approval, the new program will take effect on August 1, 2021 and be valid for three years. Throughout the next program period, staff will continue to provide updates on Title VI during on-going service monitoring reports, major changes, and any new FTA-required adjustments to policies and procedures.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Resolution No. 21-6
B. Draft 2021 Triennial Title VI Program Update

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 21-6

Resolution Approving the San Diego Metropolitan Transit System's Triennial Title VI Program and its Submittal to the Federal Transit Administration

WHEREAS, Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal funding; and

WHEREAS, the Federal Transit Administration (FTA) provided guidance to and set requirements for transit agencies' Title VI compliance by issuing FTA Circular 4702.1B on October 1, 2012; and

WHEREAS, FTA Circular 4702.1B details the elements required in San Diego Metropolitan Transit System (MTS') Title VI Program, required to be submitted to the FTA every three years; and

WHEREAS, FTA Circular 4702.1B requires that the Title VI Program be approved by the MTS Board of Directors; and

WHEREAS, MTS' current Title VI Program expires July 31, 2021; and

WHEREAS, FTA Circular 4702.1B requires that the Title VI Program contain certain elements, including but not limited to the following MTS documents:

1. Title VI notice to the public
2. Title VI complaint procedures
3. Title VI complaint form
4. List of transit-related Title VI complaints, investigations, and lawsuits
5. Public Participation Plan
6. Language Assistance Plan
7. Table depicting the racial breakdown of MTS' non-elected boards and committees
8. Evidence of the Board of Director's review and approval of the Title VI Program
9. System wide service standards and policies
10. Demographic and service profile maps and charts
11. Demographic ridership and travel patterns, collected by surveys
12. Description of the public engagement process used for determining the major service change, disparate impact, and disproportionate burden policies
13. Results of service equity analyses conducted since the last Title VI Program submission and evidence of the Board of Director's awareness and approval of the equity analysis; and

WHEREAS, MTS Staff, in conjunction with the San Diego Association of Governments (SANDAG) staff, has developed a Title VI Program (provided to the MTS Board of Directors as an attachment to the May 13, 2021 Board agenda item) that contains the above listed elements and shows MTS' compliance with Title VI, for Board consideration and approval.

NOW, THEREFORE, BE IT RESOLVED, that the MTS Board of Directors does hereby adopt the MTS Title VI Program; and

BE IT FURTHER RESOLVED, that the MTS Board of Directors authorizes the Chief Executive Officer, or a designee, to:

1. Provide evidence of the Board ‘s consideration and approval of the final MTS Title VI Program to the FTA;
2. Submit the final MTS Title VI Program to the FTA; and
3. Take any other steps necessary to give effect to the Resolution, including responding to any follow-up inquiries from the FTA.

PASSED AND ADOPTED, by the Board of Directors this 13th day of May 2021, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

_____
Chairperson
San Diego Metropolitan Transit System

Filed by:

_____
Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

_____
Office of the General Counsel
San Diego Metropolitan Transit System

Resolution 20-6

TITLE VI
TRIENNIAL PROGRAM UPDATE FOR METROPOLITAN TRANSIT SYSTEM

JUNE 1, 2018 – MAY 31, 2021

JUNE 2021

SANDAG

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LETTER PLACEHOLDER

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CHAPTER I

GENERAL REQUIREMENTS AND GUIDELINES

CHAPTER I

GENERAL REQUIREMENTS AND GUIDELINES

OVERVIEW

The Federal Transit Administration (FTA) requires that all transit operators who receive federal funds conduct assessments of Title VI of the Civil Rights Act of 1964 in order to demonstrate nondiscrimination of services and facilities for minority communities. In San Diego County, this responsibility is held by two transit agencies: the San Diego Metropolitan Transit System (MTS) and the North County Transit District (NCTD).

More than ten years ago, the San Diego Association of Governments (SANDAG) entered into a Master Memorandum of Understanding (MOU) with MTS and took contractual responsibility for conducting the triennial Title VI Program Update on behalf of the agency. More information regarding the MOU is included in Chapter II. This update for FY 2021 is consistent with the Title VI Circular entitled "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (October 1, 2012, FTA C 4702.1B, hereinafter referred to as the "Circular") as required, and covers the period of June 1, 2018, to May 31, 2021.

Operational planning, along with the responsibility to evaluate major service changes under Title VI, is managed by MTS. SANDAG is responsible for the Title VI evaluation of transit fare changes that affect the Comprehensive Fare Ordinance pursuant to the MOU between the parties. A summary of SANDAG responsibilities under Title VI is included in the SANDAG Triennial Program Update prepared separately from this document. The next Triennial Program Update for SANDAG is due on October 1, 2021.

REQUIRED COMPONENTS OF THE PROGRAM UPDATE

Two chapters of the Circular include instructions for the completion of the Title VI Program Update as they apply to MTS. The following required components in this chapter are consistent with Chapter III of the Circular, while Chapter II of this update is consistent with the reporting requirements specified in Chapter IV of the Circular.

GENERAL REQUIREMENTS

The following requirements are imposed on all FTA recipients and subrecipients to ensure that their programs, policies, and activities comply with the Department of Transportation (DOT) Title VI regulations.

TITLE VI NOTICE TO THE PUBLIC, INCLUDING A LIST OF LOCATIONS POSTED

The annual Title VI Certification and Assurances were provided to the FTA via an update in the FTA's Transit Award Management System. The MTS certifications and assurances were updated on January 15, 2021.

MTS's Notice to the Public is posted on its website at sdmts.com/about-mts/title-vi-policy. This webpage also contains links to Title VI Complaint Forms in English, Spanish, Vietnamese, Russian, Khmer, Laotian, Korean, Japanese, Arabic, Persian, Chinese, Tagalog, Assyrian, and Chaldean. Additionally, while not a Title VI requirement, MTS has included a Google Translate pull-down menu on the website which can be used to translate the Title VI Policy, as well as the rest of the website, into more than 90 different languages with the click of a button.

Additional copies of the policy, in both English and Spanish, are located in the lobbies of the MTS and San Diego Transit administrative offices, at the Transit Store, in the MTS Rider's Guide, in all Take One notices (which are published at least three times per year and posted on all vehicles), and posted onboard all MTS Access vehicles.

A copy of the MTS Notice to the Public and screen shots of the Title VI Policy as posted on MTS's website are included in Appendix A.

TITLE VI COMPLAINT PROCEDURE

MTS Policies and Procedures No. 48 (Policy 48) details the procedure for handling all alleged transit service Title VI discrimination complaints on the basis of race, color, or national origin. Both Policy 48 and the MTS website notify complainants of their right to file a Title VI complaint with the U.S. DOT at the address below:

United States Department of Transportation
Federal Transit Administration
Office of Civil Rights
Attention: Complaint Team
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, D.C. 20590

A copy of Policy 48 is included in Appendix B.

TITLE VI COMPLAINT FORM

MTS has developed specific forms for the use of submitting a Title VI complaint. These forms are available in Arabic, Assyrian, Chaldean, Chinese, English, Japanese, Khmer, Korean, Laotian, Persian, Russian, Spanish, Tagalog, and Vietnamese. Copies of the complaint forms in these languages can be found in Appendix C, as well as on the MTS website at the following link:

https://www.sdmts.com/about-mts/title-vi-policy

TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

MTS has one open lawsuit and its resolution is pending. All other Title VI investigations, complaints, claims, or lawsuits are closed. A copy of the MTS complaint log showing the findings of all complaints, the action taken, and the status of the complaints from June 1, 2018, to May 31, 2021, is included in Appendix D.

PUBLIC PARTICIPATION PLAN

MTS updated its most recent Public Participation Plan on March 3, 2021. The MTS Public Participation Plan outlines the process for communicating with and obtaining input from the public concerning agency programs, projects, planning, services, and funding. A copy of the MTS Public Participation Plan is included in Appendix E. The MTS Public Participation Plan also includes a summary of all outreach efforts in its Appendix, which can be found on pages E15 to E20 of this document.

LANGUAGE ASSISTANCE PLAN

MTS's Language Assistance Plan (LAP) was most recently updated in 2019. This effort included a four-factor analysis that determined the number or proportion of persons with Limited English Proficiency (LEP) who were eligible or likely to be encountered by the transit service (Table 1-1); the frequency with which LEP individuals came into contact with the transit service; the nature and importance of the program, activity, or service provided by the recipient to people's lives; the resources available to the recipients; and costs.

A copy of the revised MTS LAP is included in Appendix F. Table 1 of the LAP, included on page F-7, illustrates the LEP populations in MTS's jurisdiction by language (of languages with at least 1,000 speakers in the service area). The table is replicated here for convenience:

Table 1-1 LEP Speakers by Language in MTS Jurisdiction

	LEP Population	Percentage of All LEP Speakers	Percentage of Total Population (Age 5+)
Spanish	114,295	68.54	5.08
Vietnamese	12,276	7.36	0.55
Tagalog	6,303	3.78	0.28
Arabic	5,091	3.05	0.23
Chinese	4, 633	2.78	0.21
Korean	2,855	1.71	0.13
Chaldean Neo-Aramaic	1,989	1.19	0.09
Russian	1,695	1.02	0.08
Filipino	1,675	1.00	0.07
Assyrian Neo-Aramaic	1,591	0.95	0.07
Mandarin	1,504	0.90	0.07
Lao	1,347	0.81	0.06
Farsi	1,301	0.78	0.06
Japanese	1,181	0.71	0.05
Cantonese	1,024	0.61	0.05

Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Public Use Microdata Sample (PUMS) 2013-2017

In reviewing the frequency with which LEP populations come in contact with MTS services, as identified in Factor 2, MTS established that Spanish-speaking LEP persons utilize MTS services and contact the agency with sufficient frequency and coverage to warrant provision of all vital documents in both English and Spanish. The second-largest group of the LEP population speaks Vietnamese, though the Vietnamese-speaking LEP population is almost 90 percent smaller than the Spanish-speaking LEP population as a percentage of the total MTS service area. The third-largest group, representing 0.28 percent of the MTS service area population,

speaks Tagalog. Spanish, Vietnamese, and Tagalog are the three languages with over 0.25 percent of the LEP population and over 6,000 speakers.

MTS conducted interviews with front-line, administrative, and call center staff and noted that the vast majority of interactions with LEP populations has been with Spanish-speaking individuals. Contact with speakers of other languages occurred with a lower frequency.

MTS's Four-Factor Analysis identified 15 languages that meet the thresholds set in the Safe Harbor provision of FTA Circular 4702.1B: Spanish, Vietnamese, Tagalog, Arabic, Chinese, Korean, Chaldean Neo-Aramaic, Russian, Filipino, Assyrian Neo-Aramaic, Mandarin, Lao, Farsi, Japanese and Cantonese. Spanish is the predominant language spoken by those of limited English proficiency in the MTS service area, at 5.08 percent of the population. The other 14 languages met the Safe Harbor threshold of over 1,000 speakers, but all represented substantially less than 1 percent of the MTS service area population. The following vital documents are translated in all Safe Harbor LEP Languages: Title VI Notice and Complaint Process; Title VI Complaint Form; and Notice of availability for language assistance, translations, and interpretative services. In addition, other vital documents and planning/outreach materials will be translated in any Safe Harbor LEP Language upon request.

In addition to MTS vital documents, most MTS public information documents, such as fare information, fare payment instructions and system maps and timetables, Title VI documents, Notices of Public Hearings, and Take Ones/Rider Alerts (examples included in Appendix F), are published and presented to the public in both English and Spanish. Information and warning signs posted along the Trolley lines and at bus stops also are available to both English- and Spanish-speaking populations. The Transit Store and the MTS Information and Trip Planning Department provide information on all MTS transit services and are staffed by employees who are bilingual in both English and Spanish. Bilingual personnel also are available at all major community events.

MINORITY REPRESENTATION ON PLANNING AND ADVISORY BOARDS

FTA recipients that have transit-related, non-elected planning boards, advisory councils, committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the membership of those committees broken down by race and a description of efforts made to encourage the participation of minorities on such committees.

The FTA has determined that this requirement would pertain to the following committees: the MTS Budget Development Committee, the MTS Public Safety Committee, the MTS Audit Oversight Committee, the Taxicab Advisory Committee, and the Accessible Services Advisory Committee. Information pertaining to committee membership and racial breakdown of committee members is provided in Tables 1-2 and 1-3.

Table 1-2 MTS Table of Committee Membership (as of 3/3/2021)

	Approved Member Positions	Filled Member Positions	Members Completing Survey
Budget Development Committee	5	5	5
Public Security Committee	7	7	7
Audit Oversight Committee	7	7	7
Taxicab Advisory Committee	16	15	7
Accessible Services Advisory Committee	18	16	12

Table 1-3 Racial Breakdown of the Membership of MTS Advisory Committees (as of 3/3/2021)

Population of MTS Service Area Data Source: 2015-2019 American Community Survey 5-year Estimates compiled at the Census Tract Level

Body	American Indian and	Asian	Black or African American	Hispanic or Latino	Native Hawaiian or other Pacific Islander	White	Other	Biracial or Multiracial	Total
Population of MTS Service Area	6,617	303,721	132,137	795,104	9,317	994,180	5,098	82,578	2,339,048
Budget Development Committee	0	0	0	2	0	2	0	1	5
Public Security Committee	0	0	2	0	0	2	0	3	7
Audit Oversight Committee	0	0	1	2	0	3	0	1	7
Taxicab Advisory Committee	0	2	1	1	0	3	0	0	7
Accessible Services Advisory Committee	0	0	2	5	0	4	0	1	12

Outreach Efforts to Encourage Participation

MTS values the racial diversity of the public it serves. Accordingly, MTS encourages the participation of minority groups on its committees when filling a vacancy. It is the goal of MTS that these committees represent the racial diversity of the region. Methods that MTS uses to promote participation may include, but are not limited to, one or more of the following:

- Notifying the partner agencies on the MTS Board of Directors of the vacancy and underrepresentation
- Making presentations at MTS' Board of Directors, Taxicab Advisory Committee, and Accessible Services Advisory Committee meetings providing notice of the opportunity and need to include minority groups on MTS' committees
- Posting the vacancy on the MTS website
- Outreach to civic, cultural, or human service organizations known to serve the targeted group to inform them of the opportunity

DESCRIPTION OF HOW SUBRECIPIENTS ARE MONITORED

MTS does not extend FTA financial assistance to any other recipients or subrecipients. Therefore, there are no recipients or subrecipients to monitor.

TITLE VI EQUITY ANALYSIS FOR THE CONSTRUCTION OF A FACILITY

The requirement to conduct equity analysis to determine the site or location of facilities does not apply to MTS. Since the passage of California State Senate Bill 1703 (Peace, 2002) (SB 1703), major capital public transit projects are conducted by SANDAG on behalf of MTS. Therefore, no such projects were conducted by MTS during the reporting period.

SANDAG carries out the Title VI analyses for these projects when required by the Circular. SANDAG will include analyses of facilities constructed for MTS projects in the next SANDAG Triennial Title VI program update, slated for submittal on October 1, 2021. The Title VI analysis that is prepared prior to operation of new or changed services resulting from the construction of new facilities is carried out by MTS and is covered in Chapter II of this document.

SB 1703, which describes the authority of SANDAG to carry out planning, project development, and construction of projects to be operated by MTS, is available online at the following link:

Senate Bill No. 1703

MTS may potentially plan and construct facilities covered under Circular 4702.1B, Chapter III, Part 13, that do not fall within SANDAG responsibilities in the future. No such projects occurred within the past three-year program update period. In such event, MTS would complete a Title VI analysis during the planning stage to ensure that the facility is sited in such a manner that would ensure the location is selected without regard to race, color, or national origin. This process would incorporate public outreach to those potentially impacted by the siting of facilities, include a review of various alternatives, and be completed prior to the selection of a preferred site. A review of potential locations would include analysis of other nearby facilities to determine the potential for cumulative adverse impacts. This analysis will be done at either the Census tract or the Census block level, depending on the scope and nature of the proposed facility.

If, based on a review of all potential alternative sites, MTS analysis determines that a project site that would result in a disparate impact on the basis of race, color, or national origin would be the preferred site, MTS will select the preferred site only if both of the following are true:

1. There is a substantial legitimate justification for the preferred project location
2. There are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin

APPROVAL OF TITLE VI PROGRAM BY GOVERNING ENTITY

The recipient must provide a copy of Board meeting minutes, resolutions, or other appropriate documentation showing the Board of Directors or appropriate governing entity or officials responsible for policy decisions reviewed and approved the Title VI program. Approval must occur prior to submission to the FTA.

The MTS Board of Directors approved the Title VI program update. Resolution No. 21-6 was passed and adopted at the May 13, 2021, MTS Board of Directors meeting. MTS Resolution No. 21-6 is included in Appendix G.

CHAPTER II

REQUIREMENTS AND GUIDELINES FOR FIXED-ROUTE TRANSIT PROVIDERS

CHAPTER II

REQUIREMENTS AND GUIDELINES FOR FIXED-ROUTE TRANSIT PROVIDERS

OVERVIEW

This chapter provides the requested information as specified under the Requirements of Transit Providers (Chapter IV) of the Title VI Circular (FTA C 4702.1B). The guidance applies to the MTS, as the agency is the recipient of FTA funds, operates 50 or more fixed-route vehicles in peak service, and its service areas are located in an urbanized area of 200,000 or more in population.

PROGRAM-SPECIFIC REQUIREMENTS

The following requirements are provided in the order of the revised Title VI Circular (Chapter IV).

Requirement to Set System-Wide Service Standards and Policies

Vehicle Load for Each Mode

MTS's Policies and Procedures No. 42 (Policy 42) established the process for evaluating and adjusting existing transit services to improve performance, and procedures for implementing service changes. Attachment A of the Policy identifies the appropriate load factor for each mode of service. The standard states that no more than 20 percent of trips are to exceed the load factor. Table 2-1 summarizes the appropriate standard load factor for each mode of service. Policy 42 is included in Appendix H.

Table 2-1 MTS Load Factor

MTS Load Factor		# of Routes	Standard
Regional Routes	*Rapid Express*	2	1.00
Corridor Routes	Express Routes	6	1.50
	Light Rail	3	3.00
	Rapid Routes	7	1.50
Local Routes	Urban Frequent	29	1.50
	Urban Standard	39	1.50
Community Routes	Circulator	10	1.00
Rural Routes	Rural	4	No specific goal

Vehicle Headway for Each Mode

The Vehicle Headways for MTS vary by route and route type. As shown in Table 2-2, *Rapid Express*, Express, and Urban Standard routes have a standard of 30-minute headways. Light Rail, *Rapid* Routes, and Urban Frequent routes have a standard of 15-minute headways. Circulator routes have less ridership than the Regional, Corridor, and Local routes, and feature services with a headway standard of 60 minutes. Rural routes have no specific headway goal. Additional information on the MTS headway standards can be found in Policy 42 in Appendix H.

Table 2-2 MTS Vehicle Headways

MTS Vehicle Headways		# of Routes	Standard (minutes)
Regional Routes	*Rapid Express*	2	30
Corridor Routes	Express Routes	6	30
	Light Rail	3	15
	Rapid Routes	7	15
Local Routes	Urban Frequent	29	15
	Urban Standard	39	30
Community Routes	Circulator	10	60
Rural Routes	Rural	4	No specific goal

On-Time Performance for Each Mode

MTS's standard for the On-Time Performance of its services varies by route and route type. MTS defines the On-Time Performance of all of its rail and bus services as zero minutes before and up to five minutes behind the published schedule. As shown in Table 2-3, *Rapid Express*, Express, Light Rail, Urban Standard, and Circulator services have an On-Time Performance standard of 90 percent of trips being on time. *Rapid* and Urban Frequent routes have an On-Time Performance Standard of 85 percent. The Rural routes have no specific On-Time Performance goal. Additional information on the MTS headway standards can be found in the MTS Policy 42 in Appendix H.

Table 2-3 MTS On-Time Performance

MTS On-Time Performance		Standard
Regional Routes	*Rapid Express*	90%
Corridor Routes	Express Routes	90%
	Light Rail	90%
	Rapid Routes	85%
Local Routes	Urban Frequent	85%
	Urban Standard	85%
Community Routes	Circulator	90%
Rural Routes	Rural	No specific goal

Service Availability for Each Mode

The MTS standard for Service Availability requires:

- That 80 percent of residents or jobs be within ½ mile of a bus stop or rail station in an urban area
- That 100 percent of suburban residences be within five miles of a bus stop or rail station
- One return trip, at least two days per week, to destinations from rural villages (defined as Lakeside and Alpine)

Additional information on the MTS service availability can be found in the MTS Policy 42 in Appendix H.

Distribution of Transit Amenities for Each Mode

Transit amenities for the MTS service area are distributed according to route type and depending upon the passenger demand of each stop. Benches and stops are added with increased numbers of boardings and alightings. The process that MTS uses in locating bus stops and distributing amenities is outlined in the MTS Transit Amenities Policy, which is located in Appendix I.

Vehicle Assignment for Each Mode

MTS Bus

MTS Bus vehicles generally are assigned at random by operating entities. Several MTS fixed-route vehicles are interlined with one another for efficiency and cost-saving purposes (one vehicle may be assigned to several routes in a service day). Certain operating conditions and/or route characteristics may require special assignment; however, most bus types are assigned by route based on the following:

Capacity

- Articulated buses are first assigned to higher volume routes that require additional capacity when added frequency is not practical, feasible, or cost-effective. Shorter length standard buses are assigned to routes with lower ridership or operating in areas where a 40-foot standard bus is challenging. MTS also operates a fleet of smaller cutaway "minibuses" that are assigned to the lowest-ridership fixed routes – routes which could not be operated economically with a larger bus.

Route type

- *Rapid Express* routes between the Interstate 15 (I-15) corridor and Downtown San Diego are always assigned over-the-road coaches; these routes have a higher fare and pass price. *TransNet*-funded routes (*Rapid* and *SuperLoop*) are always assigned *Rapid* articulated or standard buses, that carry unique branding, although these routes can be supplemented as needed with other MTS-branded buses for capacity purposes or in an emergency situation.
- Routes are assigned to each division based on the number and types of buses available, proximity to the service, and opportunities to complement other nearby routes for efficiency, interlining, driver familiarization, supervision, and incident response. State law limits MTS's ability to assign directly operated routes to divisions operated by MTS contractors.
- Bus types are assigned to each division based on division space capacity and the capability of the division to fuel, operate, and maintain any specialized equipment.

MTS San Diego Trolley, Inc.

All San Diego Trolley, Inc. (SDTI) Light Rail vehicles (LRVs) are equipped with air-conditioning and have either ramps or wheelchair lifts. SDTI uses three types of LRVs for operations (listed below):

High-Floor Cars

- Siemens SD100 cars with high floors, steps inside the car to access zero-inch to eight-inch station platforms, wheelchair and bike space at the ends of each car, a wheelchair lift next to the driver compartment in the lead car, and a flip seat that allows space for three wheelchairs. These 52 cars were manufactured in 1995.

Low-Floor Cars

- Siemens S70 and S70US cars are 70 percent low-floor. They include steps only up to seating areas at far ends of the car, wheelchair and bike space in the middle of the car, and passenger-activated ramps at two of the four doors on each side of each car. These cars were manufactured between 2005 and 2014.
- MTS currently owns 121 Low-Floor cars but requires 112 cars (plus spares) for a full peak schedule. Currently, the difference is made up by inserting a high-floor car in the middle of three-car consists, and some tripper and special event service.

Vintage Cars

- Two historic Presidents Conference Committee cars are deployed on the Silver Line loop in Downtown San Diego in the midday on selected days of operation. These cars were manufactured in or around 1946 and rehabilitated in the 2010s to add wheelchair lifts.

Further information regarding the MTS Bus and Rail fleet can be viewed in the MTS Vehicle Assignment Policy, which is included in Appendix J.

Requirement to Collect and Report Demographic Data

On behalf of MTS, SANDAG prepares demographic and service profile maps for the evaluation of low-income and minority population groups in its service area. This information is updated every three years in the Program Update and also used by the transit agencies to evaluate the Title VI impacts of major services changes as necessary. Additionally, SANDAG collects survey data on customer demographics and travel patterns, which are used in the evaluation of transit service changes by MTS.

In order to comply with the reporting requirements in 49 Code of Federal Regulations (CFR) 21.9(b), recipients "should have available for the Secretary racial and ethnic data showing the extent to which members of minority groups are beneficiaries of programs receiving Federal financial assistance." The information and data provided below are intended to meet these reporting requirements.

Demographic and Service Profile Maps and Charts

1. A base map of the agency's service area that includes each Census tract, Census block or block group, traffic analysis zone (TAZ), or other locally available geographic data with transit facilities – including transit routes, fixed guideway alignments, transit stops and stations, depots, maintenance and garage facilities, and administrative buildings, as well as major activity centers or transit trip generators and major streets and highways.

2. A demographic map that plots the information listed above and also shades those Census tracts, blocks, block groups, TAZs or other geographic zones where the percentage of the total minority population residing in these areas exceeds the average percentage of minority populations for the service area as a whole.
3. For purposes of addressing environmental justice, and in order to evaluate the impacts of major service changes on low-income populations, demographic maps also shall depict those Census tracts, blocks, block groups, TAZs or other geographic zones where the percentage of the total low-income population residing in these areas exceeds the average percentage of low-income populations for the service area as a whole.

To fulfill the requirements for Parts 1, 2, and 3, SANDAG used American Community Survey 2019 5-Year Estimates to identify Low-Income or Minority Census tracts. Census tracts were identified as Minority where the percentage of the total minority population residing in these areas exceeded the average percentage of minority populations in MTS's service area. The same methodology was used to determine the Low-Income populations for the agency's service area.

SANDAG identified the region's most vulnerable communities as the following:

Low-Income

- Any Census tracts where the percentage of the total low-income population (percentage of the population living at or below 200% of the federal poverty level) residing in these areas exceeds the average low-income population for the service area as a whole. The MTS service area is 28.7 percent low-income.

Minority

- Any Census tracts where the percentage of the total minority (non-White) population residing in these areas exceeds the average minority population for the service area as a whole. The MTS service area is 57.5 percent minority.

Using the established criteria above, the region was broken up into three smaller areas to produce sub-regional maps that are easier to read. The maps of Central San Diego include an inset of the Northern part of the County, as MTS operates only a small amount of service in this area. Figures 2-1 and 2-2 illustrate the MTS service areas by Census tract, and include transit facilities, Rail/Premium Express stations, and activity centers as defined in the Circular. Activity centers note the location of colleges and universities, government centers, hospitals, large private employers, school sites, and tourist attractions. Figures 2-3 and 2-4 illustrate the new and improved facilities that were recently replaced or constructed, as well as new stations and services that are scheduled to be completed within the next five years.

Figures 2-5 and 2-6 illustrate the Low-Income Census tracts in the MTS service areas, while Figures 2-7 and 2-8 illustrate the Low-Income population's access to transit amenities such as bus stops, benches, and shelters along all transit routes. Figures 2-9 and 2-10 illustrate the Low-Income population's access to activity centers via transit services. In addition, Figures 2-11 and 2-12 illustrate the Minority population within the MTS service area in relation to transit facilities, Rail/Premium Express stations, and activity centers. Figures 2-13 and 2-14 show the distribution of transit services and amenities, including bus and rail services, along with bus stops, benches, and shelters in each service area. Figures 2-15 and 2-16 illustrate the Minority population's access to activity centers via bus and rail transit services.

Figure 2-1 Base Map of MTS Service Area – Central and North, effective January 1, 2021

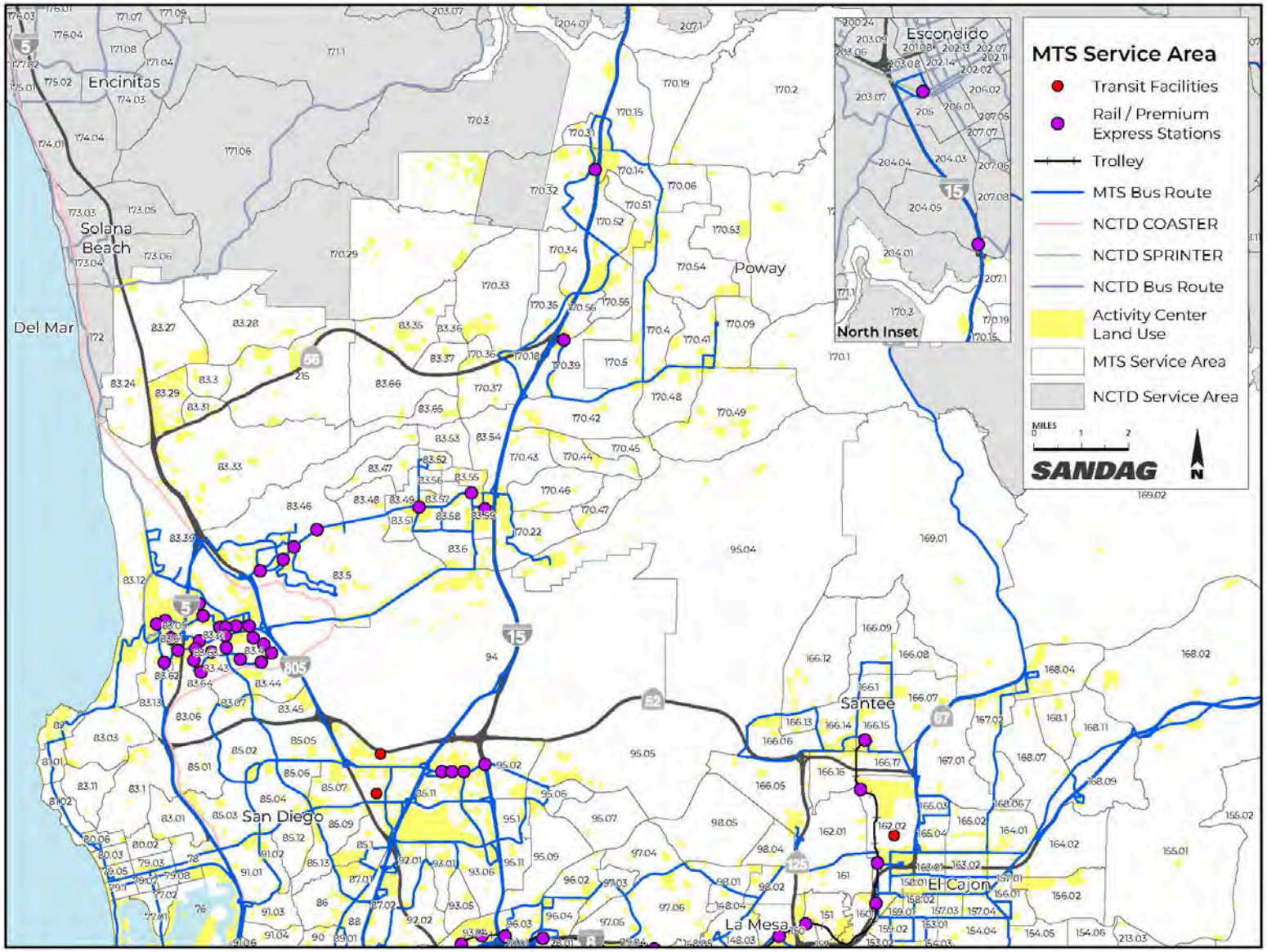


Figure 2-2 Base Map of MTS Service Area – South, effective January 1, 2021

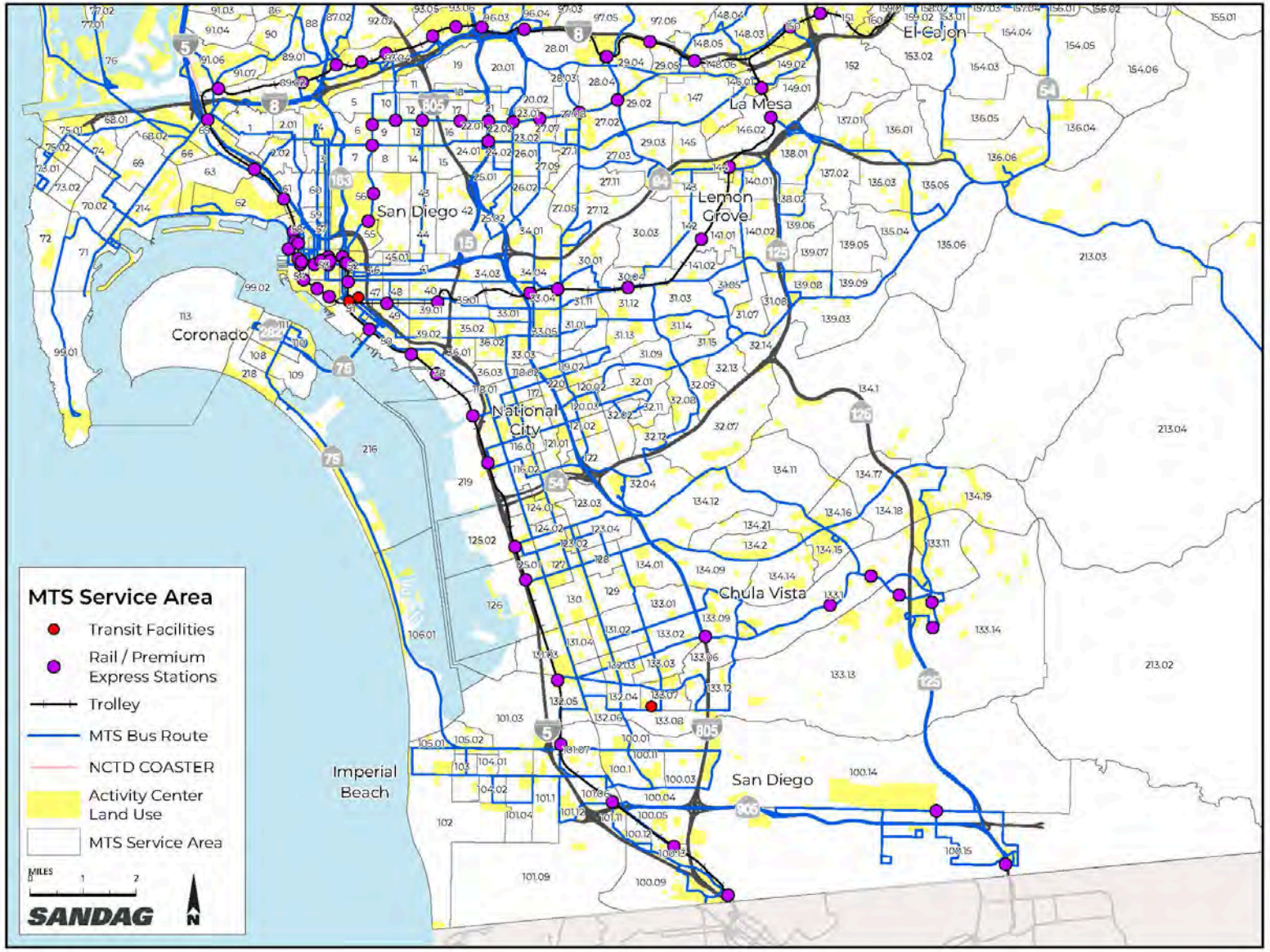


Figure 2-3 MTS New and Improved Transit Facilities – Central and North, effective January 1, 2021

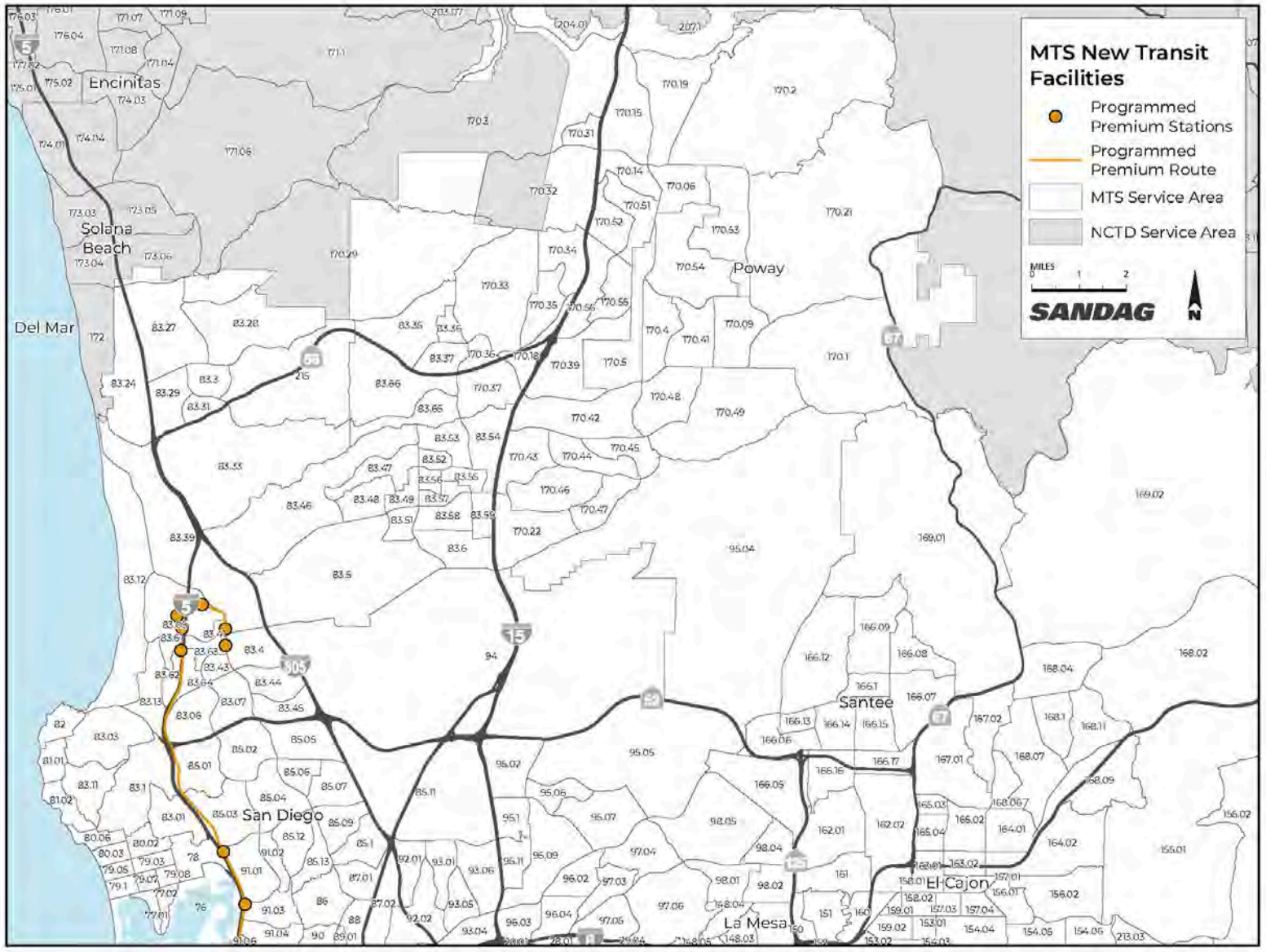


Figure 2-4 MTS New and Improved Transit Facilities – South, effective January 1, 2021



Figure 2-5 MTS Low-Income Population – Central and North, effective January 1, 2021

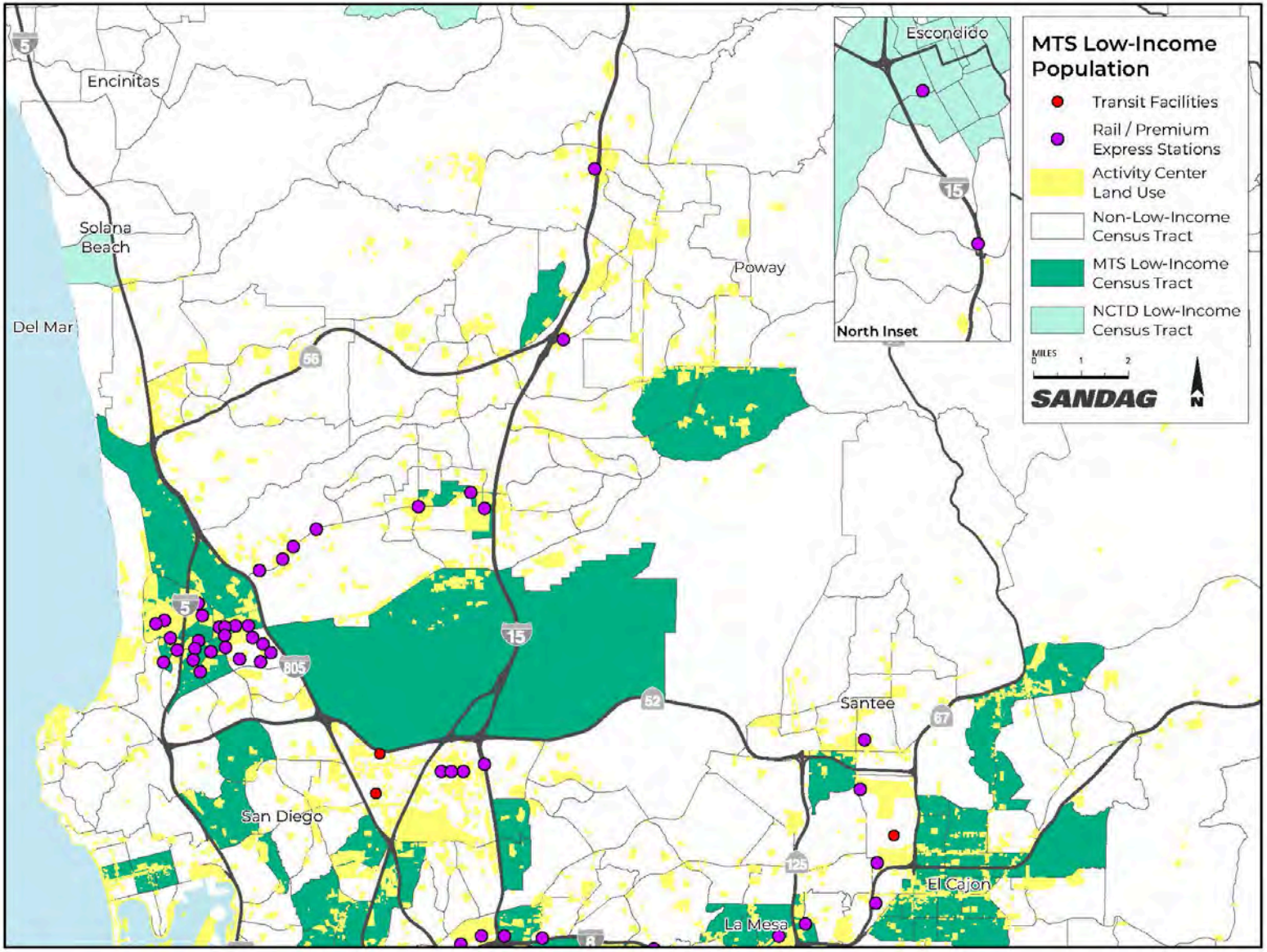


Figure 2-6 MTS Low-Income Population – South, effective January 1, 2021

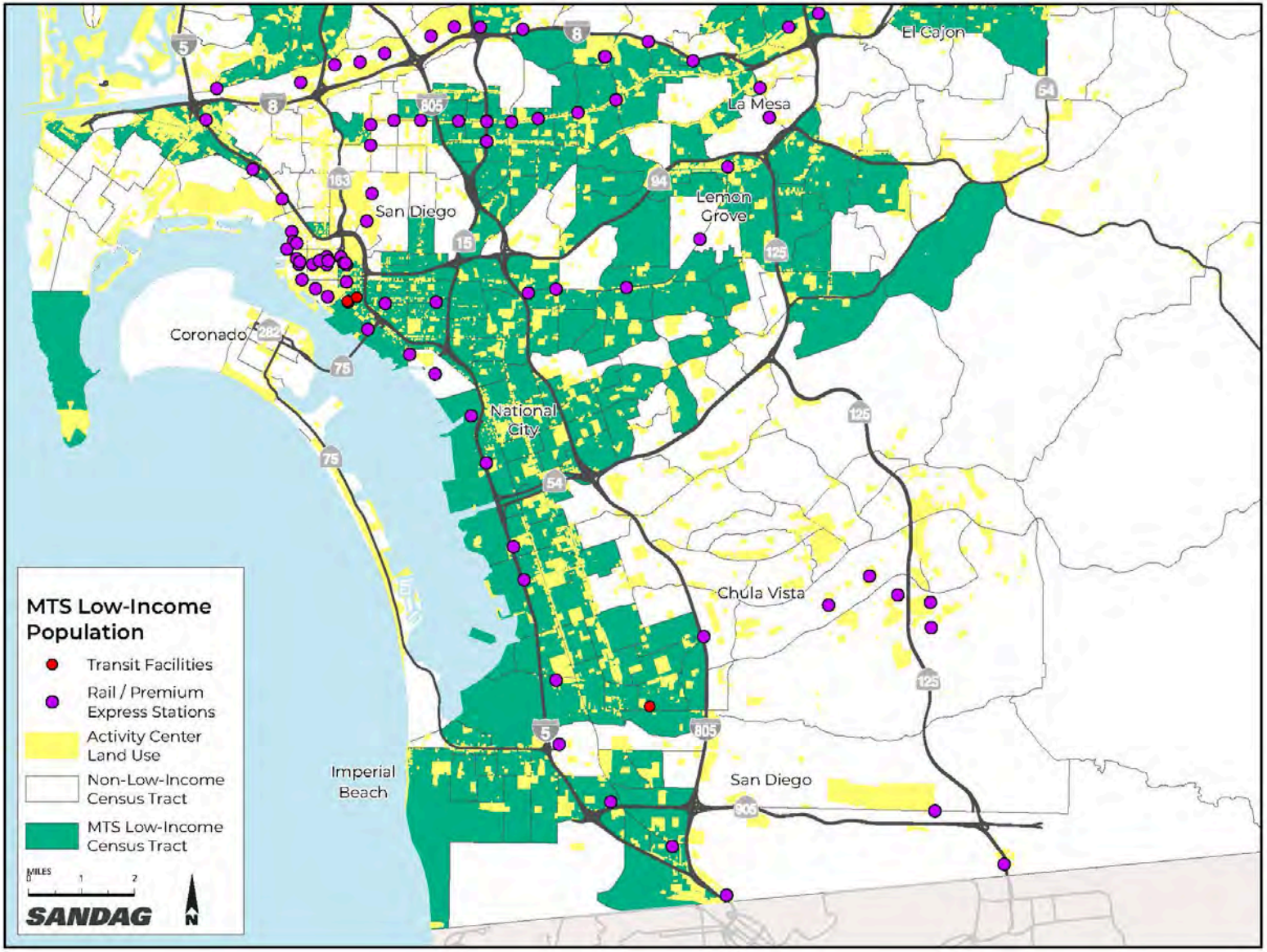


Figure 2-7 MTS Low-Income Population Transit Amenities – Central and North, effective January 1, 2018

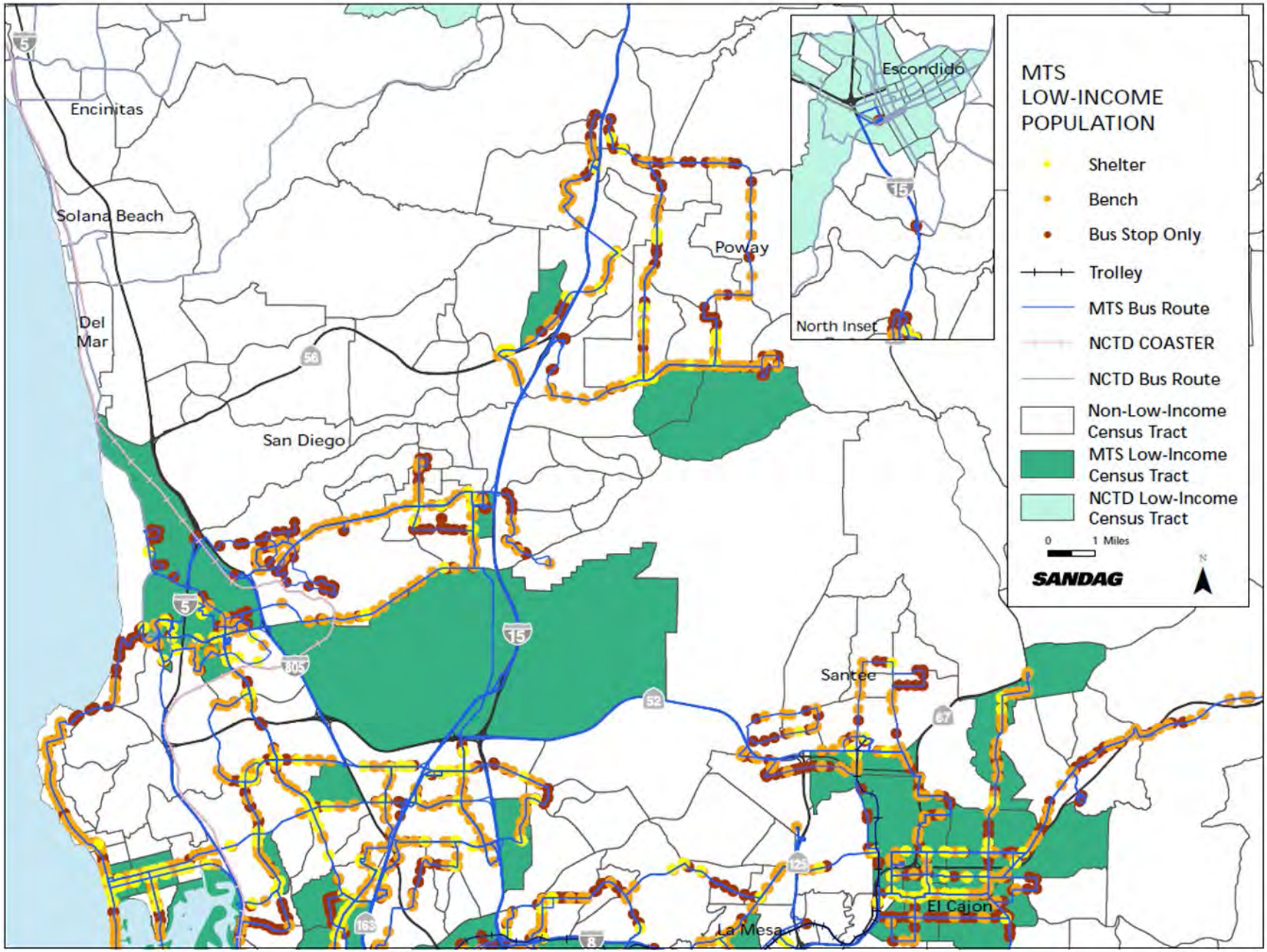


Figure 2-8 MTS Low-Income Population Transit Amenities – South, effective January 1, 2018

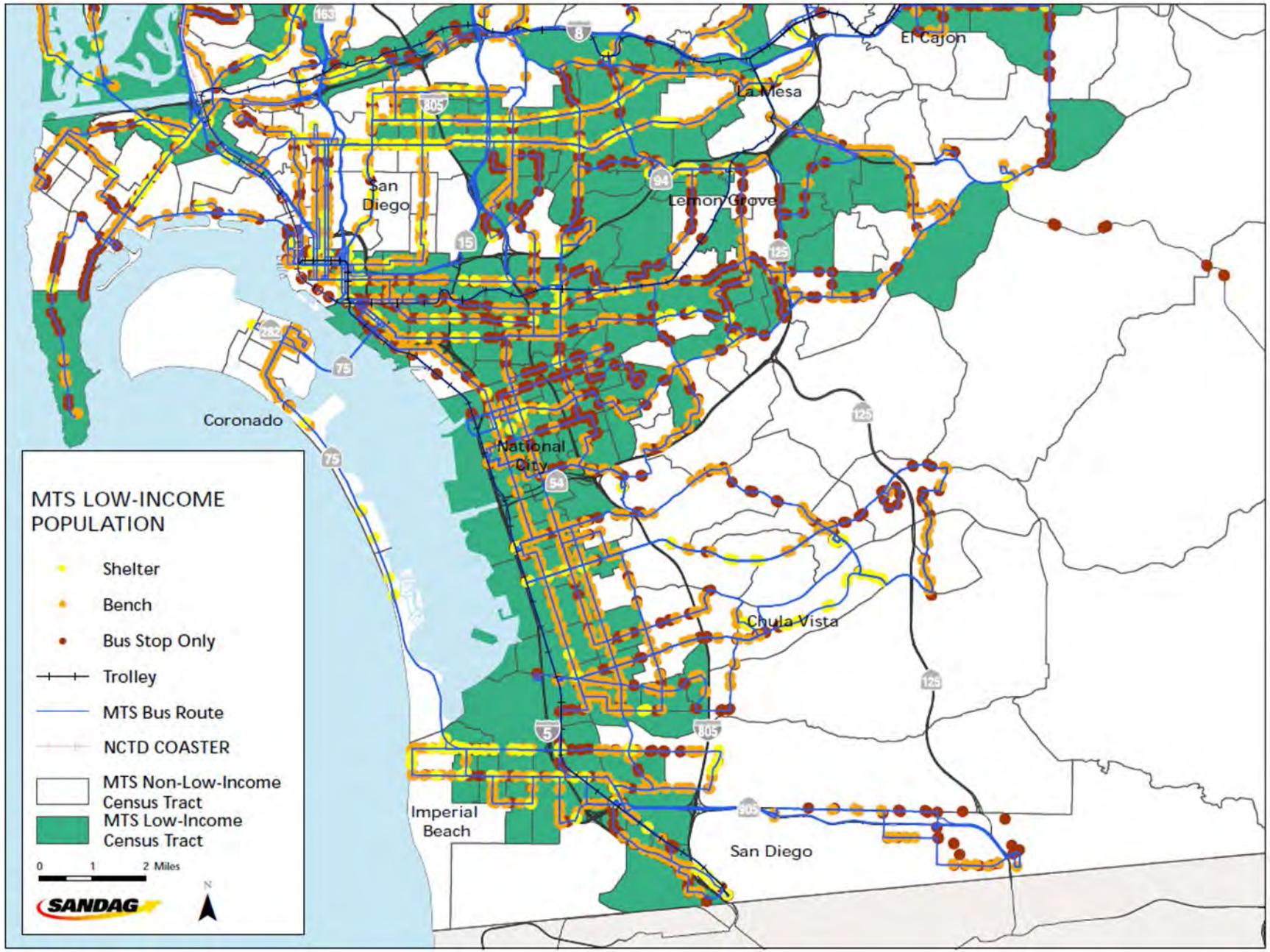


Figure 2-9 MTS Low-Income Population Transit Access to Activity Centers – Central and North, effective January 1, 2021

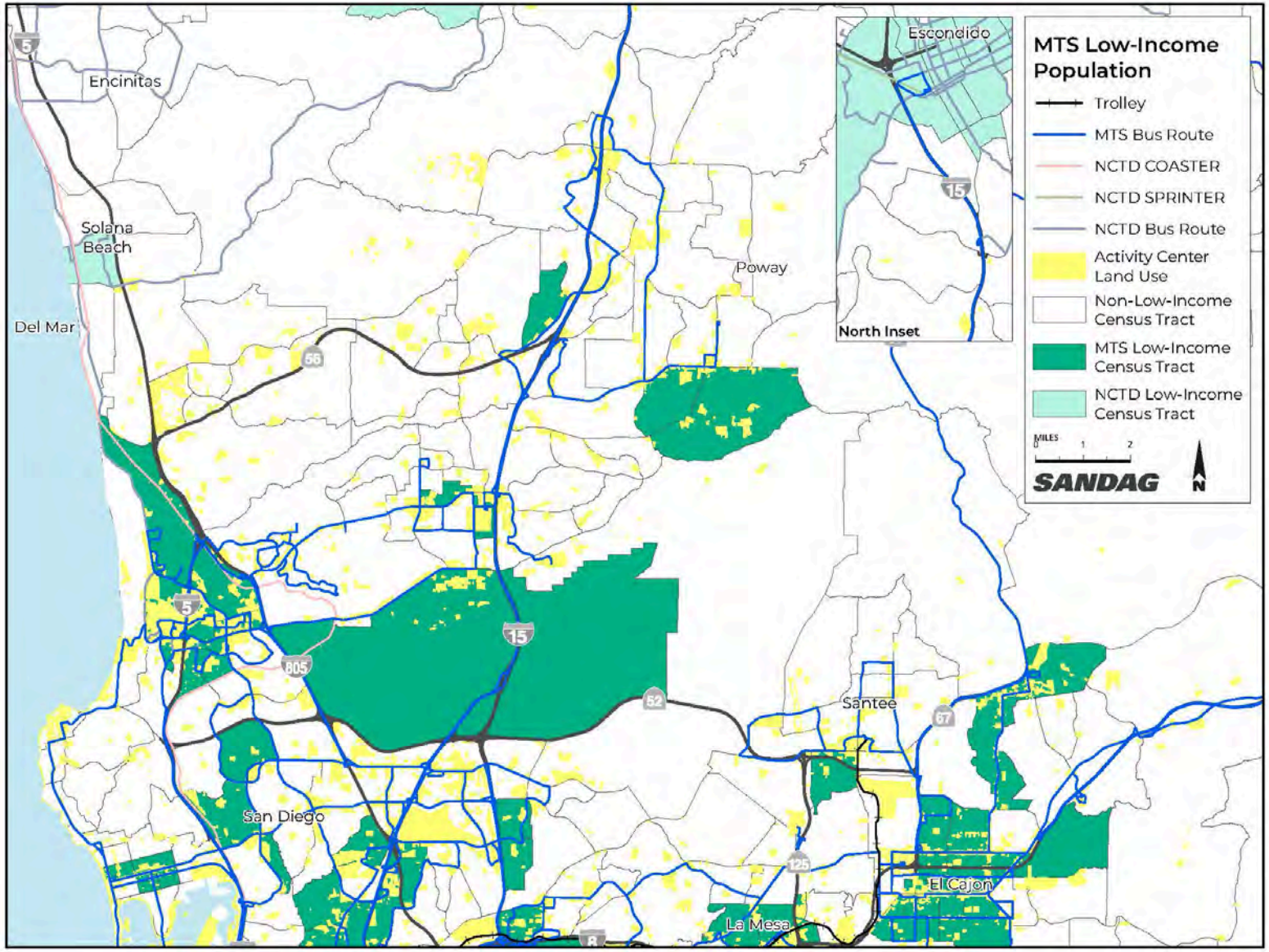


Figure 2-10 MTS Low-Income Population Transit Access to Activity Centers – South, effective January 1, 2021

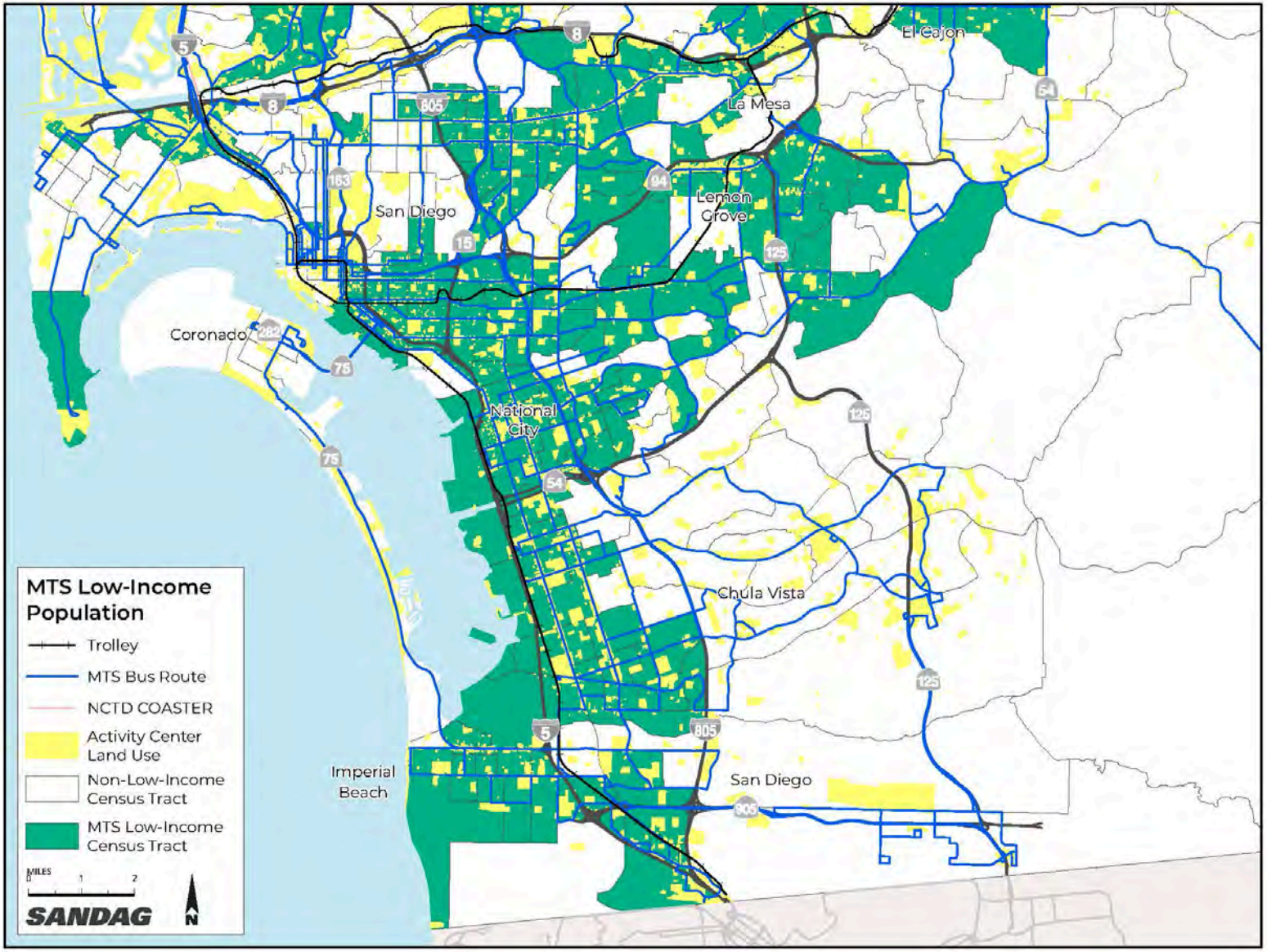


Figure 2-11 MTS Minority Population – Central and North, effective January 1, 2021

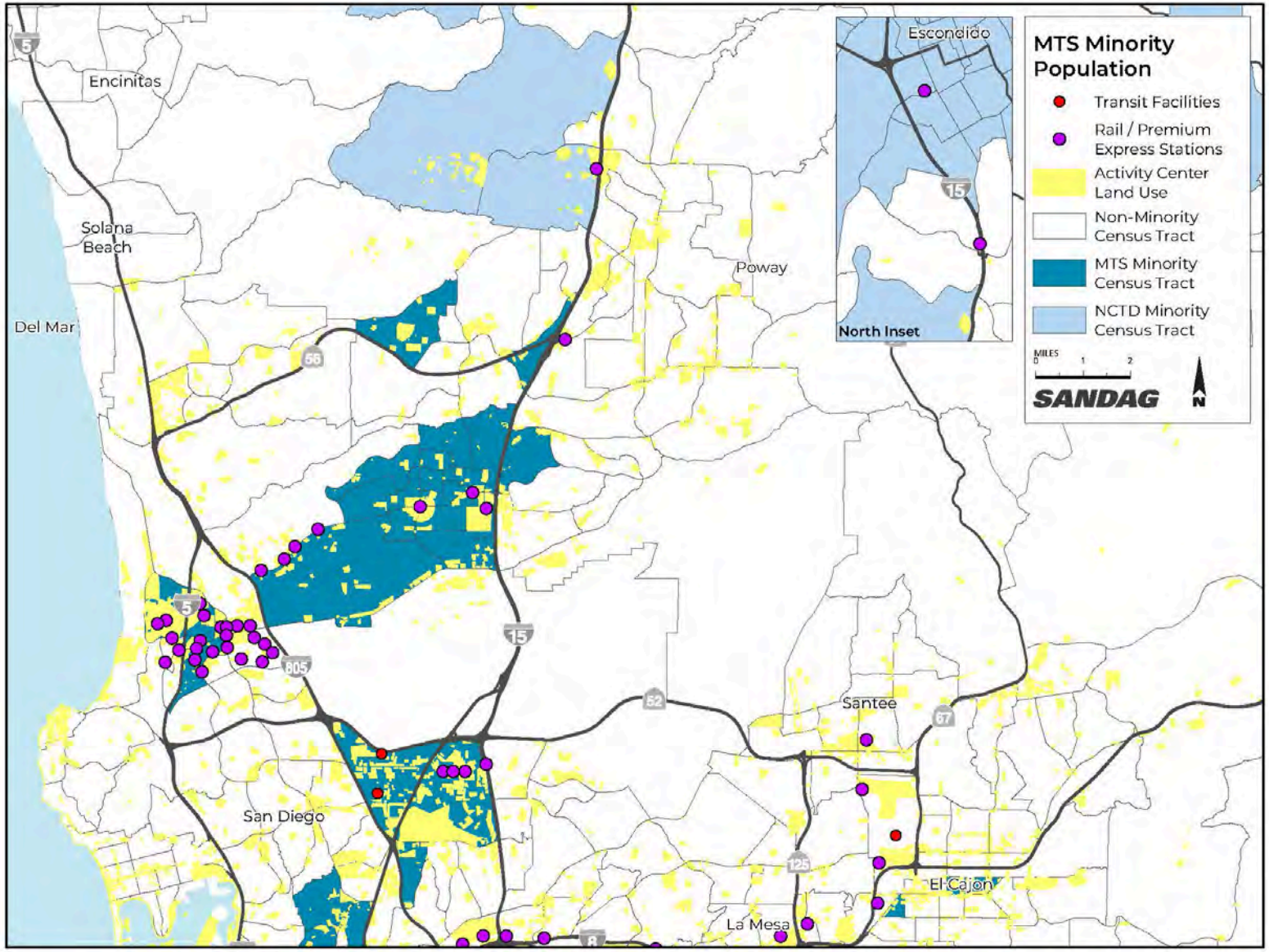


Figure 2-12 MTS Minority Population – South, effective January 1, 2021

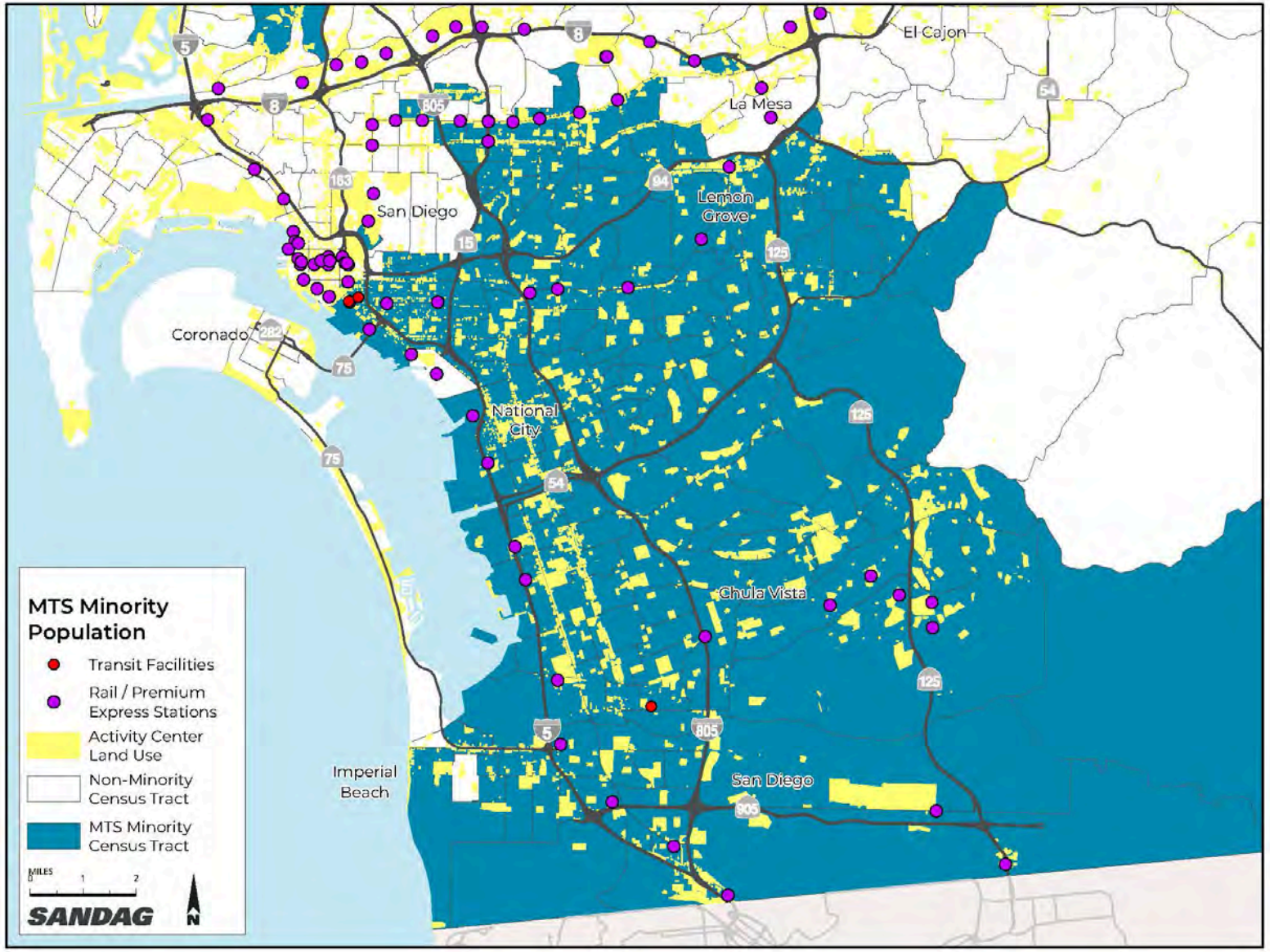


Figure 2-13 MTS Minority Population Transit Amenities – Central and North, effective January 1, 2018

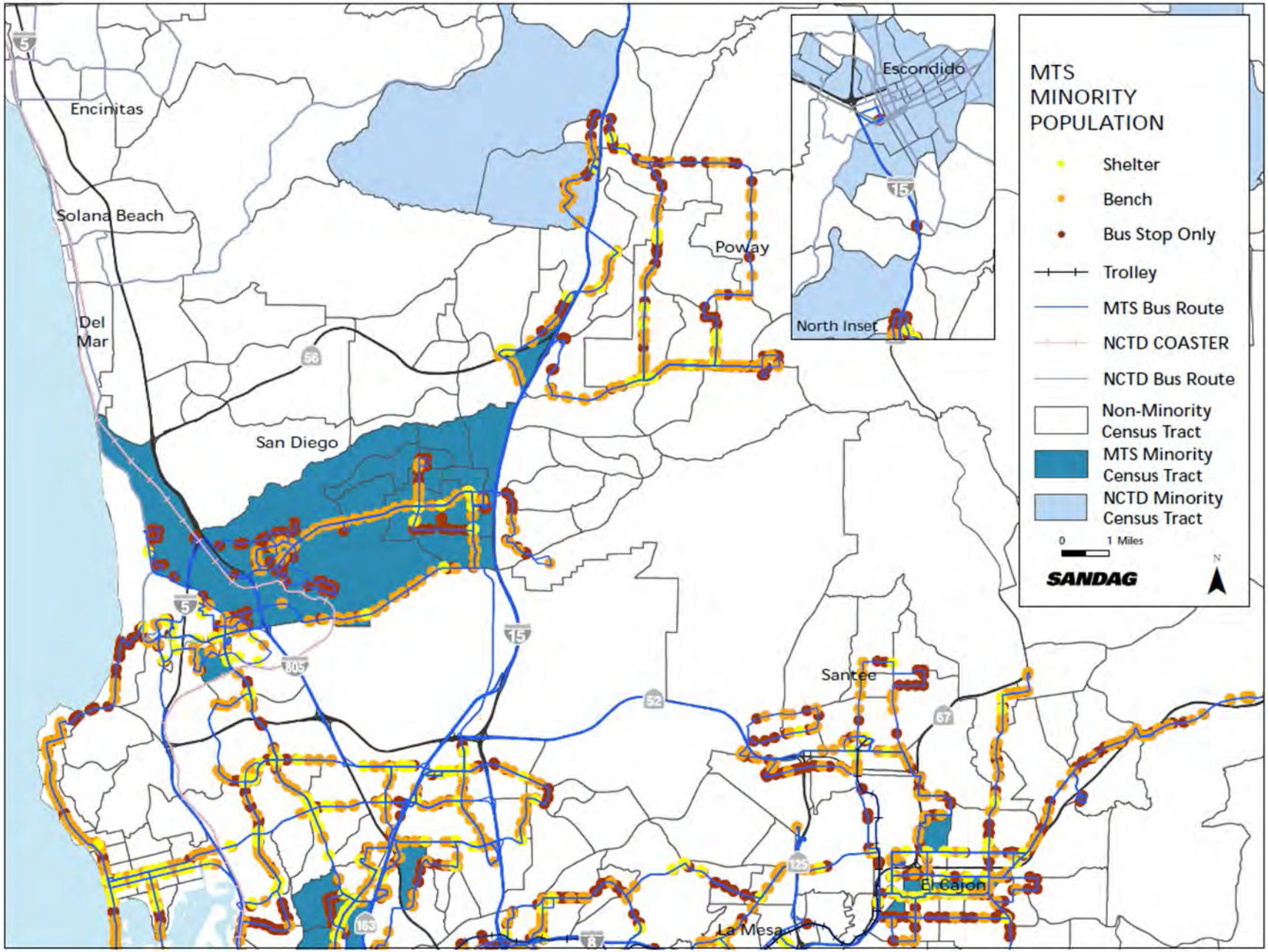


Figure 2-14 MTS Minority Population Transit Amenities – South, effective January 1, 2018

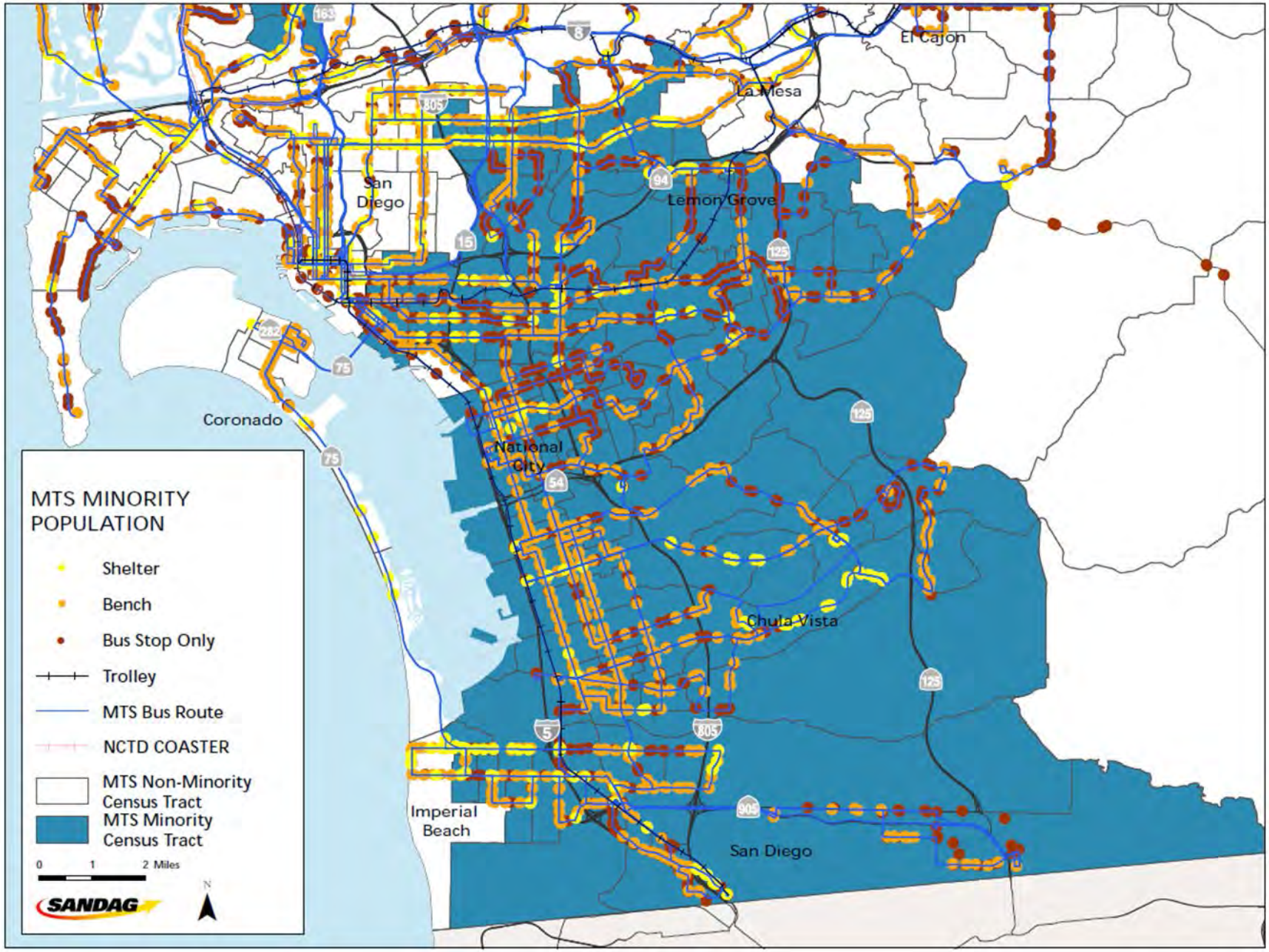


Figure 2-15 MTS Minority Population Transit Access to Activity Centers – Central and North, effective January 1, 2021

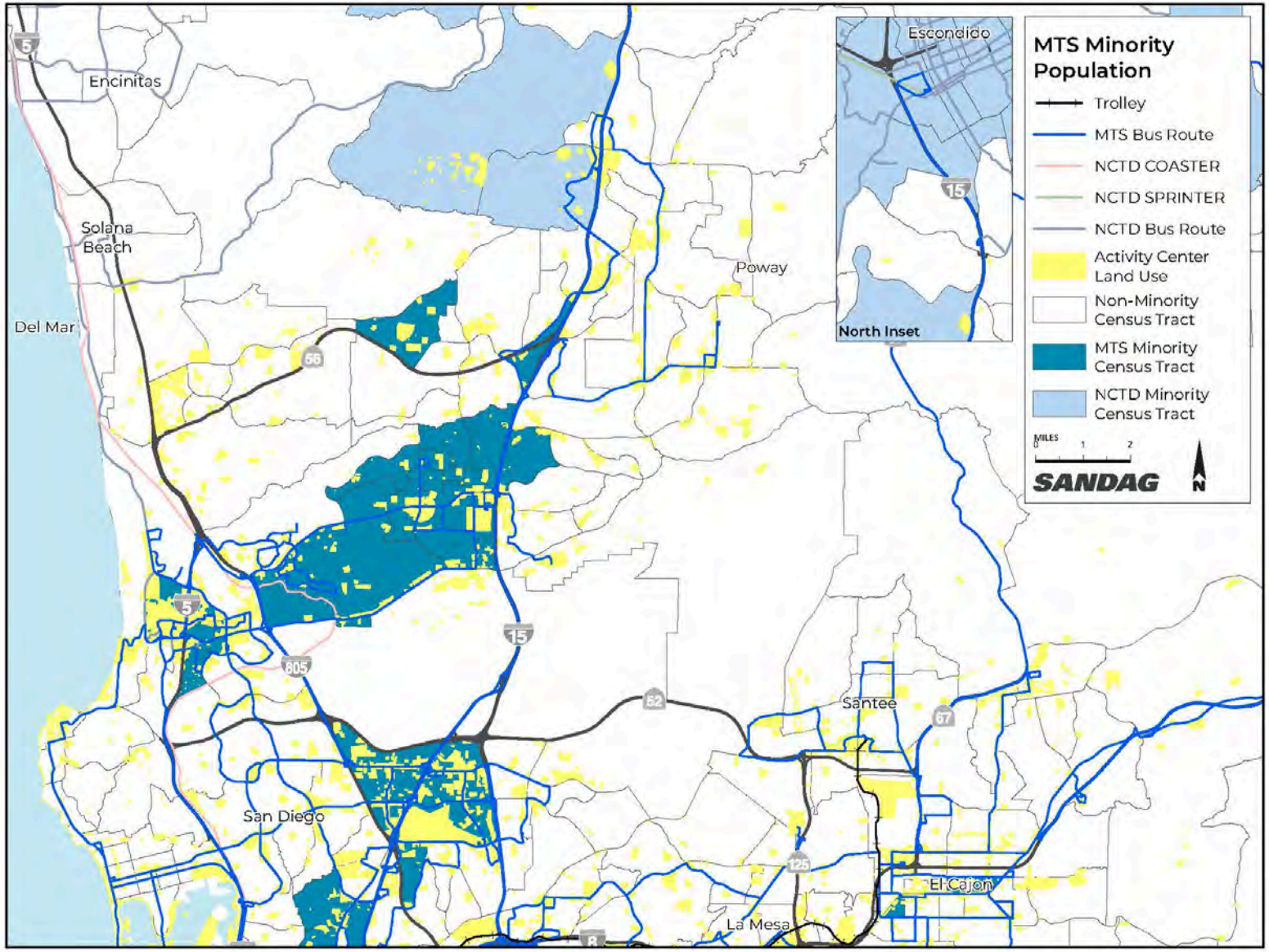
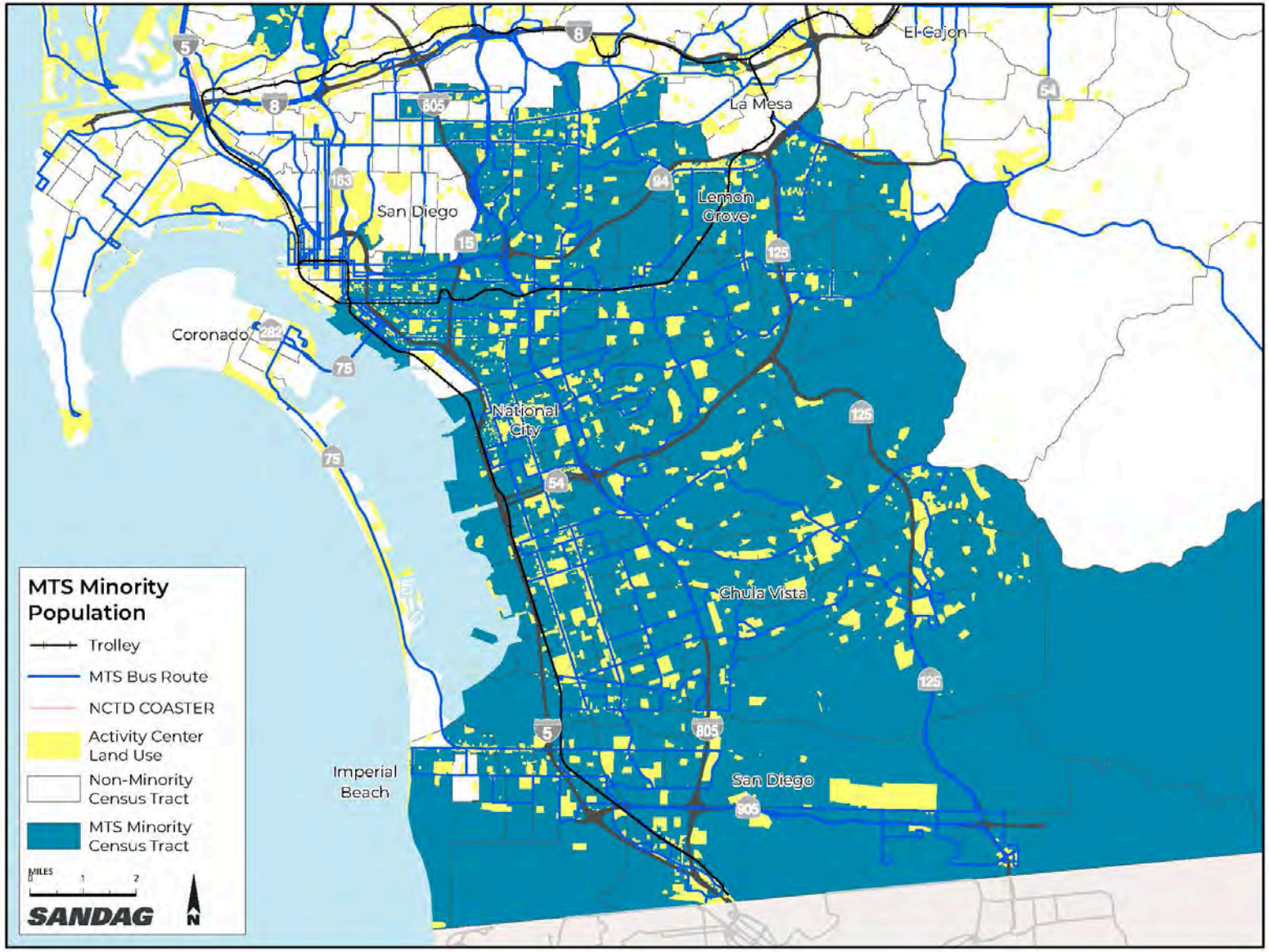


Figure 2-16 MTS Minority Population Transit Access to Activity Centers – South, effective January 1, 2021



Demographic Ridership and Travel Patterns

SANDAG collects information on the race, income, travel patterns, and household characteristics of transit riders in the MTS service area. Additionally, public opinion surveys are conducted by telephone to collect information that will support and provide direction to future planning and marketing efforts related to transit use and operations in the San Diego region.

The last full Onboard Transit Survey was conducted in 2015 and consisted of in-person interviews via tablet computers rather than self-administered paper surveys. The 2020 Onboard Survey effort began in early 2020 but was put on hold in March of that year due to the COVID-19 pandemic. At this time, it is unknown when survey efforts will continue. The following information was collected as part of the 2015 Onboard Transit Survey as recommended by the FTA in the October 1, 2012 Title VI Circular (FTA C 4702.1B):

1. Information on rider's race, color, and national origin
2. English proficiency and language spoken at home
3. Information on rider's household income
4. Travel patterns
5. Fare usage by fare type

The above information will be used to evaluate service and to conduct fare equity analysis consistent with Chapter IV, Section 6, of the FTA Title VI Circular (FTA C 4702.1B).

SANDAG procured a consultant to conduct the survey, ensuring that it is statistically valid for all routes and time periods. The consultant for the current survey, ETC Institute, has extensive experience in conducting onboard transit survey research, including experience in supporting Title VI requirements. The survey was conducted onboard transit vehicles in English and Spanish. For Vietnamese-, Tagalog-, and Chinese-speaking passengers, a call-back option with an interviewer fluent in their language was made available. Results of the 2015 Onboard Transit Passenger Survey for the San Diego Region are located online at the following link:

2015 Onboard Transit Passenger Survey Results

Requirement to Monitor Transit Service

Overview

As outlined in Title VI Circular 4702.1B, the FTA requires that all fixed-route transit providers monitor the performance of their transit system relative to their system-wide service standards and service policies, such as vehicle load, vehicle assignment, and transit amenities, not less than every three years.

System-Wide Service Standards

In accordance with FTA Title VI requirements, SANDAG monitors the performance of MTS's fixed-route bus, Light Rail, and commuter rail services to ensure that minority and non-minority routes are being operated in a fair and equitable manner. The MTS Service Standards were originally adopted in 1993, with the most recent revisions to the policy being adopted on September 15, 2016. These service standards provide a series of performance benchmarks for the various route categories based on the following four service indicators:

1. Vehicle load
2. Vehicle headways
3. On-time performance
4. Service availability

All route-level information below reflects MTS services as of January 1, 2021. The MTS Load Factor was determined by ridership data, while Vehicle Headways, On-Time Performance, and Service availability data were provided by the FY 2020 Policy 42 Performance Monitoring Report, which is included in Appendix K. This Performance Monitoring Report was presented to the MTS Board of Directors at its October 15, 2020, meeting. The minutes of this meeting also are included in Appendix K. Load factor, Headway, and On-Time Performance Analyses conducted on a route-by-route basis are included in Appendix L.

Route Categories

Rapid Express

- High-speed, point-to-point service geared towards commute markets
- Service provided during weekday peak periods only and scheduled to meet primary work shift times

Express

- High-speed service geared toward linking major sub-regional residential, employment, and activity centers
- Service is generally provided throughout the weekday and possibly on weekends
- Operates primarily on highways and major arterials.

Light Rail

- High-frequency service (15 minutes or better during the base weekday) operating on exclusive railroad right-of-way
- Serves multiple trip purposes and generally experiences high turnover along the line

Rapid

- High-frequency bus service (15 minutes or better during the base weekday) operating in a combination of High-Occupancy Vehicle lanes, mixed-traffic lanes, and/or exclusive right-of-way
- Serves multiple trip purposes and generally experiences high turnover along the line
- Offers Traffic Signal Priority, enhanced station stops, and "*Rapid*" or other distinct branding
- Service is subsidized by *TransNet*

Urban Frequent

- High-frequency service (15 minutes or better during the base weekday) primarily operated along major arterials in denser urban areas
- Serves multiple trip purposes and generally experiences high turnover along the route
- May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers)

Urban Standard

- Basic transit service with base weekday frequencies generally between 30 and 60 minutes
- Operates in less dense urban and suburban areas
- Serves multiple trip purposes and provides access to all stops

Circulator

- Neighborhood feeder/distributor to transfer stations or shuttle service to local destinations
- Operates on arterials and local streets to provide access to residences, businesses, activity, and transfer centers

Rural

- Lifeline service that provides a link between rural communities and the San Diego urban core
- Very limited service levels; generally, a few round-trips operating a few days per week given limited demand.

Table 2-4 MTS Summary of Route Categories and Title VI Designations, effective January 1, 2021

Type	Category	Minority	Non-Minority	Total
Regional	*Rapid Express*	0	2	2
Corridor	Express	1	5	6
Corridor	Light Rail	2	1	3
Corridor	*Rapid*	2	5	7
Local	Urban Frequent	17	12	29
Local	Urban Standard	15	24	39
Community Routes	Circulator	4	6	10
Rural Routes	Rural	0	4	4
	Bus Subtotals	39	58	97
	Light Rail Subtotals	2	1	3
	Total	41	59	100
	Percentage of Total	41%	59%	100.0%

As shown in Table 2-4 above, the current MTS system is comprised of 2 *Rapid Express* Routes, 6 Express routes, 3 Light Rail Lines, 7 *Rapid* routes, 29 Urban Frequent routes, 39 Urban Standard routes, 10 Circulator routes, and 4 Rural routes. A listing that identifies the route type, category, and its status as a minority or non-minority route is included in Table 2-5.

Minority Routes

All MTS routes are designated as either a "minority route" or a "non-minority route" based on the FTA definition of a "minority transit route," which is defined in FTA Circular 4702.1B as "a route that has at least ⅓ of its total revenue mileage in a Census block or block group, or traffic analysis zone(s) with a percentage of minority population that exceeds the percentage of minority population in the transit service area."

Based on this classification, 41 of the 100 current MTS transit routes are classified as minority routes. This information is listed by route in Table 2-5.

Table 2-5 MTS Route Categories and Title VI Designations for All Routes, effective January 1, 2021

Type	Category	Route #	Title VI Classification
Regional	*Rapid Express*	280	Non-Minority
Regional	*Rapid Express*	290	Non-Minority
Corridor	Express	20	Non-Minority
Corridor	Express	50	Non-Minority
Corridor	Express	60	Non-Minority
Corridor	Express	110	Non-Minority
Corridor	Express	150	Non-Minority
Corridor	Express	950	Minority
Corridor	Light Rail	510	Minority
Corridor	Light Rail	520	Minority
Corridor	Light Rail	530	Non-Minority
Local	*Rapid*	201	Non-Minority
Local	*Rapid*	202	Non-Minority
Local	*Rapid*	204	Non-Minority

Type	Category	Route #	Title VI Classification
Local	Urban Standard	4	Minority
Local	Urban Standard	27	Non-Minority
Local	Urban Standard	28	Non-Minority
Local	Urban Standard	31	Minority
Local	Urban Standard	35	Non-Minority
Local	Urban Standard	105	Non-Minority
Local	Urban Standard	115	Non-Minority
Local	Urban Standard	704	Minority
Local	Urban Standard	705	Minority
Local	Urban Standard	707	Minority
Local	Urban Standard	815	Non-Minority
Local	Urban Standard	816	Non-Minority
Local	Urban Standard	832	Non-Minority
Local	Urban Standard	833	Non-Minority

Type	Category	Route #	Title VI Classification
Corridor	*Rapid*	215	Non-Minority
Corridor	Rapid	225	Minority
Corridor	*Rapid*	235	Non-Minority
Corridor	*Rapid*	237	Minority
Local	Urban Frequent	1	Non-Minority
Local	Urban Frequent	2	Non-Minority
Local	Urban Frequent	3	Minority
Local	Urban Frequent	5	Minority
Local	Urban Frequent	6	Non-Minority
Local	Urban Frequent	7	Minority
Local	Urban Frequent	8	Non-Minority
Local	Urban Frequent	9	Non-Minority
Local	Urban Frequent	10	Non-Minority
Local	Urban Frequent	11	Non-Minority
Local	Urban Frequent	12	Minority
Local	Urban Frequent	13	Minority
Local	Urban Frequent	30	Non-Minority
Local	Urban Frequent	41	Non-Minority

Type	Category	Route #	Title VI Classification
Local	Urban Standard	834	Non-Minority
Local	Urban Standard	848	Non-Minority
Local	Urban Standard	852	Non-Minority
Local	Urban Standard	854	Non-Minority
Local	Urban Standard	855	Non-Minority
Local	Urban Standard	856	Minority
Local	Urban Standard	864	Non-Minority
Community	Urban Standard	872	Non-Minority
Local	Urban Standard	874	Non-Minority
Local	Urban Standard	875	Non-Minority
Local	Urban Standard	905	Minority
Local	Urban Standard	916	Minority
Local	Urban Standard	917	Minority
Local	Urban Standard	921	Minority
Local	Urban Standard	923	Non-Minority
Local	Urban Standard	928	Non-Minority
Local	Urban Standard	936	Minority
Local	Urban Standard	944	Non-Minority

Type	Category	Route #	Title VI Classification
Local	Urban Frequent	44	Minority
Local	Urban Frequent	120	Non-Minority
Local	Urban Frequent	701	Minority
Local	Urban Frequent	709	Minority
Local	Urban Frequent	712	Minority
Local	Urban Frequent	901	Non-Minority
Local	Urban Frequent	906	Minority
Local	Urban Frequent	907	Minority
Local	Urban Frequent	929	Minority
Local	Urban Frequent	932	Minority
Local	Urban Frequent	933	Minority
Local	Urban Frequent	934	Minority
Local	Urban Frequent	955	Minority
Local	Urban Frequent	961	Minority
Local	Urban Frequent	992	Non-Minority

Type	Category	Route #	Title VI Classification
Local	Urban Standard	945	Non-Minority
Local	Urban Standard	962	Minority
Local	Urban Standard	963	Minority
Local	Urban Standard	967	Minority
Local	Urban Standard	968	Minority
Local	Circulator	14	Non-Minority
Local	Circulator	18	Non-Minority
Local	Circulator	25	Non-Minority
Local	Circulator	83	Non-Minority
Local	Circulator	84	Non-Minority
Local	Circulator	88	Non-Minority
Community	Circulator	851	Minority
Community	Urban Standard	904	Non-Minority
Local	Circulator	964	Minority
Local	Circulator	965	Minority
Rural	Rural	888	Non-Minority
Rural	Rural	891	Non-Minority
Rural	Rural	892	Non-Minority

Type	Category	Route #	Title VI Classification		Type	Category	Route #	Title VI Classification
					Rural	Rural	894	Non-Minority

Vehicle Loads

MTS has established load factor data for all bus and rail services to prevent overcrowding and to allocate resources appropriately. The load factor for each route is calculated based on the peak and non-peak load of each trip on a route during an average weekday. As ridership is much lower on the weekends, Saturday and Sunday load factors are not included.

Figure 2-17 illustrates the average load factor during peak and off-peak times on both minority and non-minority transit routes. Minority routes do carry slightly higher load factors than do Non-Minority routes during peak and off-peak times. This is most likely due to higher ridership productivity on minority routes in comparison to non-minority routes. No bus or Light Rail lines exceeded the MTS load factor standards, as outlined in Figure 2-17 and Tables 2-6 and 2-7.

Figure 2-17 MTS System-Wide Average Vehicle Loads

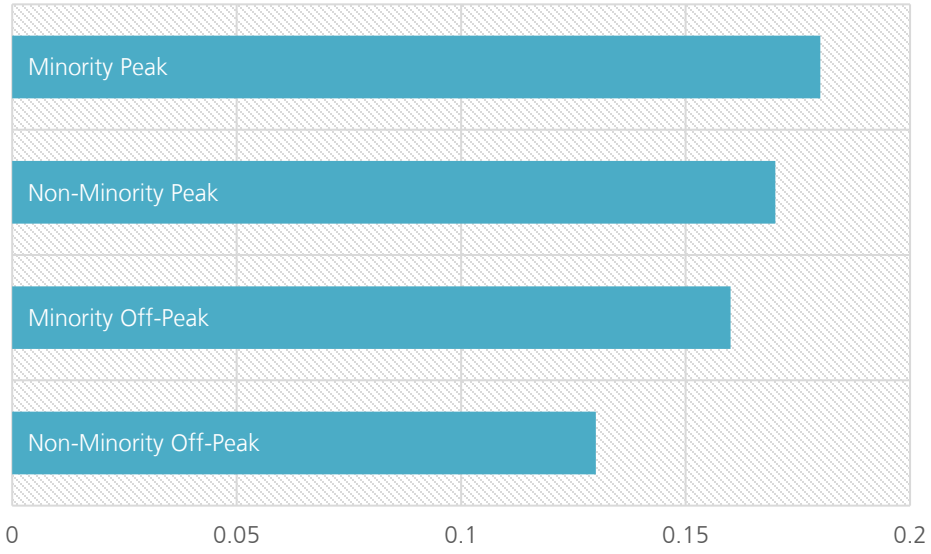


Table 2-6 MTS System-Wide Minority Route Average Vehicle Loads, effective January 1, 2021

MTS Load Factor – Minority Routes		# of Routes	Peak	Off-Peak	Standard
Regional Routes	*Rapid Express*	0	–	–	1.00
Corridor Routes	Express Routes	1	0.23	0.21	1.50
	Light Rail	2	0.25	0.20	3.00
	Rapid Routes	2	0.09	0.10	1.50
Local Routes	Urban Frequent	17	0.11	0.11	1.50
	Urban Standard	15	0.11	0.11	1.50
Community Routes	Circulator	4	0.06	0.05	1.00

Table 2-7 MTS System-Wide Non-Minority Route Average Vehicle Loads, effective January 1, 2021

MTS Load Factor – Non-Minority Routes		# of Routes	Peak	Off-Peak	Standard
Regional Routes	*Rapid Express*	2	0.14	0.14	1.00
Corridor Routes	Express Routes	5	0.11	0.10	1.50
	Light Rail	1	0.16	0.14	3.00
	Rapid Routes	5	0.28	0.22	1.50
Local Routes	Urban Frequent	12	0.11	0.11	1.50
	Urban Standard	24	0.11	0.11	1.50
Community Routes	Circulator	6	0.08	0.07	1.00
Rural Routes	Rural	4	.31	.42	No specific goal

Vehicle Headways

Vehicle headways are defined as the base weekday frequency of service. Routes with high ridership typically have more frequent headways than routes that do not and are adjusted as ridership increases or decreases – for example, routes that serve the beach areas often have increased service during the summer months to account for increased demand.

The MTS route headways vary by the type of service that is being provided. Light Rail, *Rapid*, and Urban Frequent routes are the most heavily utilized routes, and therefore have the most frequent headway standard (15 minutes). *Rapid Express*, Express, and Urban Standard routes have a standard headway of 30 minutes. Circulator routes provide services to areas of lower density, and therefore have a 60-minute frequency standard. Lastly, the Rural routes have no specific headway standard. A summary of the MTS Headway Standards is included in Table 2-8 below.

Table 2-8 MTS Vehicle Headway Standards, effective January 1, 2021

MTS Vehicle Headways		# of Routes	Standard (minutes)
Regional Routes	*Rapid Express*	2	30
Corridor Routes	Express Routes	6	30
	Light Rail	3	15
	Rapid Routes	7	15
Local Routes	Urban Frequent	29	15
	Urban Standard	39	30
Community Routes	Circulator	10	60
Rural Routes	Rural	4	No specific goal

The majority of the MTS minority route vehicle headways meet or exceed the agency's standard. For example, the standard headway for the Light Rail, *Rapid*, and Urban Frequent routes is 15 minutes. However, the actual headways for these minority routes during peak times averages 11.25 minutes for the Light Rail routes, 15 minutes for the *Rapid* routes, and 13.25 minutes for the Urban Frequent routes, respectively. Eighty (80) of MTS's one hundred (100) routes are operating with headways that either meet or exceed the standard headway for their route category. Sixteen routes operate with headways that are less frequent than the standard for their route category. Six of these routes (#705, #916, #917, #961, #967, and #968) are located within minority areas, while the other ten routes (#8, #9, #120, #204, #833, #834, #838, #854, #901, and #904) are located within non-minority areas. Figure 2-18 and Tables 2-9 and 2-10 depict the MTS average weekday headways at peak and off-peak times for both the minority and non-minority routes.

Figure 2-18 MTS System-Wide Weekday Headways, effective January 1, 2021

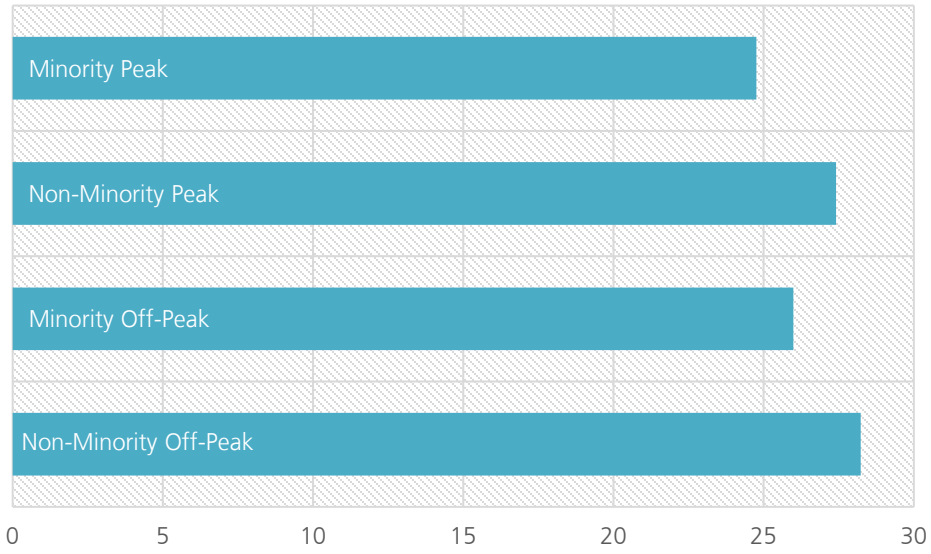


Table 2-9 MTS Minority Route Headways, effective January 1, 2021

MTS Headways – Minority Routes		# of Routes	Peak (minutes)	Off-Peak (minutes)	Standard (minutes)
Regional Routes	*Rapid Express*	0	N/A	N/A	N/A
Corridor Routes	Express Routes	1	15.00	30.00	30.00
	Light Rail	2	11.25	15.00	15.00
	Rapid Routes	2	15.00	15.00	15.00
Local Routes	Urban Frequent	17	13.25	14.44	15.00
	Urban Standard	15	35.50	36.00	30.00
Community Routes	Circulator	4	47.50	47.50	60.00

Table 2-10 MTS Non-Minority Route Headways, effective January 1, 2021

MTS Headways – Non-Minority Routes		# of Routes	Peak (minutes)	Off-Peak (minutes)	Standard (minutes)
Regional Routes	*Rapid Express*	2	12.50	N/A	30.00
Corridor Routes	Express Routes	5	23.50	28.00	30.00
	Light Rail	1	15.00	15.00	15.00
	Rapid Routes	5	13.00	16.00	15.00
Local Routes	Urban Frequent	12	15.65	17.71	15.00
	Urban Standard	24	33.23	33.54	30.00
Community Routes	Circulator	6	50.00	50.00	60.00
Rural Routes	Rural	4	N/A	N/A	N/A

On-Time Performance

On-Time Performance of transit routes is monitored by MTS to ensure that the services that are being provided are reliable. Transit schedule service changes occur at least three times per year, in part to ensure that routes are running as timely as possible.

Figure 2-19 illustrates the average on-time performance of both minority and non-minority transit routes. Tables 2-11 and 2-12 show the average on-time performance of each route category, and compare it to the standards set forth by the agency. MTS considers routes to be on time if they arrive within zero to five minutes of the scheduled arrival time. Minority routes had an average on-time performance of 88 percent overall. Non-Minority routes had an average on-time performance of 89 percent.

Figure 2-19 MTS On-Time Performance

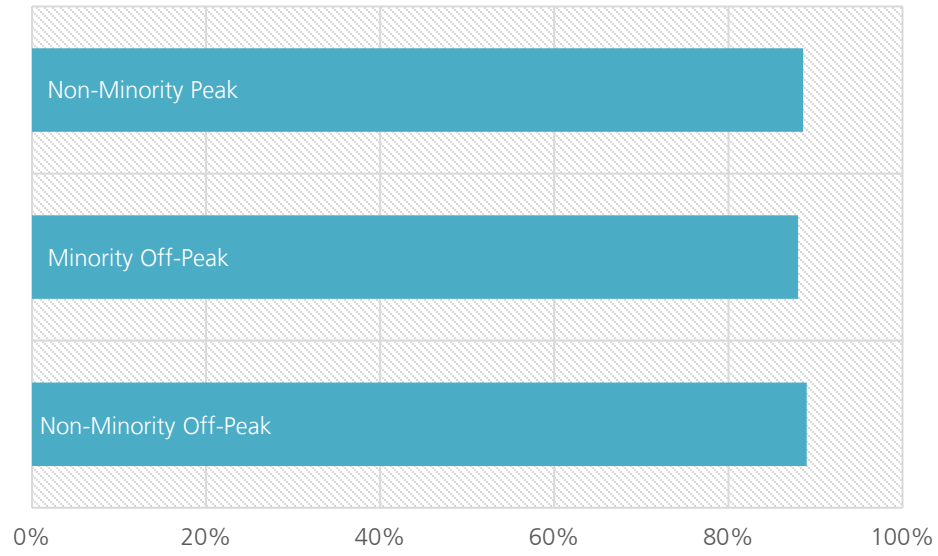


Table 2-11 MTS On-Time Performance – Minority Routes

MTS On-Time Performance – Minority Routes		# of Routes	On-Time Performance	Standard
Regional Routes	*Rapid Express*	0	–	90%
Corridor Routes	Express Routes	1	90%	90%
	Light Rail	2	90%	90%
	Rapid Routes	2	92%	85%
Local Routes	Urban Frequent	17	86%	85%
	Urban Standard	15	89%	90%
Community Routes	Circulator	4	90%	90%

Table 2-12 MTS On-Time Performance – Non-Minority Routes

MTS On-Time Performance – Non-Minority Routes		# of Routes	On-Time Performance	Standard
Regional Routes	*Rapid Express*	2	87%	90%
Corridor Routes	Express Routes	5	86%	90%
	Light Rail	1	94%	90%
	Rapid Routes	5	88%	85%
Local Routes	Urban Frequent	12	88%	85%
	Urban Standard	24	90%	90%
Community Routes	Circulator	6	91%	90%
Rural Routes	Rural	4	N/A	N/A

Service Availability

MTS has achieved the following goals regarding service availability, discussed below and shown in Table 2-13:

- 99.0 percent of residents are within ½ mile of a bus stop or rail station in urban areas
- 99.2 percent of jobs within ½ mile of a bus stop or rail station in urban areas
- 100 percent of suburban residents within five miles of a bus stop or rail station
- Route 848 serves Lakeside seven days a week, and Route 838 serves Alpine seven days a week

Table 2-13 MTS Service Availability

Standard		
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	Residents within ½ mile of a bus stop or rail station in urban areas: 99.0%	Jobs within ½ mile of a bus stop or rail station in urban areas: 99.2%
100% of suburban residences within five miles of a bus stop or rail station	Suburban residents within five miles of a bus stop or rail station: 100%	
One return trip at least two days/week to destinations from rural villages (Lakeside and Alpine)	Available Service: • Route 848 serves Lakeside seven days a week • Route 838 serves Alpine seven days a week	

System-Wide Service Policies

Transit Amenities

MTS provides a variety of transit amenities to its riders. Transit stop amenities are determined by the number of passenger boardings at stops and stations along routes. Transit stops can feature benches, shelters, passenger information (including static and electronic displays), elevators and escalators (there are currently no elevators, escalators, or ticket vending machines at any bus-only stops), trash cans, restrooms, and ticket vending machines.

Rail station amenities of the MTS include seating, shelters, passenger information (including static and electronic displays), elevators and escalators, trash cans, restrooms, and ticket vending machines. The full MTS Transit Amenities Policy is included in Appendix I.

Vehicle Assignment

MTS

The MTS Rail fleet consists of High-Floor trolley cars, Low-Floor trolley cars, and Vintage Trolley cars. In January 2015, a portion of the High-Floor fleet was retired. MTS currently owns 121 Low-Floor cars and requires 112 cars for a full peak schedule (including spares). Currently, this difference is accounted for by inserting a High-Floor car in the middle of three-car consists. Vintage service only operates as a supplementary service in a loop around Downtown San Diego. MTS Rail operates out of one location in Downtown San Diego.

The MTS bus fleet consists of nearly 800 vehicles, including standard buses, articulated buses, minibuses, and over-the-road coaches. Standard buses are 30- to 40-foot-long medium- or heavy-duty transit buses. These buses all operate using Compressed Natural Gas engines. The Articulated buses, which are 60 feet long, operate on urban routes with heavy ridership, *Rapid* routes, and *Rapid* freeway routes. The minibus fleet, consisting of buses 29 to 34 feet in length, operates demand-response service and on fixed routes with lower ridership. Over-the-Road Coaches are 45-foot-long buses that are assigned to the *Rapid Express* commuter bus service which operates along the I-15 corridor. The MTS Vehicle Assignment Policy is included in Appendix J.

These bus fleets are assigned to five different divisions:

1. Imperial Avenue Division
   Operates standard and articulated buses
2. Kearny Mesa Division
   Operates standard and articulated buses
3. South Bay Maintenance Facility
   Operates standard and articulated buses
4. East County Bus Maintenance Facility
   Operates standard buses, minibuses, and Over-the-Road coaches
5. Copley Park Maintenance Facility
   Operates fixed-route minibuses as well as the MTS Americans with Disabilities Act-compliant paratransit fleet, which consists of propane- and gasoline-powered Type II minibuses

Figure 2-20 MTS Transit Amenities – Central and North, effective January 1, 2018

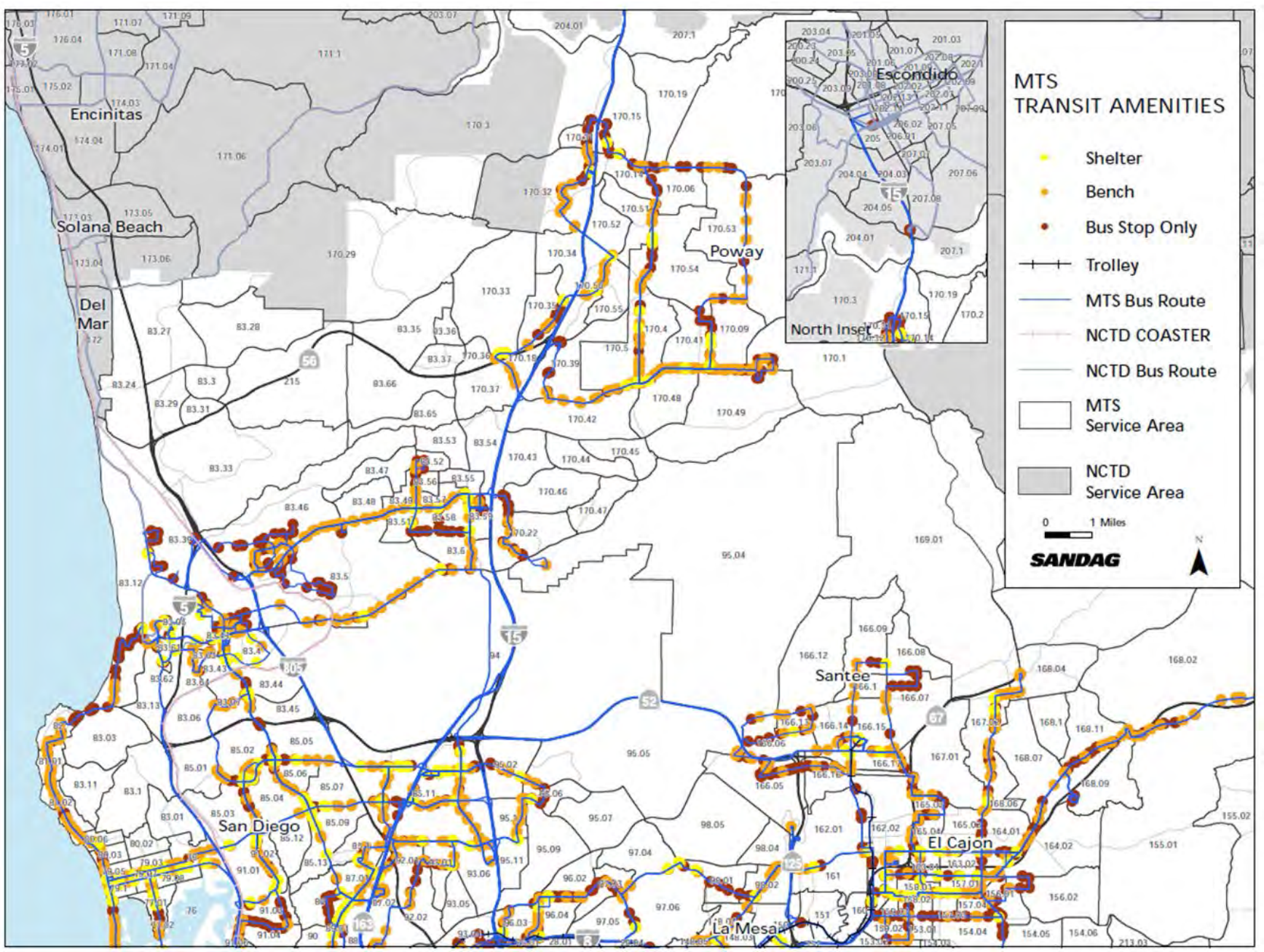


Figure 2-21 MTS Transit Amenities – South, effective January 1, 2018



Requirement to Evaluate Service Changes

MTS complies with its requirements to evaluate service changes found in Chapter IV, Section 7, of the FTA Title VI Circular (FTA C 4702.1B). MTS Policy 42 was originally adopted in 1993 and was revised on September 15, 2016. Policy 42 established processes for evaluating and adjusting existing transit services to improve performance and procedures for implementing service changes. Policy 42 defines a major service change requiring a Title VI Analysis and approval from the MTS Board of Directors before a final implementation decision is made as any of the following changes:

- A change greater than 25 percent of a route's weekly in-service miles or hours
- An increase or reduction in the average weekly span-of-service of more than 25 percent
- The implementation of a new route or the discontinuation of an existing route
- A routing change that affects more than 25 percent of a route's Directional Route Miles and more than 25 percent of the route's bus stops

Policy 42 also establishes a threshold that identifies when effects of a major service change disproportionately and negatively impact minority populations or represent a disparate impact to low-income communities. Similarly, Policy 42 provides a threshold for determining when changes disproportionately benefit non-minority or non-low-income populations.

A copy of Policy 42 is included in Appendix H.

Requirement to Evaluate Fare Changes

All fare changes that do not qualify as a pilot are carried out by SANDAG pursuant to the Master MOU with MTS and NCTD. This MOU gave SANDAG the responsibility to set the fare policies for the region, including the MTS service area. Therefore, it is the responsibility of SANDAG, not MTS, to evaluate fare changes. The minority disparate impact policy and disproportionate burden policy for fare changes is the responsibility of SANDAG, not MTS, and is not applicable to this Title VI Program. Any evaluation of fare changes would be included in the SANDAG Title VI Program, due on October 1, 2021.

RESULTS OF SERVICE ANALYSES

During the triennial period, MTS had four service changes requiring a Title VI analysis, and is in the process of a fifth service change that will likely be implemented in late Fall 2021. The first service change involved the further implementation of MTS's Transit Optimization Plan (TOP), which MTS began in fall 2016 to comprehensively review the transit network to ensure it is effective in meeting the region's travel needs. A public hearing was held on July 20, 2017, and the MTS Board of Directors approved the TOP at the September 21, 2017, Board of Directors meeting. Due to space constraints within this document, copies of the full agendas, materials (including PowerPoint presentation slides), and minutes from the July 20, 2017, and the September 21, 2017, Board of Directors meetings can be found at the following links:

July 20, 2017, MTS Board of Directors Meeting Agenda and Materials

July 20, 2017, MTS Board of Directors Meeting Minutes

September 21, 2017, MTS Board of Directors Meeting Agenda and Materials

September 21, 2017, MTS Board of Directors Meeting Minutes

While the Title VI analysis for these service changes began before the triennial period, changes were implemented in phases, beginning in January 2018, and were completed in January 2019.

The second service change requiring Title VI analysis involved the proposed bus service implementation of Rapid Route 225. The resulting analysis determined that there were no disparate impacts or disproportionate burdens resulting from the implementation of Rapid 225. A public hearing for the proposed service change was held at the June 14, 2018, MTS Board of Directors meeting, with the Board approving the service change. Due to space constraints within this document, copies of the full agendas, materials (including PowerPoint presentation slides), and minutes from the June 14, 2018 Board of Directors meeting can be found at the following links:

June 14, 2018 MTS Board of Directors Meeting Minutes

Copies of the Title VI Analysis, agenda, and minutes from the June 14, 2018, MTS Board of Directors meeting are included in Appendix M.

The third service change requiring Title VI analysis involved the proposed addition of service between the Sorrento Valley COASTER Station and the University of California, San Diego (UCSD) main campus. The resulting analysis determined that there were no disparate impacts or disproportionate burdens resulting from the proposed new service. A public hearing for the proposed service change was held at the October 10, 2019, MTS Board of Directors meeting, with the Board approving the service change. Due to space constraints within this document, copies of the full agendas, materials (including PowerPoint presentation slides), and minutes from the October 10, 2019 Board of Directors meeting can be found at the following links:

October 10, 2019 MTS Board of Directors Meeting Agenda Final Package

October 10, 2019 MTS Board of Directors Meeting Minutes

Copies of the Title VI Analysis, agenda, and minutes from the October 10, 2019, MTS Board of Directors meeting are included in Appendix M.

The fourth service change requiring Title VI analysis involved temporary service adjustments as a result of the COVID-19 pandemic. The resulting analysis determined that there were no disparate impacts or disproportionate burdens resulting from the service adjustments. A public hearing for the proposed service change was held at the February 11, 2021, MTS Board of Directors meeting, with the Board approving temporary service reductions beyond 12 months and until it is determined feasible and reasonable by staff to restore services and to waive the requirement for a major service change process to restore services when feasible. Due to space constraints within this document, copies of the full agendas, materials (including PowerPoint presentation slides), and minutes from the February 11, 2021 Board of Directors meeting can be found at the following links:

February 11, 2021 MTS Board of Directors Meeting Agenda Final Package

February 11, 2021 MTS Board of Directors Meeting Minutes

Copies of the Title VI Analysis, agenda, and minutes from the February 11, 2021, MTS Board of Directors meeting are included in Appendix M.

The fifth service change requiring Title VI analysis is related to the opening of the Mid-Coast Trolley extension and feeder bus major service changes. The new Trolley extension is currently anticipated to enter service in November 2021. The resulting analysis determined that there were no disparate impacts or disproportionate burdens resulting from the service adjustments. A public hearing for the proposed service change was held at the March 11, 2021, MTS Board of Directors meeting, with the Board approving the service changes. Due to space constraints within this document, copies of the full agendas, materials (including PowerPoint presentation slides), and minutes from the March 11, 2021 Board of Directors meeting can be found at the following links:

March 11, 2021 MTS Board of Directors Meeting Agenda Final Package

March 11, 2021 MTS Board of Directors Meeting Minutes

Copies of the Title VI Analysis, agenda, and minutes from the March 11, 2021, MTS Board of Directors meeting are included in Appendix M.

RESULTS OF FARE EQUITY ANALYSIS

The responsibility to conduct a fare equity analysis belongs to SANDAG, not MTS. SANDAG implemented fare changes in September 2019. This fare change, along with the equity analysis will be documented in SANDAG's Title VI Update which is due on October 1, 2021.

APPENDICES

APPENDIX A

MTS NOTICE TO THE PUBLIC

Metropolitan Transit System

MEMORANDUM

DATE: February 25, 2021

TO: Samantha Leslie, Staff Attorney - Regulatory Compliance

FROM: Denis Desmond, Director of Planning

SUBJECT: TITLE VI NOTICE TO THE PUBLIC

In accordance with Federal Transit Administration's Title VI Circular 4702.1B, MTS provides notice to its customers and the public, informing them of their rights under Title VI regulations.

MTS' notice includes:

- A statement that MTS operates programs without regard to race, color or national origin.
- Information on how to request additional information about MTS Title VI obligations.
- Instructions on how to file a complaint.

This notice is posted in the following locations:

- On the MTS website (https://www.sdmts.com/about-mts/title-vi-policy)
- In the lobby of the MTS administrative offices (1255 Imperial Ave., Suite 1000, San Diego, CA 92101)
- In the lobby of the San Diego Transit administrative offices (100 Sixteenth St., San Diego, CA 92101)
- At The Transit Store in Downtown San Diego (1255 Imperial Avenue, Suite 100A, San Diego, CA 92101)
- On board all MTS Buses and Trolleys in Take One notices published at least three times per year and posted on all vehicles
- Posted on a decal on board all MTS Access buses (American with Disabilities Act complementary paratransit service)

Per MTS' Language Assistance Plan, this notice is posted in English and Spanish in most locations, and available in other languages upon request.

I have attached copies of the notice posted on the MTS website, in our Take One notices (sample), and the MTS administrative lobby. Please let me know if you have any questions.

Attachments:

A. Title VI policy posted on the MTS website
B. Sample Take One flyer with Title VI notice
C. Title VI notice posted in the MTS administrative lobby

M- TITLE VI POSTING_FEB 2021

Attachment A: Title VI policy posted on the MTS website



The San Diego Metropolitan Transit System (MTS) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended.

It is MTS' objective to:

- Ensure that transportation service levels and quality of service are provided without regard to race, color or national origin
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of public transportation programs and activities on minority populations and low-income populations
- Promote the full and fair participation of all affected populations in transportation decision making
- Prevent the denial, reduction or delay in benefits related to public transportation programs and activities that benefit minority populations or low-income populations
- Ensure meaningful access to public transportation programs and activities by persons with limited English proficiency

MTS provides a formal process for the investigation and resolution of any complaint that alleges exclusion or denial of benefits based on race, color or national origin.

Who can file a complaint?

Any person who believes that they have, individually or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color or national origin, may file a Title VI complaint with MTS. A complaint must be filed within 180 days after the date of the alleged discrimination.

How do I file a Title VI Complaint?

If you believe you have been discriminated against, you may file a signed, written complaint within 180 days of the date of alleged discrimination. Complaints shall provide all pertinent facts and circumstances surrounding the alleged discrimination that will help MTS reach a decision. The complaint should include the following information:

Complaints sent to MTS should be mailed or dropped off at the following address:

San Diego Metropolitan Transit System
Attn: General Counsel
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Printable Form:

Title VI Complaint form - English
(https://www.sdmts.com/sites/default/files/attachments/title_vi_complaint_form_lep_english_0.pdf)

Formulario de queja de Título VI - Español (Spanish
(https://www.sdmts.com/sites/default/files/attachments/formulariodequejadetitulovi_v2.pdf))

Tiêu Đề VI Đơn Khiếu Nại – Việt (Vietnamese)
(https://www.sdmts.com/sites/default/files/attachments/titlevicform_vietnamese.pdf)

Форма жалобы по Статье VI – ру́сский язы́к (Russian)
(https://www.sdmts.com/sites/default/files/attachments/title_vi_cf_russian.pdf)

ទម្រង់បែបបទបណ្តឹងនៃមាត្រា VI – ភាសាខ្មែរ (Khmer)
(https://www.sdmts.com/sites/default/files/attachments/title_vi_cf_khmer.pdf)

ຂໍ້ ໃ VI ແບບຟອມການຮ້ ອງທ ກ – ລາວ (Laotian)
(https://www.sdmts.com/sites/default/files/attachments/title_vi_cf_laotian.pdf)

Title VI 불만 양식 – 한국어(Korean)
(https://www.sdmts.com/sites/default/files/attachments/title_vi_cf_korean.pdf)

タイトルVI差別苦情届出書 – 日本人(Japanese)
(https://www.sdmts.com/sites/default/files/attachments/title_vi_cf_japanese.pdf)

فرم شکایت مربوط به فصل شش – فارسی (Persian)
(https://www.sdmts.com/sites/default/files/attachments/titlevicomplaintform_farsi.pdf)

民權法案第六章投訴表 – 中國 (Chinese)
(https://www.sdmts.com/sites/default/files/attachments/titlevicomplaintform_chinese.pdf)

Form ng Reklamo sa ilalim ng Titolo VI – Tagalog (Tagalog)
(https://www.sdmts.com/sites/default/files/attachments/titlevicomplaintform_tagalog.pdf)

ܟܬܒܐ ܕܫܟܘܬܐ ܠܟܘܢ ܕܩܫ (Assyrian)
(https://www.sdmts.com/sites/default/files/attachments/tr_shtyty_pwrm_dshkyt_leslie-11201936403-assyrian_pdf.pdf)

ܟܬܒܐ ܕܫܟܘܬܐ ܠܟܘܢ ܕܩܫ (Chaldean)
(https://www.sdmts.com/sites/default/files/attachments/tr_shtyty_pwrm_dshkyt_leslie-11201936403-chaldean_pdf.pdf)

Complaint Assistance

MTS Customer Service will assist with writing a complaint if the complainant is unable to do so.

In addition to your right to file a complaint with MTS, you have the right to file a Title VI complaint with the U.S. Department of Transportation:

United States Department of Transportation
Federal Transit Administration
Office of Civil Rights
Attention: Complaint Team
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

What happens to my complaint at MTS?

All complaints alleging discrimination based on race, color or national origin will be documented and an investigation will be initiated within 10 days of receiving the complaint. If additional information is needed, MTS will contact the complainant or their representative in writing. MTS will provide appropriate assistance to complainants, including those persons with disabilities, or who are limited in their ability to communicate in English. Failure of the complainant to provide the requested

MTS will make every effort to respond to Title VI complaints within 90 working days of receipt. MTS will send a final written response to the complainant. The complainant will also be advised of their right to appeal the response to federal and state authorities as appropriate.

How can I request additional information about MTS' Title VI obligations?

To receive additional information on MTS' Title VI nondiscrimination obligations, please contact the Office of General Counsel at either 619.557.4539 or 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.

Notice of Availability of Free Language Assistance

MTS provides vital documents translated into languages other than English.

Written translations are available as follows:

- All vital and many non-vital documents are provided in English and Spanish.
- The Title VI Complaint Form is available in Spanish, Vietnamese, Tagalog, Chinese, Syriac, Arabic, Persian, Korean, Laotian, Japanese, Russian, Mandarin, and Cambodian.
- The Title VI Information and Complaint Process is available in all above languages using the Google Translate widget incorporated into the top of the webpage. (A Spanish version is also readily available via weblink).
- Additional vital documents readily available in Vietnamese and Tagalog are the MTS Riderâ€™s Guide and applications for reduced fare identification cards.
- Most vital documents will be provided in any language identified above upon request, allowing 1-2 weeks for translation.
- MTS may translate outreach materials and other documents for a specific event or change as necessary, as warranted by the local population affected.

Verbal interpretation for vital service information is available as follows:

- Front-line administrative and call center assistance (MTS Information and Trip Planning, MTS Customer Service, MTS Compass Card office) is readily available in English and Spanish.
- Vietnamese and Tagalog interpretive assistance is available through the MTS Information and Trip Planning line with a two-day advanced notice by calling 619.233.3004.
- Interpretive service for all other languages noted above is available through the MTS Information and Trip Planning line with a two-day advanced notice by calling 619.233.3004.
- MTS may offer interpretive services for a specific event as necessary, as warranted by the local population affected.

Additional Resources

United States Department of Transportation
Federal Transit Administration
Office of Civil Rights

East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

California Department of Transportation
Office of Business & Economic Opportunity
Equal Employment Opportunity Program
Discrimination Complaint Investigation Unit
1823 14th Street, MS 79
Sacramento, California 95811
866.810.6346
http://www.dot.ca.gov/hq/bep/title_vi/t6_index.htm
(http://www.dot.ca.gov/hq/bep/title_vi/t6_index.htm)

Attachment B: Sample Take One flyer with Title VI notice (at bottom)



MTS Take One

Post Until 7/17/20

June 2020 Service Changes

& Independence Day Schedule

MTS is restoring many services that were reduced in April, in order to increase the amount of space available for distancing on board. **Most routes will revert to the schedule in effect prior to the April service reductions, including the printed timetable.** New timetables **will not** be printed for routes with changes effective June 28, 2020. The most current timetable in effect for each route will be posted on **sdmts.com.** Operators at MTS Information and Trip Planning Office **(619) 233-3004** can also offer assistance.

EFFECTIVE JUNE 14, 2020 – TROLLEY CHANGES ONLY

UCSD Blue Line midday service frequency will be increased from every 15 minutes to every 7.5 minutes on weekdays. There are **no changes** to weekend service or Orange or Sycuan Green Line schedules.

EFFECTIVE JUNE 28, 2020 – BUS CHANGES ONLY

The following bus routes have **no changes** in June 2020: **Routes 14, 18, 25, 27, 50, 60, 83, 84, 88, 204, 816, 832, 833, 834, 838, 851, 852, 855, 864, 872, 874/875, 888, 891, 892, 894, 909, 921, 923, 936, 944, 964, 965, 967 and 968.**

Bus routes with weekday schedule changes effective June 28, 2020 are listed inside. There are **no changes** to weekend service unless noted.

INDEPENDENCE DAY SCHEDULE (7/4/20)

- On **Friday, July 3, 2020** (observed Independence Day Holiday), most MTS services will operate on a **Saturday** schedule and MTS offices will be closed.
- On **Saturday, July 4, 2020,** most MTS services will operate on a regular **Saturday** schedule.
- For details, please visit **sdmts.com** or call the MTS Information and Trip Planning Office at **(619) 233-3004** (open 8 a.m. - 5 p.m on 7/3 and 7/4).

THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities. MTS assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency program or activity. To request additional information on MTS' nondiscrimination obligations or to file a complaint against MTS, please write to MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 or log on to **sdmts.com.**

MTS Tome Uno

Junio de 2020 Cambios en el servicio

y horario para el Día de la Independencia

MTS está restaurando muchos servicios que se redujeron en abril, con el fin de aumentar la cantidad de espacio disponible para el distanciamiento a bordo. **La mayoría de las rutas volverán al horario vigente antes de las reducciones de servicio de abril, incluido el horario impreso.** No se imprimirán nuevos horarios para rutas con cambios vigentes a partir del 28 de junio de 2020. El horario más actual vigente para cada ruta se publicará en **sdmts.com.** Los operadores de la Oficina de Información y Planificación de Viajes de MTS **(619) 233-3004** también pueden ofrecer asistencia.

EN VIGOR A PARTIR DEL 14 DE JUNIO DEL 2020 – SOLO CAMBIOS EN EL TROLLEY

La frecuencia del servicio de mediodía en la Línea Azul aumentará de cada 15 minutos a cada 7.5 minutos los días de semana. **No hay cambios** en el servicio de fin de semana ni en los horarios de las Líneas Naranja y Verde.

EN VIGOR A PARTIR DEL 28 DE JUNIO DEL 2020 – SOLO CAMBIOS EN AUTOBÚS

Las siguientes rutas de autobús no tendrán **ningún cambio** en junio del 2020: **Rutas 14, 18, 25, 27, 50, 60, 83, 84, 88, 204, 816, 832, 833, 834, 838, 851, 852, 855, 864, 872, 874/875, 888, 891, 892, 894, 909, 921, 923, 936, 944, 964, 965, 967 y 968.**

En el interior se enumeran las rutas de autobuses con cambios en los horarios de día de semana a partir del 28 de junio del 2020. **No hay cambios** en el servicio de fin de semana a menos que se indique lo contrario.

HORARIO PARA EL DÍA DE LA INDEPENDENCIA (E.E.U.U.) 04/07/20

- **El viernes 3 de julio de 2020** (día festivo del Día de la Independencia), la mayoría de los servicios de MTS funcionarán en horario de **sábado** y las oficinas de MTS estarán cerradas.
- **El sábado 4 de julio de 2020,** la mayoría de los servicios de MTS funcionarán en un horario regular los **sábados.**
- Para más detalles, visite **sdmts.com** o llame a la Oficina de Información y Planificación de Viajes de MTS al **(619) 233-3004** (abierta 8 a.m. - 5 p.m en 03/07 y 04/07).

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

Attachment C: Title VI notice posted in the MTS administrative lobby

Metropolitan Transit System

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

The San Diego Metropolitan Transit System (MTS) assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency program or activity. To request additional information on MTS's nondiscrimination obligations or to file a discrimination complaint against MTS, please write to:

MTS General Counsel
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
-or-
Log on to www.sdmts.com

MTS asegura que ninguna persona a base de raza, color de piel, u origen nacional será excluida de participar en, negada los beneficios de, o de cualquier otra manera sujetada a discriminación bajo cualquier actividad o programa de la agencia. Para solicitar información adicional sobre las obligaciones de MTS contra discriminación o para presentar una denuncia contra MTS, favor de escribir al

MTS General Counsel,
1255 Imperial Avenue, Suite 1000,
San Diego, CA 92101
-o-
viste la página www.sdmts.com.



Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB), a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company.

MTDB member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

APPENDIX B

MTS POLICIES AND PROCEDURES NO. 48

Metropolitan Transit System

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

Policies and Procedures No. 48

Board Approval: 9/17/15

SUBJECT:

TRANSIT SERVICE DISCRIMINATION COMPLAINTS PROCEDURES

PURPOSE:

To carry out Title II of the Americans with Disabilities Act of 1990 (ADA) and Title VI of the Civil Rights Act of 1964 (Title VI), the Federal Transit Administration (FTA) recommends that transit agencies adopt a procedure in which complaints alleging discrimination in provision of transit service are filed, investigated, and a determination made. This policy sets forth such procedures.

BACKGROUND:

It is the policy of the San Diego Metropolitan Transit System, hereinafter "MTS"; its subsidiaries, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI); and its contractors to follow the established procedure for handling all alleged transit service ADA discrimination complaints on the basis of disability and all alleged transit service Title VI discrimination complaints on the basis of race, color, or national origin, hereinafter “complaints”.

The responsibility for the implementation of the discrimination complaint procedures is assigned to the Office of General Counsel. Contact information for the Office of General Counsel is as follows:

San Diego Metropolitan Transit System
Attn: Staff Attorney – Regulatory Compliance
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel.: 619-814-1559

All management personnel within MTS, SDTC, and SDTI are expected to support and implement the following procedures.

PROCEDURES:

48.1 All complaints must be in writing and signed by the complainant or his/her representative, hereinafter “complainant”, before any action will be taken. A written complaint is necessary to provide a clear record of the issue to be investigated and to help define the scope of the investigation. If complainant is

Metropolitan Transit System (MTS) is a California public agency and is comprised of San Diego Transit Corporation and San Diego Trolley, Inc. nonprofit public benefit corporations, in cooperation with Chula Vista Transit and National City Transit. MTS is the taxicab administrator for eight cities and the owner of the San Diego and Arizona Eastern Railway Company.

MTS member agencies include: City of Chula Vista, City of Coronado, City of El Cajon, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Poway, City of San Diego, City of Santee, and the County of San Diego.

unable to complete the form in writing due to a disability or limited-English proficiency, upon request, reasonable accommodations will be made.

The complaints shall provide all pertinent facts and circumstances surrounding the alleged discrimination that will allow a thorough review and/or investigation. The complainant may use MTS's ADA or Title VI Complaint Form to submit their complaint, as seen in Exhibit A, B, C and D of this Policy.

The complaint should be filed within 180 calendar days from the time of the alleged discrimination. A complaint may be administratively closed when received later than this deadline if evidence of the alleged discrimination no longer exists to properly investigate the complaint.

48.2 Upon receipt of a written complaint, the Office of General Counsel will document and assign the complaint to investigating staff for further investigation. Within 10 working days after receipt, the investigating staff will begin investigating the complaint. The investigating staff may use the following resources when available to complete its investigation of the complaint: reviewing video footage, incident reports and employee reports and interviewing applicable personnel.

In instances where additional information is needed, the investigating staff will contact the complainant in writing or where appropriate, in a format accessible to the complainant. Failure of the complainant to provide the requested information by a certain date may result in the administrative closure of the complaint or a delay in complaint resolution.

Based upon all the information available from both parties (i.e., the complainant and the identified agency or department) the investigating staff will prepare a written response subject to review and approval by the Office of General Counsel. The investigating staff will use its best efforts to provide a written response of its determination on the matter to the complainant within 90 working days after receipt of complaint. If noncompliance with ADA or Title VI is determined, a recommendation on remedial action will be made. If no violation of ADA or Title VI is determined, the complaint will be administratively closed by MTS.

48.3 The complainant may appeal the determination from investigating staff to the Chief Executive Officer within 10 working days after receipt.

Within 15 working days after receipt of an appeal, the Chief Executive Officer will evaluate all information received and respond in writing, and, where appropriate, in a format accessible to the complainant, with a final determination of the complaint.

48.4 The complainant who is dissatisfied with the final determination of the Chief Executive Officer may submit their complaint to the FTA at the address below no later than 180 days after the date of the alleged discrimination, unless the time for filing is extended by the FTA.

Federal Transit Administration
Office of Civil Rights
Attention: Complaint Team
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

This policy was adopted 3/12/98.
Policy revised on 5/13/04.
Policy revised on 1/28/15.
Policy revised on 9/17/15.

Attachments: Exhibit A – Title VI Complaint Form – English (Available in other languages on the MTS website and upon request)

Exhibit B – ADA Complaint Form – English (Available in other languages on the MTS website and upon request)

APPENDIX C

MTS COMPLAINT FORMS

نموذج شكوى الباب السادس

ينص الباب السادس من قانون الحقوق المدنية لسنة 1964 على أنه "لا يجوز استبعاد أي شخص في الولايات المتحدة الأمريكية بناء على العرق، أو اللون، أو الأصل القومي، من المشاركة، أو حرمانه من المزايا، أو تعريضه للتمييز وفقًا لأي برنامج أو نشاط ممول من الحكومة الفدرالية".

إذا كنت تعتقد أنك قد تعرضت للتمييز من قِبل MTS ، فيمكنك إرسال شكوى مكتوبة وموقعة خلال 180 يومًا من تاريخ التمييز المزعوم. ويمكنك استخدام النموذج أدناه والذي يحتوي على المعلومات الضرورية لمعالجة الدعوى الخاصة بك. عند الانتهاء، يُرجى إعادة هذا النموذج إلى المختص بالباب السادس في Metropolitan Transit System والذي يقع في 1255Imperial Avenue, #1000, San Diego, CA 92101

القسم 1: المعلومات الأساسية

معلومات عن صاحب الشكوى

الاسم	
العنوان	
المدينة / الولاية / الرمز البريدي	
رقم الهاتف	

معلومات عن الضحية **(إذا كان مختلفًا عن الموجود بالأعلى)**

الاسم	
العنوان	
المدينة / الولاية / الرمز البريدي	
رقم الهاتف	

تاريخ حدوث التمييز المزعوم: |

هل تعتقد أن السبب وراء التمييز المزعوم يرجع إلى:

☐ العرق / اللون

☐ الأصل القومي

هل قدمت هذه الشكوى إلى أي وكالة أخرى اتحادية أو تابعة لولاية أو محلية؛ أو إلى أي محكمة اتحادية أو تابعة لولاية؟

☐ لا

☐ نعم ← إذا كانت الإجابة نعم، حدد جميع المربعات المناسبة:

☐ وكالة محلية ☐ وكالة اتحادية

☐ وكالة تابعة لولاية ☐ محكمة اتحادية ☐ محكمة تابعة لولاية

معلومات الاتصال بالوكالة / المحكمة حيث تم تقديم الشكوى إليها:

الاسم	
العنوان	
المدينة / الولاية / الرمز البريدي	
رقم الهاتف	

القسم 2: تفاصيل الحدث

صف بكلماتك الخاصة التمييز المزعوم.

يُرجى شرح ما حدث ومن الذي تعتقد أنه المسؤول عن ذلك. قدم كافة التفاصيل والحقائق ذات الصلة والظروف المحيطة بالتمييز المزعوم والتي سوف تساعد MTS في التحقيق بشكواك. يمكنك استخدام الجانب الخلفي من النموذج إذا كانت هناك حاجة إلى مساحة إضافية. (يمكنك أيضًا إرفاق أي مواد كتابية أو المعلومات الأخرى التي تعتقد أنها ذات صلة بشكواك.)

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القسم 3: التوقيع

توقيع صاحب الشكوى:_____ التاريخ:_____

نموذج الأسئلة الشائعة

تم تأسيس شركة نظام النقل الحضري المتعدد في عام 1964 كشركة مساهمة عامة بموجب قوانين ولاية كاليفورنيا. تقوم الشركة بتشغيل شبكة واسعة من خطوط الحافلات وخطوط الترام الخفيف في مقاطعة سان دييغو. تهدف الشركة إلى توفير وسيلة نقل عام آمنة وموثوقة وفعالة من حيث التكلفة لسكان المقاطعة.

يتم تعيين أعضاء مجلس إدارة MTS من قبل مجلس المشرفين في مقاطعة سان دييغو. يتكون المجلس من 15 عضوًا، ويجتمع مرة واحدة في الشهر على الأقل. يقع المقر الرئيسي للشركة في 1255 شارع الجمهورية، الطابق VI، سان دييغو، كاليفورنيا 92101.

معلومات الاتصال بالمتقدم

(أ) معلومات الاتصال بالمتقدم

الاسم	
العنوان	
رقم الهاتف	
البريد الإلكتروني	

(ب) معلومات الاتصال البديلة

الاسم	
العنوان	
رقم الهاتف	
البريد الإلكتروني	

(ج) اسم الشركة المقترحة

(ج) هل تعتقد أن الأشخاص ذوي الإعاقة يجب أن يكونوا قادرين على استخدام وسائل النقل العام بشكل مستقل؟

- نعم
- لا
- لست متأكدا

(د) هل تعتقد أن الأشخاص ذوي الإعاقة يجب أن يكونوا قادرين على استخدام وسائل النقل العام بشكل مستقل؟

- نعم
- لا

س٦، ما هي أكثر الطرق التي تفضل التنقل بها؟

- الأشخاص ذوي الإعاقة
- الأشخاص المسنين
- الأشخاص ذوي الإعاقة
- السيارة الخاصة
- السيارة الخاصة

الرجاء تقديم المعلومات التالية، وهي مطلوبة فقط لغرض التصنيف

الاسم	
العنوان	
الهاتف	
البريد الإلكتروني	

الرجاء عدم الكتابة هنا : نموذج الموافقة

أنا الموقع / الموقعة أدناه أوافق على استخدام / الرجاء عدم استخدام صوري الشخصية في أي مواد دعائية أو إعلانية أو تسويقية أو إخبارية أو تعليمية أو بحثية أو أي مواد أخرى تنتجها أو تنشرها أو تستخدمها شركة مترو الأنفاق في مدينة نيويورك ("MTS") أو أي من شركاتها التابعة أو الشركات التابعة لها.

أوافق على عدم الحصول على أي تعويض مالي أو غير مالي عن استخدام صوري.

أوافق على إعفاء شركة مترو الأنفاق في مدينة نيويورك وشركاتها التابعة والشركات التابعة لها من أي مسؤولية قد تنشأ عن استخدام صوري.

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ﻩﻭﺪﺠﻟﺍ ﻪﻴﻠﺤﻤﻟﺍ/ ﺫﻴﻔﻨﺘﻟﺍ ﺩﻬﻌﻤﻟﺍ

ﺫﻴﻔﻨﺘﻟﺍ ﺩﻬﻌﻤﻟﺍ ﻪﻴﻟﻮﺌﺴﻤﻟﺍ _____ ﺦﻳﺭﺎﺘﻟﺍ _____

اتفاقية تعاون لاسلكية ثنائية

اتفاقية تعاون لاسلكية ثنائية (هذه "الاتفاقية") مؤرخة اعتبارًا من 1964 ("تاريخ السريان") بين شركة MTS، وهي شركة مسجلة في ولاية كاليفورنيا ("الشركة")، ومقرها في 180 شارع ماين، الطابق 1000، سان فرانسيسكو، كاليفورنيا CA92101، والطرف الآخر المذكور أدناه ("الطرف الآخر").

معلومات الطرف الآخر

معلومات الاتصال

الاسم	
العنوان	
الهاتف	
البريد الإلكتروني	

معلومات الدفع

الاسم	
العنوان	
الهاتف	
البريد الإلكتروني	

معلومات الشحن

ﺮﻛ ﻮﺤﻤﻫ ﺤﺤﻫ ﻩﺪﻴﺠﺘﺴﻫ

- ﺪﺤﻫﻫ ○
- ﻢﻋ ○
- ﻫﺬﻫ ○

ﺪﺤﻫﻫ ﻡ ﺪﻜﻫ ﺮﻛﻫ ﻡ ﺪﻴﻫﻫﻫ ﺮﻛﻫ ﻕﻫ ﺪﻫ ﻩﺪﻴﻫﻫﻫ ﻫﻮﺬﻗ ﺪﻫﺭ
ﺪﻫﻫﻫ ﻡ ﺪﻫﻫ؟ﺪﻜﻫ ﻡ ﺪﻴﻫﻫ

- ﺭﻛ ○
- ﻫﻋ ○

ﺪﻫ ﻢﻋ، ﻫﻋ ﻢﺤﺠ ﻛﻫﺬﻫﻛ ﺤﺤﺠﻫ ﻫﻫﻫﺪﻫ.

- ﺪﻜﻫ ﺮﻛﻫ ○
- ﺪﻜﺬﻴﻛ ﺮﻛﻫ ○
- ﺪﻜﻫ ﺮﻛﻫ ○
- ﺪﻜﺬﻴﻛ ﺪﻫﻫﻫ ○
- ﺪﻜﻫ ﺪﻫﻫﻫ ○

ﻫﺬﻫﻛ ﻫﻫﻫ ﺮﻫﻫﺪﻫ ﺪﻫﻫﻛ ﻫﻫﻫﻛﻛﻫ

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ﻫﻫﻫ ﻫﻫ/ﻫﻫ ﻫﻫﻫ ﻫﻴﻫﻫﻫ ﻫﻫﻫﻫﻫ

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ᓄᓇᕗᑦ / ᐃᓕᓴᕐᓂᖅ ᓄᓇᕗᑦ

ᓄᓇᕗᑦ ᐊᑐᐊᓂᖅ ᐊᑐᐊᓂᖅ

民權法案第六章投訴表

1964 年《民權法案》第六章要求「不得基於種族、膚色或民族血統，禁止美國的任何人士參與接受聯邦財政援助的任何計劃或活動，拒絕向該等人士提供該等計劃或活動的福利，或在該等計劃或活動中歧視該等人士。」

如果您認為您受到 MTS 的歧視，您可於指稱的歧視發生之日後 180 天內提交一份經簽署的投訴書。您可以使用下表，其中包含處理您的申索所需的必要資訊。填妥後，請將該表格交還給城市交通系統民權法案第六章專職人員，地址為 1255 Imperial Avenue #1000, San Diego, CA 92101。

第 1 部分：基本資訊

投訴人資訊

姓名	
地址	
城市／州／郵遞區號	
電話號碼	

受害人的資訊（**如與上文不同**）

姓名	
地址	
城市／州／郵遞區號	
電話號碼	

指稱歧視發生的日期：

您是否認為指稱歧視的原因是基於：

☐ 種族／膚色

☐ 民族血統

您是否已向任何其他聯邦、州或當地機構提交本投訴；或向任何聯邦或州法院提交本投訴？

☐ 否

☐ 是 ➡ 如是，標注所有適當方框：

☐ 當地機構　☐ 聯邦機構

☐ 州機構　☐ 聯邦法院　☐ 州法院

您已向其提交投訴書的機構／法院的聯絡資訊：

姓名	
地址	
城市／州／郵遞區號	
電話號碼	

第 2 部分：事件詳情

用您自己的話描述指稱的歧視。請解釋發生了什麼，以及您認為誰應該負責。請提供有助於 MTS 調查您的投訴的所有詳情及圍繞指稱歧視的相關事實及情況。如需額外空間，您可以使用本表格的背面。（您亦可隨附您認為與您的投訴相關的任何書面材料或其他資訊。）

第 3 部分：簽名

投訴人的簽名：_____ 日期： _____

Title VI Complaint Form

Title VI of the 1964 Civil Rights Act requires that "No person in the United States shall, on the ground of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

If you believe you have been discriminated against by MTS, you may file a signed, written complaint within 180 days of the date of alleged discrimination. You may use the form below, which includes the necessary information to process your claim. When completed, please return this form to the Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101.

SECTION 1: BASIC INFORMATION

A

COMPLAINANT'S INFORMATION

Name: _____

Address: _____

City/State/Zip: _____

Telephone Number: _____

B

VICTIM'S INFORMATION **(if other than above)**

Name: _____

Address: _____

City/State/Zip: _____

Telephone Number: _____

C

Date of alleged discrimination: _____

D

Do you believe that the reason for the alleged discrimination:

- ☐ Race/Color
- ☐ National Origin

E

Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court?

- ☐ No
- ☐ Yes ➡ If yes, mark all appropriate boxes: ☐ Local agency ☐ Federal agency ☐ State agency ☐ Federal court ☐ State court

Contact information for the agency/court where the complaint was filed:

Name: _____

Address: _____

City/State/Zip: _____

Telephone Number: _____

SECTION 2: EVENT DETAILS

Describe in your own words the alleged discrimination. Please explain what happened and whom you believe was responsible. Provide all details and pertinent facts and circumstances surrounding the alleged discrimination that will help MTS investigate your complaint. You may use the back of this form if additional space is required. (You may also attach any written materials or other information that you think is relevant to your complaint.)

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SECTION 3: SIGNATURE

Complainant's Signature: _____ Date: _____

タイトルVI差別苦情届出書

「アメリカ合衆国においては、何人も人種、肌の色、出身国を理由に、連邦補助金を受けるプログラムや活動を行ううえで、参加が許可されない、利益の享受を拒否される、差別を受けることがあってはならない」ことを、1964年の公民権法第六編（タイトルVI）は、義務づけています。

MTSによって差別を受けたと思う場合、問題となる差別があった日から180日以内に署名した苦情届出書を届け出てください。以下の書式をお使いください。苦情を処理するのに必要な情報が入っています。書き終わったら、この書式を1255 Imperial Avenue #1000, San Diego, CA 92101のメトロポリタン輸送システムのタイトルVI担当者にお送りください。

セクション1：基本情報

苦情届出人の情報

氏名	
住所	
市/州/郵便番号	
電話番号	

差別を受けた人の情報（**上記以外にある場合**）

氏名	
住所	
市/州/郵便番号	
電話番号	

問題となる差別があった日 ____

問題となる差別の理由は以下のものによると考えますか。

- ☐ 人種
- ☐ 肌の色
- ☐ 出身国

他の連邦政府、州立、出先機関や連邦、州立裁判所にこの苦情を届け出ましたか？

- ☐ いいえ
- ☐ はい　　はいの場合、該当する箇所に印をつけてください。
  - ☐ 出先機関　☐ 連邦政府機関
  - ☐ 州立機関　☐ 連邦裁判所　☐ 州立裁判所

苦情の届出が行われた機関/裁判所の連絡先：

氏名	
住所	
市/州/郵便番号	

電話番号	

セクション2：出来事の内容

問題となる差別についてご自分の言葉で述べてください。

起こった事、責任があると思う者について説明してください。MTSが苦情の届出を調査するのに役立つすべての内容、関係する事実、問題となる差別を取り巻く状況をお知らせください。記載欄がさらに必要な場合は、この書式の裏面を使って結構です。（さらに、苦情に関連すると思われる文書や他の情報を添付することもできます。）

セクション3：署名

苦情届出人の署名_____日付：_____

ទម្រង់បែបបទបណ្តឹងនៃមាតិកា **VI (Title VI)**

មាតិកា VI នៃច្បាប់ស្តីពីសិទ្ធិពលរដ្ឋឆ្នាំ 1964 ចែងថា "គ្មានបុគ្គលណាម្នាក់នៅសហរដ្ឋអាមេរិកត្រូវបានដកចេញមិនឲ្យចូលរួម ត្រូវបានបដិសេធមិនឲ្យទទួលផលប្រយោជន៍ ឬក៏ទទួលការរើសអើង នៅក្នុងកម្មវិធី ឬសកម្មភាពណាមួយដែលទទួលជំនួយហិរញ្ញវត្ថុពីសហព័ន្ធ ដោយសារពូជសាសន៍ ពណ៌សម្បុរ ឬក៏ដើមកំណើតជាតិសាសន៍ឡើយ។"

បើអ្នកជឿជាក់ថា អ្នកត្រូវបានរើសអើងដោយ MTS អ្នកអាចដាក់បណ្តឹងជាលាយលក្ខណ៍អក្សរដោយមានចុះហត្ថលេខា ក្នុងពេល 180 ថ្ងៃ នៃកាលបរិច្ឆេទដែលចោទថាមានការរើសអើងនោះ។ អ្នកអាចប្រើទម្រង់បែបបទខាងក្រោម ដែលរួមបញ្ចូលនូវព័ត៌មានចាំបាច់ ដើម្បីដំណើរការបណ្តឹងរបស់អ្នក។ នៅពេលបានបំពេញរួច សូមប្រគល់ទម្រង់បែបបទនេះជូន Metropolitan Transit System ជូនចំពោះមន្ត្រីទទួលបន្ទុកអនុវត្តច្បាប់មាតិកា VI តាមអាសយដ្ឋានលេខ 1255 Imperial Avenue #1000, San Diego, CA 92101។

ផ្នែក 1. ព័ត៌មានមូលដ្ឋាន

ព័ត៌មានរបស់អ្នកប្តឹង

ឈ្មោះ:	
អាសយដ្ឋាន	
ទីក្រុង/រដ្ឋ/Zip	
លេខទូរសព្ទ	

ព័ត៌មានរបស់ជនរងគ្រោះ (បើខុសពីខាងលើ)

ឈ្មោះ:	
អាសយដ្ឋាន	
ទីក្រុង/រដ្ឋ/Zip	
លេខទូរសព្ទ	

កាលបរិច្ឆេទដែលចោទថាមានការរើសអើង:

បើអ្នកជឿជាក់ថា មូលហេតុសម្រាប់ការចោទប្រកាន់ការរើសអើងនោះផ្អែកលើ:

- ☐ ពូជសាសន៍/ពណ៌សម្បុរ
- ☐ ដើមកំណើតជាតិ

តើអ្នកបានដាក់ពាក្យបណ្តឹងនេះនៅទីភ្នាក់ងារសហព័ន្ធ ទីភ្នាក់ងាររដ្ឋ ឬទីភ្នាក់ងារក្នុងស្រុកឯទៃផ្សេងទៀតដែរឬទេ; ឬក៏ដាក់នៅតុលាការសហព័ន្ធ ឬតុលាការរដ្ឋណាមួយទេ?

- ☐ ទេ
- ☐ បាទ/ចាស បើ បាទ/ចាស សូមគូសសញ្ញាសម្គាល់ក្នុងប្រអប់សមស្របទាំងអស់:
  - ☐ ទីភ្នាក់ងារក្នុងស្រុក
  - ☐ ទីភ្នាក់ងារសហព័ន្ធ
  - ☐ ទីភ្នាក់ងាររដ្ឋ
  - ☐ តុលាការសហព័ន្ធ
  - ☐ តុលាការរដ្ឋ

Contact information for the agency/court where the complaint was filed:

ឈ្មោះ:	
អាសយដ្ឋាន	
ទីក្រុង/រដ្ឋ/Zip	

លេខទូរសព្ទ ទី	

ផ្នែក **2**៖ ព័ត៌មានលម្អិតពីរង្គហេតុ

សរសេរពណ៌នាដោយប្រើពាក្យផ្ទាល់ខ្លួនរបស់អ្នកអំពីការចោទថាមានការធ្វើសមើងនោះ។ សូមពន្យល់ពីអ្វីដែលបានកើតឡើង និងនរណាដែលអ្នកជឿជាក់ថាជាអ្នកទទួលខុសត្រូវ។ ផ្តល់ព័ត៌មានលម្អិតទាំងអស់ ព្រមទាំងព័ត៌មាននិងស្ថានការណ៍សមហេតុផលទាំងអស់ជុំវិញការចោទថាមានការធ្វើសមើង ដែលនឹងជួយឱ្យ MTS ស៊ើបអង្កេតបណ្តឹងរបស់អ្នក។ អ្នកអាចប្រើទំព័រខាងខ្នងនៃទម្រង់បែបបទនេះ បើត្រូវការកន្លែងបន្ថែម។ (អ្នកក៏អាចភ្ជាប់ឯកសារជាលាយលក្ខណ៍អក្សរទាំងឡាយ ឬក៏ព័ត៌មានផ្សេងទៀតដែលអ្នកគិតថាពាក់ព័ន្ធនឹងបណ្តឹងរបស់អ្នកផងដែរ។)

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ផ្នែក **3**៖ ហត្ថលេខា

ហត្ថលេខារបស់អ្នកប្តឹងទុំ_____ កាលបរិច្ឆេទ ទី_____

Title VI 불만 양식

민권법(Civil Rights Act) 상 Title VI는 "미국에 살고 있는 누구도 인종, 피부색이나 국적에 근거하여 연방재정지원을 받는 프로그램 또는 행위에서 그 참여가 배제되거나, 이익에 부인되거나, 차별 받아서는 아니 된다"라고 규정하고 있습니다.

MTS에 의해 차별되었다고 생각될 경우 차별당한 날로부터 180일 이내에 서명한 서면 고소 양식을 제출할 수 있습니다. 민원 신청이 처리되도록 아래 양식을 사용하여 필수 정보를 작성해 주십시오. 작성된 양식은 "Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101"로 제출해 주십시오.

섹션 1: 기본 정보

불만 내용

이름	
주소	
시/주/우편번호	
전화번호	

피해자 정보**(기타 정보)**

이름	
주소	
시/주/우편번호	
전화번호	

차별받은 일자:

귀하가 생각하는 차별이 발생한 이유는 무엇입니까?

- ☐ 인종/피부색
- ☐ 국적

그 밖의 연방, 주, 지역 기관이나 연방 또는 주 법원에 이 불만을 제기했습니까?

- ☐ 아니요
- ☐ 예 예라고 답변했다면 모든 해당하는 박스에 표시해 주십시오.
  - ☐ 지역 기관
  - ☐ 연방 기관
  - ☐ 국가 기관
  - ☐ 연방 법원
  - ☐ 주 법원

불만 제기 접수 기관/법원 연락 정보:

이름	
주소	
시/주/우편번호	
전화번호	

섹션 2: 사건 상세 정보

차별 받은 내용을 직접 설명해 주십시오. 무슨 사건이 있었으며 누구 책임이라고 생각하는지 설명해 주십시오. 모든 상세한 정보와 차별 대우에 둘러싼 관련된 사실 및 상황을 제공해 주시면 MTS에서 귀하의 불만을 조사하는 데 도움이 될 것입니다. 추가 공간이 필요하실 경우 이 양식의 뒷면을 사용할 수 있습니다. 또한 불만에 관련되어 있다고 생각하는 서면 자료 또는 기타 정보를 첨부하시기 바랍니다.

섹션 3: 서명

불만 접수자 서명:_____ 날짜: _____

ຂໍ້ທີ **VI** ແບບຟອມການຮ້ອງທຸກ

ຂໍ້ທີ VI ຂອງກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງ ປີ 1964, ກຳນົດໄວ້ວ່າ "ບົນພື້ນຖານຂອງເຊື້ອຊາດ, ສີຜິວ ຫຼື ທີ່ມາກ່ຽວກັບຊາດ, ບໍ່ມີບຸກຄົນໃດໃນ ສະຫະລັດອາເມລິກາ ຈະໄດ້ຮັບການຍົກເວັ້ນຈາກ ການມີສ່ວນຮ່ວມໃນ, ປະຕິເສດຜົນປະໂຫຍດຈາກ ຫຼື ຢູ່ພາຍໃຕ້ການເລືອກປະຕິບັດ ພາຍໃຕ້ແຜນງານ ຫຼື ກິດຈະກຳໃດໆ ທີ່ໄດ້ຮັບການຊ່ວຍເຫຼືອທາງດ້ານການເງິນຈາກ ລັດຖະບານກາງ."

ຖ້າທ່ານເຊື່ອວ່າທ່ານໄດ້ຮັບການເລືອກປະຕິບັດຈາກ MTS, ທ່ານສາມາດຍື່ນໜັງສືຮ້ອງທຸກທີ່ມີການລົງລາຍເຊັນ ພາຍໃນ 180 ວັນ ນັບຈາກວັນທີ່ມີການເລືອກປະຕິບັດທີ່ຖືກກ່າວຫາ. ທ່ານສາມາດນຳໃຊ້ແບບຟອມດັ່ງລຸ່ມນີ້, ຊຶ່ງລວມມີຂໍ້ມູນທີ່ຈຳເປັນ ໃນການດຳເນີນການຕາມການຮຽກຮ້ອງຂອງທ່ານ. ເມື່ອຕື່ມແບບຟອມສຳເລັດແລ້ວ, ກະລຸນາສົ່ງຟອມນີ້ກັບຄືນຫາ Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101.

ໝວດທີ **1:** ຂໍ້ມູນພື້ນຖານ

<u>ຂໍ້ມູນຂອງຜູ້ຮ້ອງທຸກ</u>

ຊື	
ທີ່ຢູ່	
ລະຫັດເມືອງ/ລັດ	
ເບີໂທ	

<u>ຂໍ້ມູນຂອງຜູ້ເຄາະຮ້າຍ (ຖ້າແມ່ນຜູ້ອື່ນໆນອກຈາກຂ້າງເທິງນີ້)</u>

ທີ່ຢູ່	
ທີ່ຢູ່	
ລະຫັດເມືອງ/ລັດ	
ເບີໂທ	

ວັນທີມີການເລືອກປະຕິບັດທີ່ຖືກກ່າວຫາ:

ທ່ານເຊື່ອວ່າ
ເຫດຜົນສຳລັບການເລືອກປະຕິບັດທີ່ຖືກກ່າວຫາແມ່ນບົນພື້ນຖານຂອງ:

☐ ເຊື້ອຊາດ/ສີຜິ
☐ ທີ່ມາກ່ຽວກັບຊາດ

ທ່ານໄດ້ຍື່ນໜັງສືຮ້ອງທຸກນຳໜ່ວຍງານຂອງລັດ ຫຼື ລັດຖະບານກາງໃດໆ, ຫຼື ທ້ອງຖິ່ນ ຫຼື ນຳສານລັດ ຫຼື ສານລັດຖະບານກາງບໍ?

☐ ບໍ່ໄດ້ຍື່ນ
☐ ໄດ້ຍື່ນ ຖ້າໄດ້ຍື່ນ, ຈົ່ງໃສ່ເຄື່ອງໝາຍໃນຫ້ອງທີ່ເໝາະສົມ:
☐ ໜ່ວຍງານທ້ອງຖິ່ນ ☐

_____

ໜ່ວຍງານຂອງລັດຖະບ
ານກາງ

☐ ໜ່ວຍງານຂອງລັດ ☐ ສານລັດຖະບານກາງ ☐ ສານລັດ

ຂໍ້ມູນຕິດຕໍ່ສຳລັບໜ່ວຍງານ/ສານບ່ອນທີ່ຍື່ນໜັງສືຮ້ອງທຸກ:

ຊື	
ທີ່ຢູ່	
ລະຫັດເມືອງ/ລັດ	
ເບີໂທ	

ໝວດທີ **2:** ລາຍລະອຽດຂອງເຫດການ

ອະທິບາຍການຸເລືອກປະຕິບັດທີ່ຖືກກ່າວຫາ ດ້ວຍຄຳເວົ້າຂອງທ່ານເອງ ກະລຸນາອະທິບາຍສິ່ງທີ່ໄດ້ເກີດຂຶ້ນ ແລະ ຜູ້ໃດທີ່ທ່ານເຊື່ອວ່າເປັນຜູ້ຮັບຜິດຊອບ. ໃຫ້ລາຍລະອຽດ ແລະ ຂໍ້ມູນຕ໋ອຈິງທີ່ກ່ຽວຂ້ອງທັງໝົດ ແລະ ສະຖານະການທີ່ຢູ່ອ້ອມຮອບ ການເລືອກປະຕິບັດທີ່ຖືກກ່າວຫາ ຊຶ່ງຈະຊ່ວຍ MTS ໃນການສືບສວນການຸຮ້ອງທຸກຂອງທ່ານ. ທ່ານສາມາດນຳໃຊ້ດ້ານຫຼັງຂອງແບບຟອມສະບັບນີ້ ຖ້າວ່າຕ້ອງການພື້ນທີ່ວ່າງເພີ່ມເຕີມ (ທ່ານຍັງສາມາດຕິດຄັດເອກະສານໃດໆທີ່ເປັນລາຍລັກອັກສອນ ຫຼື ຂໍ້ມູນອື່ນໆ ທີ່ທ່ານຄິດວ່າ ກ່ຽວຂ້ອງກັບການຮ້ອງທຸກຂອງທ່ານ.)_____

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ໝວດທີ **3:** ລາຍເຊັນ

ລາຍເຊັນຂອງຜູ້ຮ້ອງທຸກ:_____ ວັນທີ: _____

فرم شکایت مربوط به فصل شش (Title VI)

فصل شش قانون حقوق مدنی (Civil Rights Act) مصوب 1964 مقرر می‌دارد که «هیچ کس در ایالات متحده نباید به واسطه نژاد، رنگ پوست یا خواستگاه ملی خود از مشارکت در هیچ یک از برنامه‌ها یا فعالیت‌های دریافت کننده کمک‌های مالی فدرال منع شود، یا از مزایای آنها محروم گردد یا مورد تبعیض قرار بگیرد.»

اگر اعتقاد دارید که از طرف MTS مورد تبعیض قرار گرفته‌اید، می‌توانید یک شکایت کتبی امضاء شده را ظرف 180 روز از تاریخ وقوع تبعیض مورد ادعا تسلیم کنید. می‌توانید از فرم زیر استفاده کنید که حاوی اطلاعات لازم برای رسیدگی به ادعای شما است. بعد از تکمیل این فرم، لطفاً آن را به نشانی Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101 ارسال کنید.

قسمت 1: اطلاعات اصلی

اطلاعات شاکی

نام	
نشانی	
شهر/ ایالت/کد پستی	
شماره تلفن	

اطلاعات قربانی تبعیض **(اگر با موارد فوق تفاوت دارد)**

نام	
نشانی	
شهر/ ایالت/کد پستی	
شماره تلفن	

تاریخ وقوع تبعیض مورد ادعا:

آیا معتقد هستید که دلیل تبعیض مورد ادعا یکی از موارد زیر بوده است:

☐ نژاد/رنگ پوست

☐ خواستگاه ملی

آیا این شکایت را به هیچ یک از آژانس‌های فدرال، ایالتی یا محلی؛ یا یک دادگاه فدرال یا ایالتی تسلیم کرده‌اید؟

☐ خیر

☐ بله ← اگر بله، همه مربع‌های مربوطه را علامت بزنید:

☐ آژانس محلی ☐ آژانس فدرال

☐ آژانس ایالتی ☐ دادگاه فدرال ☐ دادگاه ایالتی

اطلاعات تماس آژانس/دادگاهی که شکایت را به آن تسلیم کرده‌اید:

نام	
نشانی	
شهر/ ایالت/کد پستی	
شماره تلفن	

قسمت 2: جزئیات رویداد تبعیض‌آمیز

رویداد تبعیض‌آمیز را به زبان خودتان توصیف کنید. لطفاً شرح دهید که چه اتفاقی افتاد و چه کسی مسئول بود. کلیه جزئیات و اطلاعات مربوطه و نیز شرایطی که تبعیض مورد ادعا در آن صورت گرفت و معتقد هستید که در رسیدگی به شکایت شما توسط MTS کمک خواهد کرد را شرح دهید. در صورت نیاز به جای بیشتر برای نوشتن، می‌توانید از پشت این فرم استفاده کنید. (همچنین، می‌توانید مطالب نوشتاری یا سایر اطلاعات کتبی که فکر می‌کنید به شکایت شما مربوط است را ضمیمه کنید.)

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قسمت 3: امضاء

امضای شاکی: _____ تاریخ:_____

Форма жалобы по Статье VI

Согласно Статье VI Закона о гражданских правах 1964 г. «Лица, проживающие на территории Соединенных Штатов Америки, имеют право, независимо от их расовой принадлежности, цвета кожи или национальности, на участие в программах или мероприятиях, финансируемых на средства федерального бюджета, а также на получение преимуществ от участия в них и не должны подвергаться дискриминации в рамках реализации таких программ или мероприятий».

Если, на Ваш взгляд, Вы подверглись дискриминации с стороны MTS, Вы можете в течение 180 дней с момента совершения дискриминационных действий подать подписанную Вами письменную жалобу. Вы можете воспользоваться приведенной ниже формой, чтобы указать необходимую информацию для обработки Вашей жалобы. Просьба направить заполненную форму по адресу: Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101 (США).

РАЗДЕЛ 1: ОСНОВНАЯ ИНФОРМАЦИЯ

ДАННЫЕ О ЗАЯВИТЕЛЕ

ФИО	
Адрес	
Почтовый индекс, город, штат	
Контактный номер телефона	

ДАННЫЕ О ЖЕРТВЕ ДИСКРИМИНАЦИИ (если не совпадают с указанными выше сведениями)

ФИО	
Адрес	
Почтовый индекс, город, штат	
Контактный номер телефона	

Дата совершения заявленных дискриминационных действий:	

На каком основании, по Вашему мнению, были совершены заявленные дискриминационные действия:

- ☐ расовая принадлежность, цвет кожи;
- ☐ национальность.

Вы подавали указанную жалобу в другие государственные ведомства (федеральные, региональные или находящиеся в юрисдикции штата) или судебные органы (федеральные или на уровне штата)?

- ☐ Нет
- ☐ Да В случае положительного ответа отметьте соответствующие поля:

☐ Региональное ведомство ☐ Федеральное ведомство

☐ Ведомство штата ☐ Федеральный судебный орган ☐ Судебный орган штата

Контактная информация государственного ведомства или судебного органа, куда была направлена жалоба:

ФИО	
Адрес	
Почтовый индекс, город, штат	
Контактный номер телефона	

РАЗДЕЛ 2: ПРЕДМЕТ ЖАЛОБЫ

Опишите своими словами заявленные дискриминационные действия. Пожалуйста, объясните, что произошло, и кто, по Вашему мнению, несет ответственность. Приведите все факты и подробно опишите все обстоятельства совершения заявленных дискриминационных действий, чтобы помочь MTS в расследовании Вашего дела. Для освещения всех событий Вы можете воспользоваться, в том числе, дополнительным местом на обороте формы. (Кроме того, Вы можете приложить к жалобе любые документы или иные материалы, относящиеся, по Вашему мнению, к делу.)

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РАЗДЕЛ 3: ПОДПИСЬ

Подпись заявителя: _____ Дата:_____

Formulario de queja de Título VI

El Título VI del Decreto de los Derechos Civiles de 1964 dispone que "ninguna persona en los Estados Unidos debe ser excluida de participar en, negada de los beneficios de sus servicios en base a su raza, color u origen étnico, o ser sujeto(a) a discriminación bajo cualquier programa o actividad que reciba ayuda económica federal."

Si cree que ha sufrido discriminación, puede presentar una queja por escrito y firmada en un plazo de 180 días de la fecha de la presunta discriminación. Puede utilizar el formulario a continuación, que incluye la información necesaria para procesar su queja. Cuando termine, favor de entregar este formulario a Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101.

SECCIÓN 1: INFORMACIÓN BÁSICA

A

DATOS DEL RECLAMANTE

Nombre: _____

Dirección _____

Cuidad/Estado/Código postal: _____

Número telefónico: _____

B

DATOS DE LA VÍCTIMA **(si es diferente del anterior)**

Nombre: _____

Dirección _____

Cuidad/Estado/Código postal: _____

Número telefónico: _____

C

Fecha de la presunta discriminación: _____

D

Cree que la razón para la presunta discriminación es debido a:

- ☐ Raza/Color
- ☐ Origen étnico

E

¿Ha entregado esta queja a cualquier otro organismo local, estatal, o federal o con cualquier tribunal estatal o federal?

- ☐ No
- ☐ Sí ➡

De ser así, marque todas las cajas apropiadas: ☐ Organismo local ☐ Organismo federal ☐ Organismo estatal ☐ Tribunal federal ☐ Tribunal estatal

Información de contacto para el organismo/tribunal donde se presentó la queja:

Nombre: _____

Dirección: _____

Cuidad/Estado/Código postal: _____

Número telefónico: _____

SECCIÓN 2: DETALLES DEL EVENTO

Describa en sus propias palabras la presunta discriminación. Favor de explicar qué fue lo que sucedió y quién cree que es responsable. Proporcione todos los detalles y hechos pertinentes, y circunstancias en torno a la presunta discriminación que ayudarán a MTS a investigar su queja. Puede utilizar el reverso de este formulario si requiere espacio adicional. (También puede añadir cualquier material escrito u otra información que considere relevante a su queja.)

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SECCIÓN 3: FIRMA

Firma del reclamante: _____ Fecha: _____

Form ng Reklamo sa ilalim ng Titolo VI

Title VI ng 1964 Civil Rights Act ay kinakailangan na "Walang tao sa United States, dahil sa lahi, kulay o pambansang pinanggalingan, na hindi maisama sa pakikilahok, matanggihan ang mga benepisyo, o mapasailalim sa diskriminasyon sa ilalim ng anumang programa o aktibidad na tumatanggap ng tulong pinansiyal ng pederal."

Kung naniniwala kang nadiskriminahan ka ng MTS, maaari kang maghain ng pinirmahan, nakasulat na reklamo sa loob nang 180 araw ng petsa ng nabanggit na diskriminasyon. Maaari mong gamitin ang form sa ibaba, kung saan ay kabilang ang kinakailangang impormasyon para iproseso ang iyong reklamo. Kapag nakumpleto, mangyaring ibalik ang form na ito sa Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101.

SEKSYON 1: PANGUNAHING IMPORMASYON

A

IMPORMASYON NG NAGREREKLAMO

Pangalan:	
Address:	
Lungsod/Estado/Zip:	
Numero ng Telepono:	

B

IMPORMASYON NG BIKTIMA **(kung iba sa nasa itaas)**

Pangalan:	
Address:	
Lungsod/Estado/Zip:	
Numero ng Telepono:	

C

Petsa ng nabanggit na diskriminasyon: _____

D

Naniniwala ka ba na ang dahilan para sa nabanggit na diskriminasyon ay nakabatay sa:

- ☐ Lahi/Kulay
- ☐ Pambansang Pinanggalingan

E

Naihain mo na ba ang reklamong ito sa alinmang ibang pederal, estado, o lokal na ahensya; o sa alinmang korte ng pederal o estado?

- ☐ Hindi
- ☐ Oo → Kung oo, markahan ang lahat nang naaagkop na kahon:
  - ☐ Lokal na ahensya
  - ☐ Ahensya ng Pederal
  - ☐ Ahensya ng estado
  - ☐ Korte ng pederal
  - ☐ Korte ng estado

Impormasyon ng kontak para sa ahensya/korte kung saan inihain ang reklamo:

Pangalan:	
Address:	
Lungsod/Estado/Zip:	
Numero ng Telepono:	

SEKSYON 2: MGA DETALYE NG KAGANAPAN

Ilarawan sa sarili mong mga salita ang nabanggit na diskriminasyon. Mangyaring ipaliwanag kung ano ang nangyari at kung sino ang pinaniniwalaan mong responsable. Ibigay ang lahat ng detalye at angkop na mga katotohanan at pangyayaring nakapalibot sa nabanggit na diskriminasyon na makatutulong sa MTS na imbestigahan ang iyong reklamo. Maaari mong gamitin ang likuran ng form na ito kung kinakailangan ang karagdagang espasyo. (Maaari ka rin maglakip ng anumang nakasulat na materyales o iba pang impormasyon na sa palagay mo ay mahalaga sa iyong reklamo.)

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SEKSYON 3: LAGDA

Lagda ng Reklamo:_____ Petsa: _____

Tiêu Đề VI Đơn Khiếu Nại

Tiêu Đề VI của Đạo Luật Dân Quyền năm 1964 yêu cầu "Không ai tại Hoa Kỳ sẽ không được phép tham gia, bị từ chối cung cấp các phúc lợi, hoặc bị phân biệt đối xử theo bất kỳ chương trình hoặc hoạt động nào nhận hỗ trợ tài chính của liên bang, dựa trên chủng tộc, màu da hoặc nguồn gốc quốc gia."

Nếu quý vị cho rằng quý vị bị phân biệt đối xử bởi MTS, quý vị có thể gửi đơn khiếu nại đã ký tên trong vòng 180 ngày từ ngày bị phân biệt đối xử. Quý vị có thể sử dụng mẫu dưới đây, trong đó bao gồm thông tin cần thiết để xử lý khiếu nại của quý vị. Khi hoàn thành, vui lòng gửi lại đơn này tới Metropolitan Transit System, Title VI Officer, 1255 Imperial Avenue #1000, San Diego, CA 92101.

MỤC 1: THÔNG TIN CƠ BẢN

THÔNG TIN CỦA NGƯỜI KHIẾU NẠI

Tên	
Địa Chỉ	
Thành Phố/Tiểu Bang/Mã Zip:	
Số Điện Thoại	

THÔNG TIN VỀ NẠN NHÂN **(nếu khác người bên trên)**

Tên	
Địa Chỉ	
Thành Phố/Tiểu Bang/Mã Zip:	
Số Điện Thoại	

Ngày bị phân biệt đối xử:

Quý vị có cho rằng nguyên nhân của việc phân biệt đối xử là dựa trên:

- ☐ Chủng tộc/Màu da
- ☐ Nguồn gốc quốc qia

Quý vị có gửi đơn khiếu nại này đến bất kỳ cơ quan liên bang, tiểu bang hoặc địa phương; hay bất kỳ tòa án liên bang hoặc tiểu bang nào không?

- ☐ Không
- ☐ Có Nếu có, đánh dấu vào tất cả các ô thích hợp:
  - ☐ Cơ quan địa phương
  - ☐ Cơ quan liên bang
  - ☐ Cơ quan tiểu bang
  - ☐ Tòa án liên bang
  - ☐ Tòa án tiểu bang

Thông tin liên hệ về cơ quan/tòa án nơi đơn khiếu nại được gửi đến:

Tên	
Địa Chỉ	
Thành Phố/Tiểu Bang/Mã Zip:	

Số Điện Thoại	

MỤC 2: CHI TIẾT SỰ VIỆC

Quý vị tự mô tả về việc bị phân biệt đối xử. Vui lòng giải thích những việc đã diễn ra và người mà quý vị cho rằng phải có trách nhiệm. Cung cấp tất cả các chi tiết và sự việc cũng như tình huống chính đáng về trường hợp phân biệt đối xử đó để giúp MTS điều tra khiếu nại của quý vị. Quý vị có thể sử dụng mặt sau của đơn này nếu cần thêm giấy trống. (Quý vị cũng có thể đính kèm bất kỳ tài liệu nào bằng văn bản hoặc thông tin khác mà quý vị cho rằng có liên quan đến khiếu nại của mình.)

MỤC 3: CHỮ KÝ

Chữ Ký của Người Khiếu Nại: _____ Ngày:_____

APPENDIX D

MTS COMPLAINT LOG

FTA Title VI Complaint Log
June 1, 2018 to April 15, 2021*
*As necessary, Complaint Log will be updated if new complaints are received prior to Title VI Program Submission due date of June 1, 2021.

Complainant Name [Redacted per *City of San Jose v. Superior Court* (1999) 74 Cal. App. 4th 1008]	Complaint / Claim Form / Lawsuit	Date Legal received	Date of Incident	Summary of Allegations / Facts	Final Findings / Results of Investigation	Actions Taken	Status
[redacted]	Phone Call - Alleges discrimination based on race	7/2/2018	7/2/2018	Alleges bus operator did not board complainant and complainant's bike and their belongings. Complainant believes the operator didn't allow them to board because they appeared to be homeless or due to complainant being Hispanic.	Prior to complainant walking up to the bus stop, video footage shows bus operator interacting with a passenger. The interaction takes some time, as she wants to board for free and later wants help counting her fare money. Once this passenger pays her fare and right when bus operator is about to depart the bus stop, the bus operator does see the complainant wanting to board. The bus operator does not open door and subsequently drives off. Although the bus operator is shown passing up the complainant there is no evidence the pass up was due to discrimination based on race or because the complainant looked homeless. After review by staff, it was found that the bus operator was running late and they did not want to be more late if they had to wait for a passenger who had a bike and many personal belongings with them. This however is not an appropriate reason to pass up a passenger. Bus operator was disciplined and re-counseled on MTS's boarding policy and MTS's expectation of professionalism and courteousness.	Staff Attorney left a message on 7/18/2018 to discuss findings with complainant.	CLOSED on 7/18/2018
	Customer Service Complaint - Alleges discrimination based on race	7/16/2018	7/14/2018	Alleges bus operator is racist and told complainant not to put bike on bus until the operator started their route, which required complainant to walk down the street.	Per video footage, as other passengers are seen exiting the bus, complainant attempts to place bicycle on the rack. Operator explains that this is the end of his trip, and that complainant will need to load their bicycle in aproximately 10 minutes when he pulls around to the east bound terminal. Complainant eventually removes their bicycle. Bus subsequently pulls into the east bound terminal and complainant loads their bicycle and boards, making comments that operator is stereotyping. After review of this incident, the bus operator was incorrect in terms of when the route started. Operator will be counseled on the correct beginning point of the route. Operator was found to be professional through the entire incident. No evidence of discrimination based on race found.	Staff Attorney spoke with the complainant over the phone on 7/27/2018 regarding findings.	CLOSED on 7/27/2018
	Email- Alleges discrimination based on race	8/21/2018	8/21/2018	Alleges bus driver watched complainant approach and then closed the doors and pulled away. Complainant describes self as black.	After video footage was reviewed, staff could not locate the incident alleged. No one was seen attempting to board the bus but not being able to board due to the operating leaving the bus stop before they made it to the doors. No evidence of discrimination based on race found.	Executive Assistant to General Counsel responded via e-mail on 10/12/2018 stating that no incident was seen in the bus video.	CLOSED on 10/12/2018
	Email - Alleges discrimination based on race	12/23/2018	12/23/2018	Complainant alleges that a MTS security officer threatened and harassed complainant. Complainant states that the MTS security officer asked for proof of eligibility to use a Senior/Disabled/Medicare Reduced Fare Compass Card. Complainant provided a Medi-cal card but that the MTS Security Officer did not find it sufficient proof and cited complainant. Complainant is upset that the citation described complainant as black, when complainant describes self as Native American. Also upset that the CCI stated that if complainant did not describe self as pregnant, that they would have been handcuffed against the wall.	Video footage was reviewed and found that CCI requested fares for all passengers standing along the platform at the trolley station. When the CCI reached complainant who was using a reduced fare, the CCI requested proof of eligibility to use a reduced fare. Complainant could only provide Medi-Cal documentation and Medi-Caid card. CCI stated only a Medi-Care card would suffice. Complainant became persistent that Medi-Cal and Medi-Caid should also suffice. CCI reviewed all provided documentation and asked their Sergeant whether any of complainant's information could be used as proof of eligibility. Sergeant incorrectly told the CCI that a Medi-Caid card would suffice, so long as not expired. Complainant's Medi-Caid card did not have an expiration date so CCI found a citation was warranted. CCI asked complainant about 10 times for complainant's photo ID in order to issue a citation. Complainant repeatedly ignored CCI's requests and hence was also cited for failure to comply with a lawful order. CCI did say that if complainant did not describe self as pregnant, they would have been handcuffed against the wall. CCI said this to show that they were using their reasonable discretion in not using force or handcuffs in order to detain them, as the complainant was being uncooperative in terms of not showing their ID to the CCI which is a lawful and necessary request in order to issue a citation. No evidence of harassment or discrimination based on race found. CCI used their best attempts to describe complainant's physical appearance for purposes of citation processing. CCI was found to be professional and patient through the entire interaction and followed all MTS security procedures as trained.	Staff Attorney emailed findings to complainant on 3/4/2019.	CLOSED on 3/4/2019
	Lawsuit - Alleges discrimination based on race	3/1/2019	10/11/2018	Complainant alleges security used excessive force during detainment. Alleges discrimination based on race.	Video footage does not suport allegations contained in lawsuit. Since this is an active lawsuit, refferred to Risk Department.	Tort Claim received on 2/27/2019. Claim rejected on 3/6/2019 by Risk Department. Lawsuit has been filed. Remains an open lawsuit.	OPEN (Referred to Risk Deptartment)

[redacted]	Web Complaint - Alleges discrimination based on race	6/20/2019	6/19/2019	Complainant alleges since April 2019 they have been discriminated based on race by trolley security officers during fare enforcement checks. Alleges security does not request fares from anyone else except for complainant.	Per video footage, security officers boarded the trolley and began checking each passenger they passed. They checked about 30 passengers before approaching complainant. When they approached complainant, complainant had compass card out ready for inspection. The security officer scanned the compass card and said thank you to complainant. The security officer then immediately moved along to inspect the other remaining passengers for their fare. After review of this incident, there was no evidence to show that any of the officers were staring, targeting or acting unprofessionally towards the complainant. Security officers were found to comply with MTS fare enforcement procedures and policies as trained. As to the allegation of discrimination since April 2019, no specific dates or times were provided to review past incidents. No evidence of discrimination based on race found.	Manager of Transit Enforcement called complainant on 6/20/2019 for further information on details of the incident in order to investigate. Manager of Transit Enforcement emailed complainant with findings on 6/24/2019.	CLOSED on 6/24/2019
	Email - Alleges discrimination based on disability and race	6/30/2019	6/30/2019	Complainant alleges a bus operator was rude and a bully. Complainant states that the bus operator didn't help them find an appropriate seat for their walker and may not like white people. Complainant describes self as a white individual with a disability who uses a walker.	Per video footage, complainant's walker is seen partially blocking the aisle, which results in several passengers walking sideways to get through the aisle. Bus operator tells complainant that they need to keep aisle clear. Complainant begins to deboard. Bus operator then states that complainant was fine where they were but they just need to keep the aisle clear. It is MTS policy that if a passenger's mobility device does not allow for a completely clear aisle or doorway, bus operators are trained to determine if there is a different location or accommodation that will allow them to keep these areas clear. No evidence of discrimination based on disability, race, color or national origin. However, bus operator was counseled on remaining professional, using a professional tone, and being courteous while providing advice regarding MTS policies.	Staff Attorney emailed complainant on 7/1/2019 confirming receipt of complaint. Staff Attorney sent a response to complainant regarding findings on 8/23/2019.	CLOSED on 8/23/2019
	Email - Alleges discrimination based on race	8/6/2019	8/1/2019	Complainant, who describes self as an African American woman, alleges that transit security officer was rude and talked down to complainant regarding an incident with complainant's dog and another passenger. Officer allegedly called complainant "the devil" and attempted to pet complainant's dog.	Staff was unable to locate video due to insufficient time and date provided by complainant. The specified Officer was not on duty on the date complainant alleges. After interviewing the Officer, they did remember an incident in which they received complaints from other passengers regarding an aggressive dog. Officer contacted the owner of the dog and asked that the dog be controlled. Officer could not recall the date or time of the incident and therefore no video is available for review. Based on the interview, MTS found no evidence of discrimination based on race or that the Officer acted unprofessionally. Officer is responsible for ensuring safety of passengers and pets must be under the control of passengers at all times.	Between 8/8/2019 and 8/28/2019, Security called and emailed complainant multiple times requesting that they needed more information on time and date in order to find the correct video footage. On 8/29/2019, Security emailed complainant that they could not find evidence substantiating complaint.	CLOSED on 8/29/2019
	Phone Call - Alleges discrimination based on race	9/16/2019	9/16/2019	Complainant states that the MTS Access driver refused to load their cart onto the bus because there were 2 bags on it. Complainant also states that they paid their fare in coins and the driver took 45 minutes to count the fare. Complainant alleges that they are being singled out by MTS Access staff because of their race. Complainant describes self as Mexican.	Per video footage, driver called dispatch regarding whether to board the complainant as they were not sure whether complainant was in compliance with MTS's cargo policy. Operator subsequently let passenger on. Complainant did provide $4.50 in coins and the driver counted the money and gave change back to the passenger as they overpaid. Later in the ride the complainant asks to be dropped off in a specific location and the driver grants the request. No evidence of discrimination based on race found. No evidence that the bus operator acted unprofessionally or discourteous.	MTS Access Supervisor called complainant on 9/17/2019 regarding findings.	CLOSED on 9/17/2019

[redacted]	Web Complaint: Title VI Complaint - Alleges discrimination based on race	10/30/2019	10/30/2019	Alleges Security Officer used excessive force and was profiling complainant based on race.	After reviewing the video footage, the Code Compliance Inspector (CCI) and Transit System Security (TSS) Officer asked for the fare of all passengers within a stationary trolley car that were boarding and deboarding. After repeated requests to complainant from Officer to show proof of fare, complainant showed a Compass Card with no money on it. CCI asked complainant to step off the train. Complainant refused. CCI and TSS Officer escorted complainant off the trolley by grabbing complainants arm. Complainant continued to resist detention while walking to a nearby bench. Complainant was eventually handcuffed on the bench and cited for fare evasion. No evidence to support excessive force was used in order to detain Complainant. Detainment was necessary in order to issue complainant a citation. The force used was not excessive and reasonably necessary under the circumstances and as allowed under the law. No evidence to support discrimination based on race. CCI and TSS Officers followed all MTS policies and procedures during this fare check and issuance of a citation.	Deputy Director of Transit Enforcement left multiple voicemails with complainant to discuss findings between 10/31/19 and 11/8/2019. Staff Attorney mailed response to complainant on 12/4/2019.	CLOSED on 12/4/2019
	Title VI Complaint Form - Alleges discrimination based on race	3/6/2020	3/5/2020	Alleges that MTS security targeted and harassed complainant based on the complaiant's race when trying to purchase a pass.	MTS reviewed video footage for all potential dates and time ranges that the complainant states is when the incident may have occurred but MTS was unable to locate the described incident. Complainant also was unable to provide the name of the security officers so MTS could not interview security or review body camera footage. Thus, MTS was unable to find evidence of the incident occurring. No facts to support discrimination based on race.	Staff Attorney mailed response on 3/25/2020.	CLOSED on 3/25/2020
	Phone Call - Alleges discrimination based on disability and race	8/11/2020	8/6/2020	Complainant alleges the bus operator refused to turn down the A/C on a MTS Access vehicle upon request. Complainant alleges that the bus operator stated that the reason he would not turn down A/C was to protect themselves from complainant's germs, since complainant had returned from the dialysis appointment. Complainant complained to dispatch and after the bus operator still continued to refuse to turn down the A/C, was asked off the bus by their supervisor. Complainant states this is evidence of systematic discrimination on basis of race and disability. Describes self as Mexican.	Per video footage, it appears actions and comments were based on the bus operator's concern toward COVID-19 exposure. No evidence of discrimination based on race or disability was found. However, bus operator's comments were unprofessional and uncourtesous towards complaintant. In addition, the operator did not follow directives from dispatch/supervisor in regards to how to handle complaintant's concerns. Appropriate displinary measures were taken against operator.	Left voicemail message on 8/12/2020. Spoke with complainant on 8/13/2020. Operations Manager provided findings to complainant on 8/18/2020.	CLOSED on 8/18/2020

APPENDIX E

MTS PUBLIC PARTICIPATION PLAN

Public Participation Plan 2021









Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Subject: PUBLIC PARTICIPATION PLAN

Effective Date: March 3, 2021

Promulgated this 3rd day of March 2021

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM

Sharon Cooney
Chief Executive Officer

Approved as to form:
Samantha Leslie
Title VI Liaison Officer / Staff Attorney – Regulatory Compliance

1.0 Introduction

The San Diego Metropolitan Transit System (MTS) is the provider of fixed-route bus, light rail, and paratransit services in the southern and eastern portion of San Diego County. MTS' area of jurisdiction is approximately 570 square miles of the urbanized areas of San Diego County as well as 2,670 square miles in the rural parts of East County. MTS provides transit services to nearly 3 million people in San Diego County. MTS provides bus and rail services directly or by contract with private operators. All services are coordinated by MTS, which determines the routes, stops, frequencies and hours of operation.

Light rail service is operated on four lines (the UC San Diego Blue, Orange, Sycuan Green and Silver Lines) with a total of 53 stations and 102.6 miles of rail. Trolley service will expand to 65 miles with the extension to University City in late 2021. For bus services, MTS operates 93 fixed routes and an Americans with Disabilities Act (ADA) complementary paratransit service, MTS Access. Fixed route bus services include Urban Frequent, Urban Standard, Express, *Rapid*, *Rapid* Express, and Rural routes.

MTS is governed by a 15-member Board of Directors that generally meets once a month. Members are as follows:

- Four appointed from the City of San Diego (the Mayor of San Diego and 3 San Diego City Council members)
- Two appointed from the City of Chula Vista (the Mayor of Chula Vista and a Chula Vista City Council Member)
- One appointed from each city council of Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway and Santee
- One appointed from the San Diego County Board of Supervisors

MTS also maintains an advisory member on the SANDAG Board of Directors.

2.0 MTS Commitment to Public Participation

The MTS Public Participation Plan (PPP) defines the process for communicating with and obtaining input from the public concerning agency programs, projects, planning, services, and funding. The guidelines and principles outlined in the plan guide the agency's public outreach and involvement efforts for these and other mandated projects or MTS Board of Directors initiatives.

The PPP is meant to inform the passengers and other stakeholders about the MTS public participation process, how they can obtain information about MTS, and how they can provide input into policy, planning, and decision-making efforts.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly issued an Interim Policy on Public Involvement. The goal of this policy statement is to aggressively support proactive public involvement at all stages of planning and project development. Transit agencies are required to develop effective involvement processes which are tailored to local conditions. The performance standards for these proactive public involvement processes include early and continuous involvement; reasonable public availability of technical and other information; collaborative input on alternatives, evaluation criteria and mitigation needs; open public meetings where matters

related to Federal-aid transit programs are being considered; and open access to the decision-making process prior to closure.

The PPP reflects the MTS commitment to public participation and involvement to include all residents and stakeholders in the regional planning process. The PPP was developed and is updated in accordance with guidelines established by federal and local regulations including those listed below.

2.1. Americans with Disabilities Act: The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities in the development and improvement of services. MTS fully complies with ADA through its provision of fixed-route and complementary paratransit services, and by interacting with individuals with disabilities and their representatives.

2.2. National Environmental Policy Act (NEPA): The essential purpose of NEPA is to ensure that environmental factors are considered when compared to other factors in the decision-making process undertaken by federal agencies. The act establishes the national environmental policy, including a multidisciplinary approach to considering environmental effects in federal government agency decision making. Generally, SANDAG plans and constructs major federally-funded capital transit projects in the region on behalf of MTS. Such projects with federal funding or needing federal approvals undergo NEPA review.

2.3. California Environmental Quality Act (CEQA): CEQA requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. Qualifying MTS projects that may cause a significant impact on the environment undergo CEQA review. Both the CEQA and the NEPA have public information components that require an agency such as MTS to conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

2.4. Environmental Justice: MTS makes environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its services, policies, and activities on minority populations and/or low-income populations. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations requires that disproportionately high and adverse human health or environmental effects on minority and low-income populations be identified and addressed in order to achieve environmental justice. Environmental justice at MTS includes incorporating environmental justice and non-discrimination principles into transportation planning and decision-making processes.

Environmental justice requires equitably providing to all residents, regardless of age, race, color, national origin, income, or physical agility, opportunities to work, shop, study, be healthy, and play. MTS believes it is important to understand the impacts of transportation investments on our most vulnerable communities in order to better plan for the future. Promoting social equity and environmental justice in providing services and undertaking planning efforts requires involvement from a wide variety of communities and stakeholders.

MTS considers the following goals of environmental justice throughout transportation planning and service delivery, and through all public outreach and participation efforts:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations, low-income populations, communities disproportionately impacted by historical actions or inactions of society, and people with disabilities.

- To ensure the full and fair participation by all potentially affected communities in the transit decision-making process

- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

- To ensure that all policies and programs maximize improvements in communities that have been historically negatively impacted by actions or inactions of society.

2.5. Title VI of the Civil Rights Act of 1964 as amended (42 U.S.C. Section 2000d): Title VI states that “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI serves as the legal foundation for what is today referred to as environmental justice. MTS adheres to Title VI and environmental justice principles.

2.6. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency: Executive Order 13166 was created to "... improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency ..." Federal agencies were directed to provide guidance and technical assistance to recipients of federal funds as to how they can provide meaningful access to limited English proficient users of federal programs. Consistent with Executive Order 13166 and U.S. Department of Transportation (DOT) guidance, MTS has developed a Language Assistance Plan (LAP) in order to ensure meaningful input opportunities for persons with limited English proficiency. MTS’ LAP, calls for translations of vital documents, such as public notices, into Spanish. MTS may translate documents into additional languages if the nature of the document and the character of the document’s target audience justify additional translation. The LAP provides further guidance for serving limited English-speaking populations.

2.7 Other Laws: Numerous other laws and guidance relevant to public participation are utilized by MTS, depending the program, project or service it is undertaking.

3.0 Connecting with our Riders and Stakeholders

With nearly 300,000 boardings on MTS buses and Trolleys every weekday, service 365 days a year throughout our service area, MTS has an opportunity to connect with our riders on a frequent and personal level. The MTS PPP considers every daily ride to be an opportunity to interact with, inform, and receive feedback from our passengers. Further, MTS is committed to a PPP that includes opportunities for interaction with those in MTS with decision-making authority, including management staff and the Board of Directors. Public workshops, meetings, and other outreach efforts provide forums for input and feedback on MTS services, programs, projects, and policies.

Each of the communication opportunities below follows the guidelines in MTS' LAP, as described in Section 2.6. This includes the translation of important documents and notices, and the availability of verbal translations and language services to populations of limited English proficiency.

3.1. Front Line Staff Contacts: Every rider boarding a bus interacts with the driver at the point of fare payment. Trolley passengers routinely communicate with Trolley operators, operations supervisors, security officers, fare enforcement personnel, and ambassadors. A critical part of keeping riders informed is keeping MTS front line employees up to date on current campaigns and services, and ensuring that they have a conduit to relay public feedback to appropriate management staff. Feedback received from the public by front-line employees, in the form of comments, questions, complaints, and suggestions are forwarded to supervisory and management staff on a "Miscellaneous" form, email, or verbal request.

3.2. Public Meetings: Formal public meetings intended to provide information and seek input are conducted via virtual web-based meetings or, when public health mandates allow it, in indoor settings. These meetings are generally held to address complex topics which may require a general presentation and/or multiple information stations to completely and comprehensively convey information to attendees. A public meeting format is to be used for conceptual and longer-range planning, policy development, and issues of broader interest than just transit users. In all cases, MTS provides translations in Spanish and other languages as needed.

Generally, MTS staff or designees host information stations within the meeting facility to explain all relevant aspects of the project, plans, or proposals to attendees. Information is to be presented simply, using graphics to the extent possible. If necessary, a general presentation may be made at the beginning, or at multiple times throughout the event, to provide project context and background for attendees.

Such meetings are held in locations convenient and easily accessible by MTS services, with a large enough space allotted for the anticipated attendance. Facilities shall be accessible for attendees with disabilities. Bilingual staff or interpreters may be provided in accordance with MTS' LAP. Accommodations can be made for special-needs attendees upon advanced request.

MTS provides notice to the community about meetings that it sponsors, to encourage people to participate. Noticing is done using methods that maximize exposure to low-income and minority populations. These include

Take One flyers on-board MTS revenue vehicles, posting on the MTS website, and sending notices to community organizations and advocacy groups. When possible, event notices may include electronic versions of handouts and displays, proposed plans or policies, and related agendas and minutes for MTS Board of Directors' meetings.

3.3. Outreach Events: Outreach events differ from public meetings in that they are less formal and intended to reach the maximum number of transit users closest to the points at which they access the MTS system or services. Outreach events typically address issues like service change proposals, shorter range planning, and passenger survey collection. These take place at transit centers and stations, or anywhere large groups of potentially interested or impacted populations congregate. A calendar of outreach events for the last three years is included as Attachment A.

3.4. Ambassadors: MTS utilizes ambassadors for conveying information to transit riders, assisting in the implementation phase of major changes, directing passengers throughout special events, and assisting passengers in the purchase of fare media. Ambassadors may be utilized during project planning phases by engaging passengers for surveys, interviews of the public, and collecting data.

3.5. Speaking Engagements (Non-MTS-Sponsored): MTS staff from the appropriate disciplines make presentations, answer questions, and collect feedback at non-MTS sponsored meetings. These include community planning groups, special interest or purpose meetings, neighborhood councils, and advocacy groups. The format of these meetings varies from casual lunch meetings to formal speaking events. The information presented is to be relevant to the audience and structured in a way to encourage maximum feedback.

3.6. Community Events (Non-MTS-Sponsored): MTS participates in a wide variety of community events, such as street fairs and public markets. These are generally utilized to promote MTS and provide information on our services. They are also used as an opportunity to collect feedback on relevant proposals for which MTS is currently soliciting comment.

3.7. Community Advisory Committee: MTS has established a Community Advisory Committee made up of people representing civic groups, educational institutions, military, community based organizations and other interest groups. This Committee meets quarterly to receive MTS updates and to advise MTS on other important initiatives to consider. All meetings provide translation services.

3.8. Take One Notices: MTS prints up to 100,000 bilingual (English and Spanish) Take One notices a minimum of three times per year (typically 4-6 times annually). These are posted on every fixed-route bus and Trolley in the system for 2-4 weeks, depending on the content. These typically include important rider information on upcoming service changes, public hearings, service interruptions, policies, or other matters of general interest to all MTS riders. Each standard Take One notice also includes details on how to request

the information in an alternative format for individuals with disabilities, and the public's rights under Title VI of the Civil Rights Act, including how to file a complaint or request more information.

3.9. MTS *Rider Insider* Newsletter: MTS prints and posts a quarterly newsletter for riders, to keep them informed of general MTS news, the upcoming calendar, projects' status, and opportunities to participate in MTS events. These are published in English and Spanish (or bilingual) versions and posted on all MTS revenue vehicles.

3.10. MTS *Rider Insider* e-newsletter: In addition to the printed newsletter, MTS distributes an electronic edition more frequently to a subscriber list more frequently.

3.11. Bus Cards & Wraps: Internal advertising media is used occasionally promote specific events and campaigns, such as informing riders where they can purchase passes or of new policies or procedures. Because passengers cannot take the information with them, and because they have a higher cost and on-going maintenance needs, these media are used less frequently than other communication methods.

3.12. The Transit Store: MTS maintains a retail storefront in Downtown San Diego that sells fare media, issues identification cards, handles lost-and-found, and dispenses verbal and printed information on services, programs, and initiatives. The most current timetables, maps, Take One notices, and other flyers are available for riders and the public. The Transit Store is open 8 a.m. to 5 p.m., Monday through Friday, and is located at 1255 Imperial Avenue, Ste 100A, San Diego, CA 92101, at the 12th & Imperial Transit Center. It is easily accessed by bus routes 4, 11, 901, and 929, as well as the Orange, Sycuan Green, and UC San Diego Blue Trolley lines. Paid parking is also available. Riders can also call The Transit Store at (619) 234-1060.

3.13. Information and Trip Planning Office: MTS provides one-on-one travel planning assistance and information at the Information and Trip Planning Office. This line is staffed by bilingual staff (English and Spanish), 362 days per year (closed Thanksgiving, Christmas and New Years). Weekday hours are 5:30 a.m. to 8:30 p.m. (reduced hours on weekends and holidays). Customers can reach the Information and Trip Planning Office directly by calling (619) 233-3004, or through the SANDAG-maintained automated regional transportation information line, 511. The Information and Trip Planning Office is also the centralized Lost & Found call center.

3.14. Customer Service Office: The Customer Service Office is the central MTS clearinghouse for rider comments, compliments, complaints, and suggestions received by telephone, the website, live chat, and email. MTS maintains a Customer Relations Module (CRM) database, which records all comments and complaints, and assigns them to the appropriate staff or department for investigation, resolution, and/or their future records. The Customer Service Office is open 8 a.m. to 5 p.m., Monday through Friday.

3.15. Compass Service Center: MTS has migrated all transit passes onto the reloadable smart card, branded as Compass Card. Customers using these cards are taken care of by a specially-trained staff in the Compass Service Center. By calling this office, riders can load passes on to cards, register their cards for loss protection, and ask questions. This office also provides assistance for the Compass Cloud mobile ticketing app. Callers with concerns not directly related to their Compass Card/Compass Cloud account are generally directed to the MTS Customer Service Center, where their issue can be recorded, logged, and sent to the appropriate personnel for resolution.

3.16. www.sdmts.com: The comprehensive MTS website is riders' and the public's resource for transit information, current events, project updates, meeting schedules and agendas, and reports and other publications. MTS periodically posts surveys and promotes opportunities for online input. This website also includes a Google Translate widget, allowing translation into multiple languages.

3.17. Title VI Policy, Complaint & Information Webpage: Directly linked from MTS' website (http://www.sdmts.com), MTS provides extensive information to riders, residents, and other stakeholders explaining their rights under Title VI, MTS' obligations, and the procedures for filing a complaint or seeking additional information.

3.18. MTS Central Control: This telephone number is primarily used by riders to submit immediate security-related concerns while using the MTS system. Information received on this line is transmitted to transit enforcement and law enforcement staff, as appropriate. Callers with complaints and other concerns are generally directed to the MTS Customer Service Center, where their issue can be recorded, logged, and sent to the appropriate personnel for resolution.

3.19. Community Contacts List: MTS maintains an email list of community organizations, employers, advocacy groups, and other interested parties to whom we regularly communicate important information. This includes critical service change or service interruption details, outreach events, and opportunities for public input on various projects.

3.20. Civic Partnerships: MTS maintains working relationships with all other public agencies and industry groups that are provided important MTS news in English and Spanish to share with their constituencies.

3.21. View Our Calendar: Visit https://www.sdmts.com/about-mts-meetings-and-agendas for a comprehensive monthly calendar of all Board of Directors and Board Committee meetings. These meetings are noticed and open to the public.

3.22. Social Media: MTS maintains accounts on Instagram, Facebook, Twitter, and YouTube to keep riders informed of the most current events and provide an opportunity for instant feedback and comments.

4.0 Public Participation Process: *Overall*

The MTS PPP establishes a process for obtaining input from and providing information to the public concerning agency policies, services, projects, and program funding in order to ensure the public is informed and has the opportunity to provide MTS with input so plans can reflect the public's vision. In accordance with FHWA/FTA regulations, MTS will review and update this plan as needed. The various federal and state laws and regulations mentioned above require that transit agencies like MTS conduct public participation programs to ensure that the public is involved and that community concerns are addressed.

For example, major transit service changes, adjusting rider policies, and passing budgets require MTS to provide opportunities for public participation. A significant component of the MTS mission is a strong commitment to public participation and involvement to include all residents and stakeholders in the process of providing successful transit service. The public participation process, development of plans, and outreach activities are coordinated through the MTS Marketing Department.

Ensuring the meaningful involvement of all social and economic groups, including low-income, minorities, individuals with disabilities, seniors, and other traditionally underrepresented communities is a key component of the PPP. As discussed in the Introduction section of this PPP, activities covered in the PPP are consistent with federal and state environmental justice laws, regulations, and requirements, Title VI of the Civil Rights Act and related nondiscrimination requirements, and they reflect the principles of social equity and environmental justice. The overall public participation process follows these guidelines and principles:

4.1. The PPP is designed to inform and involve people and organizations in MTS' decision-making process on issues such as service changes, rider policies, and other matter of interest to riders and the public. The PPP seeks to involve all citizens, including, but not limited to, low-income households, minorities, seniors, limited English speaking populations, individuals with disabilities, LGBTQ communities, community-based and civic organizations, public agencies, business groups and associations, environmental organizations, corporations, city commissions, schools, and other stakeholders in the decision-making process.

4.2. MTS seeks to involve audiences outlined in Section 450.316 of Title 23 in the Code of Federal Regulations: citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of individuals with disabilities, and other interested parties. These efforts also are designed to reach affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.

4.3. MTS Board of Directors and Executive Committee meetings provide the public input forum and decision point for significant agency issues. The MTS Board of Directors typically holds one board meeting each month on a Thursday and an Executive Committee meeting is typically held the Thursday prior to Board

of Directors meeting. If an in-person meeting, meetings are held at MTS offices which are accessible by public transit. Virtual meetings are accessible by all people with computers and/or phones. Upon request, translation is available at all meetings, in accordance with MTS's LAP. Special considerations are made for people with visual and hearing impairments. During these meetings, the MTS Board solicits public input, adopts plans and budgets, approves service changes, implements policies, and hears staff reports. Other Board advisory committees provide opportunities for the public to provide comment regarding policy formulation prior to action by the Board in specific areas of policy, including the Budget Committee, the Public Security Committee, and the Audit Oversight Committee. These meetings are publicly noticed and an agenda is available prior to the meetings.

4.4. The MTS Accessible Services Advisory Committee (ASAC) is a committee made up of transit riders with disabilities, advocates, organizations, and transit agency staff that reviews transit service issues of concern to individuals with disabilities, and provides feedback and guidance to the MTS Board of Directors and Chief Executive Officer. The chair of the ASAC is a member or appointee of the MTS Board of Directors. ASAC generally meets quarterly, either virtually or in person. If in person, ASAC meetings are conducted at MTS offices which are directly served by transit and fully accessible for disabled individuals. ASAC meetings are open to the public, and public attendance, participation, and testimony is invited.

4.5. For planning, project, funding, and policy decisions, public input shall be documented, issues or concerns addressed, and resolution of issues and/or changes made reflected in final reports, plans, or other documents. The final reports or documents may be subject to approval by a vote at a public MTS Board of Directors or Executive Committee meeting.

4.6. MTS proactively seeks and promotes public participation in decisions regarding service levels, budgeting, capital improvements, security, and location of transit services and amenities. At all times various avenues will be available to the public for making suggestions and comments regarding the way transit is deployed in the community as detailed in Section 3.0. Comments and suggestions are logged, reviewed and responded to in a timely and appropriate manner.

4.7. MTS proactively seeks and promotes public participation in MTS public outreach events, meetings, and hearings, as well as participation and attendance at committees, working groups, and task forces. MTS follows local, state, and federal guidelines for posting public meeting and hearing notices. Depending upon the specific project, MTS endeavors to hold meetings at times that can attract as many participants as possible and at locations in communities throughout the MTS area and in locations that are accessible by public transit and to persons with disabilities.

4.8. In recognition that not all transit riders are able to attend lengthy, formal meetings, MTS staff working on a specific project may hold spontaneous and informal outreach events at transit centers, busy transfer locations, or other areas where transit riders will congregate while waiting for their transit trip or

pass through between transit modes. These are held in locations and during times affected by specific projects or proposals and where and when the maximum number of riders can be reached for feedback and input.

4.9. MTS uses its website, e-newsletters, printed newsletters, advertising, printed on-board notices and social media channels to provide the public with useful and timely information, including: service schedules and maps, meeting schedules and agendas; plans and documents; budgets; reports and other publications; and interactive trip planning applications. Major projects may have a dedicated webpage on the MTS website with information for the public, reporters, and other stakeholders.

4.10. MTS informs the public in a timely manner about service changes and pending decisions through a number of efforts. As needed or required, MTS provides adequate notice in newspapers of general circulation for publication of legal notices, including minority and Spanish language publications. Other publication and distribution efforts to residents, agencies, and city/county governments may include e-mail notification, notices on the MTS website, publication in MTS *Rider Insider* (an MTS quarterly newsletter posted on board all MTS vehicles), and posts on MTS social media channels.

4.11. MTS regularly informs local print and broadcast media about MTS services, changes, upcoming programs, and other issues. MTS regularly distributes press releases to community, minority, local and regional print, as well as web-based publications. MTS also distributes information to local and Spanish radio and television stations. Information is also routinely provided to Asian-language publications.

4.12. Following DOT guidance, SANDAG conducted a Four Factor Analysis for MTS' development of MTS' LAP. The plan details the number of limited English speakers in the MTS service area and outlines the language assistance measures provided for these populations. In accordance with the LAP, as appropriate and depending on the specific project, MTS translates into Spanish publications, timetables, Take Ones, and announcements. Translation into other languages is provided on a case-by case basis based on an analysis of the need. In addition, numerous staff members are bilingual Spanish-English speakers and participate in public outreach and conduct presentations in Spanish. Translators are hired as needed to provide services in Spanish and other languages as appropriate.

4.13. MTS conducts periodic rider opinion surveys, typically every two years. These surveys are designed to include MTS passengers in the planning and programming of future services and changes by helping gauge effectiveness and satisfaction with current service and unmet needs for potential new services. A recent rider opinion survey is included as Attachment B.

4.14. MTS periodically reviews the effectiveness of the procedures and strategies contained in the agency wide PPP and any other planning, program, or project-specific public participation plans to ensure the goals of the outreach and involvement are met. Quantitative and qualitative assessment is considered to determine results of outreach effectiveness by reporting how

many people are contacted, how many responded, and if MTS received the necessary input, as well as what follow up measures were taken to ensure persons who commented know what was done with their comments. MTS will revise the overall outreach process as needed based on this review. A table of some commonly used outreach strategies and evaluation methods is included in this PPP.

5.0 Public Participation Process: *Transit Service Changes*

5.1. MTS seeks to inform and involve public transit riders, stakeholders, and the general public about proposed changes in transit services. This includes addressing needs and conducting outreach with stakeholders listed in the overall public participation process.

5.2. A public hearing(s) will be held by MTS for major service changes, as defined by MTS Board Policy 42. The public hearings will be held virtually or at MTS offices during a regularly scheduled meeting of the MTS Board of Directors and/or in the general geographic area of the affected public, as determined by the MTS Executive Committee or Board of Directors. Public meetings will be held at a time and location that is accessible by users of public transit. When appropriate, outreach sessions, open houses, and/or other meetings at which the public can provide comments will be held during various hours and in different areas of the MTS jurisdiction.

5.3. A record of public input received at public hearings, meetings, workshops, or outreach sessions will be provided to the MTS Board of Directors prior to approval of the proposed service changes.

5.4. Take Ones, Rider Alerts, or other public notices in both English and Spanish will be posted on all public transit vehicles within the affected area and will include a description of the proposed service change, the date, time, intent and location of the public hearing, and the deadline for written, email, and phone comments from the public. The notices will also be posted to the MTS website.

5.5. Print notice of public hearings will be provided prior to the public hearing meeting date in newspapers of general circulation in the affected area(s), including appropriate minority and community publications.

5.6. Additional public outreach will be performed through media notification, web postings, social media notifications and email newsletters.

6.0 Public Participation Process: *Fare Changes*

With the approval of Senate Bill 1703 (Peace 2002), the planning and programming functions of MTS and North County Transit District were consolidated under SANDAG. As part of these functions SANDAG assumed the responsibility of developing a Regional Fare Policy, including setting fares for transit services in the region through a Regional Comprehensive Fare Ordinance. Public participation activities implemented to support the Regional Fare Policy are included within SANDAG's PPP.

7.0 Public Participation Plan: *Evaluation Methods*

As a part of the public engagement strategy for the PPP, staff at MTS is regularly monitoring and evaluating outreach strategies and methods used for efficacy. Some of the evaluation measures used in the most commonly applied public involvement tools and techniques are outlined below.

Public Involvement Tools Evaluation Table

Public Involvement Tool	Evaluation Method
Public Participation Plan	To be reviewed every three years, evaluated via survey and public comment
MTS Website	Number of hits
MTS News Newsletter	Open rate analytics, distribution list size
Project Specific Websites	Open rate analytics, distribution list size
Project Specific Open Houses, Meetings & Workshops	Number of attendees, number of comments received, press mentions
Fact Sheets	Distribution, number of calls, comments
Community Advisory Committee	Quarterly meetings for public input
Legal Advertisements	No measure (required)
Advertisements	Distribution, number of calls, comments (Attachment C)
Project Specific Newsletters	Open rate analytics, distribution list size, number of calls, comments
Direct Mailings	Distribution, number of calls, comments
Press Releases	Distribution, press mentions, number of calls, comments
Public Hearings	Attendance, information distribution, comments
Comment Forms	Number of comments collected
Surveys	Distribution, responses received, comments
Flyers	Distribution, number of calls, comments
Instagram	Number of followers, likes, comments, mentions
Facebook	Number of agency likes, comments, posts, analytics
Twitter	Number of followers, retweets, tweets, direct tweets, mentions
YouTube	Number of followers, views, links

Attachments:

A. Public outreach calendar (2018-2021)
B. MTS Bi-Annual Customer Satisfaction Survey 2019
C. Advertisements (2018-2021)

Outreach Events - FY 2018, 2019, 2020							
Date	MTS Department Responsible	MTS Staff	Location	Reason for Communication	Minority Group Served	Low Income Area Served (Maps)	Collateral Printed in Another Language
7/24/2018	Marketing	Mark Olson, Stacie Bishop	Sabre Springs Transit Center	Rider Appreciation	Asian, Senior	Rancho Penasquitos	Spanish
8/5/2018	MTS Consultant	Consultant	Chula Vista Lemon Fest	Community outreach	African American, Asian, Hispanic, Pacific Islander, Disabled, Low-income, Senior	Chula Vista	Spanish
8/11/2018	MTS Consultant	Consultant	Diamond Street Festival	Community outreach	African American, Asian, Hispanic, Disabled, Low-income, Senior	Southeast San Diego	Spanish
8/18/2018	MTS Consultant	Consultant	Harborfest	Community outreach	African American, Asian, Hispanic, Middle Eastern, Low-income	Chula Vista	Spanish
8/20/2018	MTS Consultant	Consultant	Mesa College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Disabled, Senior	Kearny Mesa/Linda Vista	Spanish
8/20/2018	MTS Consultant	Consultant	Southwestern College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Low-income	Chula Vista	Spanish
8/21/2018	MTS Consultant	Consultant	Southwestern College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Low-income	Chula Vista	Spanish
8/21/2018	MTS Consultant	Consultant	City College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Low-income, Senior	Downtown San Diego	Spanish
8/22/2018	MTS Consultant	Consultant	Grossmont College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Disabled		Spanish
8/23/2018	MTS Consultant	Consultant	Cuyamaca College	Semester Pass	African American, Asian, Hispanic, Middle Eastern	Rancho San Diego	Spanish
8/23/2018	Marketing, MTS Consultant	Stacie Bishop, Consultant	SDSU Move-In Day	Semester Pass	African American, Asian, Hispanic, Middle Eastern	College Area	Spanish
8/24/2018	Marketing, MTS Consultant	Stacie Bishop, Consultant	SDSU Move-In Day	Semester Pass	African American, Asian, Hispanic, Senior, Disabled	College Area	Spanish
8/25/2018	Marketing, MTS Consultant	Stacie Bishop	SDSU Convocation	Semester Pass	Afrian American, Asian, Hispanic, Middle Eastern	College Area	Spanish
8/29/2018	MTS Consultant	Consultant	SDSU Welcome Week	Semester Pass	Afrian American, Asian, Hispanic, Middle Eastern	College Area	Spanish
9/1/2018	MTS Consultant	Consultant	US Sand Sculpting Challenge	Community outreach	African American, Asian, Hispanic, Middle Eastern, Senior	Downtown San Diego	Spanish
9/2/2018	MTS Consultant	Consultant	US Sand Sculpting Challenge	Community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior	Downtown San Diego	Spanish
9/8/2018	MTS Consultant	Consultant	SDSU Tailgate	Semester Pass	African American, Asian, Hispanic	Mission Valley	Spanish
9/11/2018	MTS Consultant	Consultant	USD Alcala Bazaar	Semester Pass	African American, Asian	Linda Vista	Spanish
9/12/2018	MTS Consultant	Consultant	SDSU Sustainability Fair	Community outreach	Asian, Hispanic	College Area	Spanish
9/28/2018	MTS Consultant	Consultant	La Mesa Oktoberfest	Community outreach	Disabled, low-income, senior	La Mesa	Spanish
9/29/2018	MTS Consultant	Consultant	La Mesa Oktoberfest	Community outreach	Senior	La Mesa	Spanish
10/2/2018	Marketing	Marcial Gutierrez, Angie Eleby	8th Street Transit Center	Free Ride Day event		National City	Spanish
10/2/2018	MTS Consultant	Consultant	E Street Transit Center	Free Ride Day event		Chula Vista	Spanish
10/2/2018	Marketing	Stacie Bishop	El Cajon Transit Center	Free Ride Day event	African American, Asian, Hispanic, Middle Eastern, Senior, Disabled, Low-Income	El Cajon	Spanish
10/2/2018	Marketing	Katie McCanna	Euclid Avenue Transit Center	Free Ride Day event		Southeast San Diego	Spanish
10/2/2018	Marketing	Stacie Bishop	Hazard Center Trolley Station	Free Ride Day event	African American, Asian, Senior, Disabled, Low Income	Mission Valley	Spanish
10/2/2018	Marketing	Katie McCanna	I-15 Transit Plaza	Free Ride Day event		City Heights	Spanish
10/2/2018	MTS Consultant	Consultant	La Mesa Trolley Station	Free Ride Day event	African American, Asian, Hispanic, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	La Mesa	Spanish
10/2/2018	MTS Consultant	MTS Consultant	Lemon Grove Trolley Station	Free Ride Day event		Lemon Grove	Spanish
10/2/2018	Marketing	Mark Olson, Rob Schupp	Old Town Transit Center	Free Ride Day event		Old Town	Spanish
10/2/2018	Marketing	Jessica Krieg	Sabre Springs Transit Center	Free Ride Day event		Rancho Penasquitos	Spanish
10/2/2018	Marketing	Melinda Patterson	UTC Transit Center	Free Ride Day event		La Jolla	Spanish
10/17/2018	Marketing, Fare Systems	Marcial Gutierrez, Israel Maldonado	24th Street Transit Center	Fare changes		National City	Spanish; Tagalog
10/17/2018	Marketing, Fare Systems	Marcial Gutierrez, Israel Maldonado	H Street Transit Center	Fare changes		Chula Vista	Spanish
10/17/2018	Marketing, SANDAG	Stacie Bishop, SANDAG	I-15 & University Transit Plaza	Fare changes	African American, Asian, Hispanic, Senior, Low-Income	City Heights	Spanish; Tagalog
10/17/2018	Marketing, Planning	Marcial Gutierrez, Beverly Neff	Iris Avenue Transit Center	Fare changes		South San Diego	Spanish
10/17/2018	Marketing, Executive Office	Sharon Cooney, mark Olson	Kearny Mesa Transit Center	Fare changes		Kearny Mesa	Spanish
10/17/2018	Marketing, Planning	Marcial Gutierrez, Beverly Neff	San Ysidro Transit Center	Fare changes		San Ysidro (South San Diego)	Spanish
10/17/2018	Marketing, SANDAG	Stacie Bishop, SANDAG	SDSU Transit Center	Fare changes	Asian, Hispanic, Senior, Disbaled, Low-income	College Area	Spanish
10/17/2018	Marketing, Executive Office	Sharon Cooney, Mark Olson	UTC Transit Center	Fare changes		La Jolla	Spanish
10/18/2018	Planning, Fare Systems	Beverly Neff, Israel Maldonado	City College Transit Center	Fare changes		Downtown San Diego	Spanish
10/18/2018	Marketing, Support Services	Stacie Bishop, Amanda Denham	El Cajon Transit Center	Fare changes	African American, Hispanic, Senior, Disabled, low-income	El Cajon	Spanish
10/18/2018	Planning, Fare Systems	Beverly Neff, Israel Maldonado	Euclid Transit Center	Fare changes		Southeast San Diego	Spanish
10/18/2018	Marketing, Planning	Rob Schupp, Denis Desmond	Fashion Valley Transit Center	Fare changes		Mission Valley	Spanish
10/18/2018	Marketing, Planning	Rob Schupp, Denis Desmond	Old Town Transit Center	Fare changes		Old Town	Spanish
10/18/2018	Marketing, Planning	Mark Olson, Peter Casselini	Sabre Springs Transit Center	Fare changes		Rancho Penasquitos	Spanish

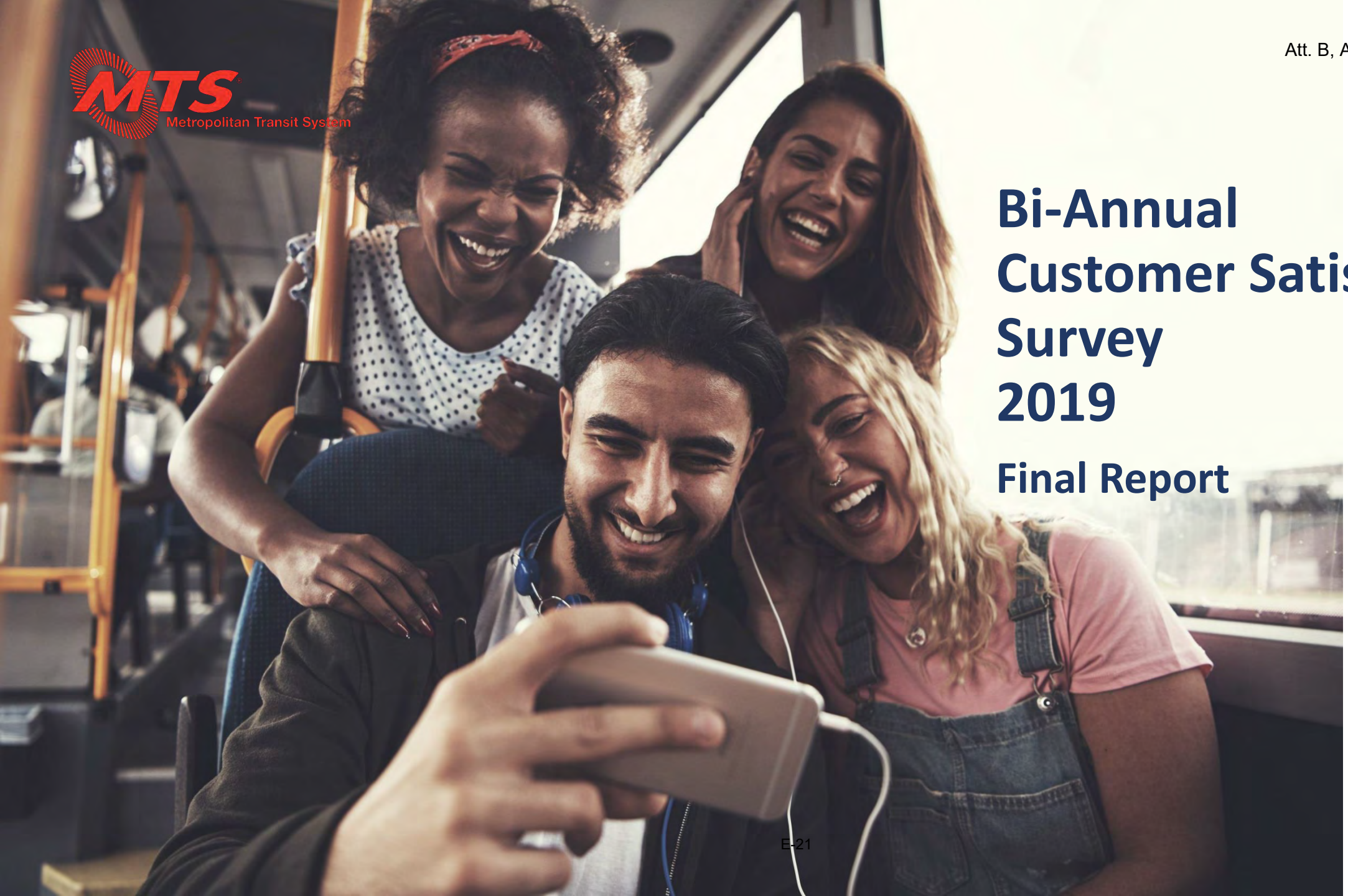
Outreach Events - FY 2018, 2019, 2020							
Date	MTS Department Responsible	MTS Staff	Location	Reason for Communication	Minority Group Served	Low Income Area Served (Maps)	Collateral Printed in Another Language
10/21/2018	MTS Consultant	Consultant	CicloBias	Community outreach	Asian, Hispanic, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Ocean Beach	Spanish
10/22/2018	Marketing	Stacie Bishop, Marcial Gutierrez, Israel Maldonado	Chula Vista Civic Center Library	Fare changes	Disabled, Hispanic, Senior	Chula Vista	Spanish
10/23/2018	Marketing	Stacie Bishop, Mark Olson, Rob Schupp, Marcial Gutierrez, Israel Maldonado	MTS Offices (Board Room)	Fare changes	Disabled, Senior, Low-income	Downtown San Diego	Spanish
10/24/2018	Marketing		El Cajon Police Department	Fare changes		El Cajon	Spanish
10/24/2018	Marketing	Stacie Bishop	Crawford High School	Fare changes	African American, Asian, Hispanic, Low-income	City Heights	Spanish
10/25/2018	Marketing	Peter Casselini	Transit for Tacos	Fare changes		City Heights	Spanish
10/27/2018	MTS Consultant	Consultant	Balboa Park Halloween Family Day	Community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Downtown San Diego	Spanish
10/29/2018	Marketing, SANDAG	Stacie Bishop, Rob Schupp	City Heights Library	Fare changes		City Heights	Spanish
12/7/2018	MTS Consultant	Consultant	A Kimball Holiday	Community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	National City	Spanish
12/8/2018	MTS Consultant	Consultant	A Kimball Holiday	Community outreach	Disabled, Senior	National City	Spanish
1/15/2019	MTS Consultant	Consultant	Transit Tuesday Rider Event - Fashion Valley	Community outreach	African American, Asian, Hispanic, Middle Eastern, Low-income, Senior, Visually and/or Hearing Impaired	Mission Valley	Spanish
1/15/2019	Marketing, MTS Consultant	Rob Schupp	Transit Tuesday Rider Event - Grossmont	Community outreach	African American, Asian, Hispanic, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	La Mesa	Spanish
1/15/2019	MTS Consultant	Consultant	Transit Tuesday Rider Event - Miramar College	Community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Miramar	Spanish
1/15/2019	MTS Consultant	Consultant	Transit Tuesday Rider Event - Palomar Street	Community outreach	African American, Hispanic, Low-income, Senior	Chula Vista	Spanish
1/29/2019	MTS Consultant	Consultant	Mesa College	Semester Pass	African American, Asian, Hispanic, Middle Eastern	Kearny Mesa/Linda Vista	Spanish
1/29/2019	MTS Consultant	Consultant	Southwestern College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Chula Vista	Spanish
1/30/2019	MTS Consultant	Consultant	Southwestern College	Semester Pass	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Chula Vista	Spanish
1/30/2019	MTS Consultant	Consultant	SDSU	Semester Pass	African American, Asian, Hispanic, Senior	College Area	Spanish
1/31/2019	MTS Consultant	Consultant	SDSU	Semester Pass	African American, Asian, Hispanic	College Area	Spanish
3/10/2019	MTS Consultant	Consultant	Mariachi Festival	Community outreach	African American, Asian, Hispanic, Disabled, Low-income, Senior	National City	Spanish
3/19/2019	MTS Consultant	Consultant	Senior Expo	Community outreach	Seniors, low-income		Spanish
3/28/2019	Marketing, MTS Consultant	Consultant	Opening Day Block Party	Community outreach, Compass Cloud	African American, Asian, Hispanic, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Downtown San Diego	Spanish
3/30/2019	MTS Consultant	Consultant	MCRD Family Day Program	Military families outreach	Asian, Hispanic, Disabled	Point Loma	Spanish
4/6/2019	MTS Consultant	Consultant	South Bay Earth Day	Community outreach	African American, Asian, Hispanic	Chula Vista	Spanish
4/25/2019	MTS Consultant	Consultant	UC San Diego Earth Day event	College outreach	Asian, Hispanic, Middle Eastern	La Jolla	Spanish
4/28/2019	Marketing, MTS Consultant	Stacie Bishop, Angie Eleby, Consultant	Earth Day	Community outreach	African American, Asian, Hispanic, Pacific Islander, Disabled, Low-income, Senior	Downtown San Diego	Spanish
4/30/2019	Marketing, MTS Consultant	Paul Jablonski, Denis Desmond, Rob Schupp, Mark Olson, Stacie Bishop, Marcial Gutierrez	Community Advisory Committee	Elevate SD 2020	African American, Asian, Hispanic, Middle Eastern, Senior, Disabled, Visually and/or Hearing Impaired	Downtown San Diego	Spanish
5/3/2019	MTS Consultant	Consultant	Cinco de Mayo	Community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or hearing impaired	Old Town	Spanish
5/4/2019	Marketing, MTS Consultant	Stacie Bishop, Consultant	Asian Cultural Festival	Community outreach, Elevate SD 2020	African American, Asian, Hispanic, Senior, Low-income, Visually and/or Hearing Impaired	Mira Mesa	Spanish
5/18/2019	Marketing, MTS Consultant	Stacie Bishop, Consultant	America on MainStreet	Community outreach, Elevate SD 2020	Asian, Hispanic, Middle Eastern, Seniors, low-income, Disabled	El Cajon	Spanish

Outreach Events - FY 2018, 2019, 2020							
Date	MTS Department Responsible	MTS Staff	Location	Reason for Communication	Minority Group Served	Low Income Area Served (Maps)	Collateral Printed in Another Language
5/19/2019	Marketing, MTS Consultant	Stacie Bishop, Consultant	Navy Bay Bridge Run	Community outreach, Elevate SD 2020	African American, Asian, Hispanic, Senior	Coronado	Spanish
5/25/2019	Marketing, Consultant	Rob Schupp, Consultant	Santee Street Fair	Community outreach, Elevate SD 2020	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or hearing impaired	Santee	Spanish
6/1/2019	Marketing, Consultant	Stacie Bishop, Rob Schupp, Consultant	Art Around Adams	Community outreach, Elevate SD 2020	Afrian American, Asian, Hispanic, Senior	Mid-City	Spanish
6/2/2019	Marketing	Stacie Bishop, Consultant	RB Alive!	Community outreach, Elevate SD 2020	African American, Asian, Hispanic, Pacific Islander, Disabled, Senior	Rancho Bernardo	Spanish
6/6/2019	Marketing, MTS Consultant	Stacie Bishop, Mark Olson, Rob Schupp, Denis Desmond, Sharon Cooney, Peter Casellini	National City Community Forum	Elevate SD 2020	Asian, Hispanic, Senior, Low-income	National City	Spanish
6/11/2019	Marketing, MTS Consultant	Stacie Bishop, Mark Olson, Peter Casellini, Rodrigo Carrasco	Carmel Valley Community Forum	Elevate SD 2020	Asian, Hispanic, Seniors	Carmel Valley	Spanish
6/12/2019	Marketing, MTS Consultant	Stacie Bishop, Mark Olson, Marcial Gutierrez, Rodrigo Carrasco	Linda Vista Community Forum	Elevate SD 2020	African American, Asian, Hispanic, Low-income, Senior	Linda Vista	Spanish
6/13/2019	Marketing, MTS Consultant	Sharon Cooney, Stacie Bishop, Quincy Marin	East County Community Forum	Elevate SD 2020	African American, Senior, disabled, low-income	El Cajon	Spanish
6/15/2019	MTS Consultant	Consultant	Juneteenth Celebration	Community outreach, Elevate SD 2020	African American, Asian, Hispanic, Middle Eastern, Low-income, Senior, Visually and/or Hearing Impaired	Logan Heights	Spanish
6/6/2019	Marketing, MTS Consultant	Paul Jablonski, Stacie Bishop, Beverly Neff, Jessica Krieg	Southeast San Diego Community Forum	Elevate SD 2020	Senior, African American, Hispanic, Visually and/or Hearing Impaired	Southeast San Diego	Spanish
6/22/2019	Marketing	Marcial Gutierrez	World Refugee Day	Community outreach, Elevate SD 2020		City Heights	Spanish
6/22/2019	Marketing, MTS Consultant	Melinda Patterson, Denis Desmond, Rodrigo Carrasco	OB Street Fair	Community outreach, Elevate SD 2020	African American, Asian, Hispanic, Disabled, Low-income, Senior	Ocean Beach	Spanish
6/25/2019	Marketing, MTS Consultant	Mark Olson, Stacie Bishop, Marcial Gutierrez	San Ysidro/IB Community Forum	Elevate SD 2020	Hispanic, Low Income, Senior	San Ysidro	Spanish
6/25/2019	Marketing, MTS Consultant	Paul Jablonski, Denis Desmond, Rob Schupp, Mark Olson, Stacie Bishop, Marcial Gutierrez	Community Advisory Committee	Elevate SD 2020	African American, Asian, Hispanic, Senior	National City	Spanish
6/26/2019	Marketing, MTS Consultant	Mark Olson, Stacie Bishop, Denis Desmond, Neomi Campbell, Rodrigo Carrasco	Poway Community Forum	Elevate SD 2020	Asian, Disabled, Low-income, Senior	Poway	Spanish
6/27/2019	Marketing, MTS Consultant	Paul Jablonski, Stacie Bishop, Beverly Neff, Marcial Gutierrez, Jessica Krieg	Chula Vista Community Forum	Elevate SD 2020	Hispanic, Senior, Low Income, Disabled	Chula Vista	Spanish
7/6/2019	MTS Marketing, Consultant	Mark Olson, Grecia Figueroa, Consultant	Lions Club Fourth of July Carnival	Elevate SD 2020, community outreach	African American, Asian, Hispanic	National City	Spanish
7/13/2019	MTS Marketing	Marcial Gutierrez, Consultant	IB Sun & Sea	Elevate SD 2020, community outreach	African American, Asian, Hispanic, Senior	Imperial Beach	Spanish
7/13/2019	MTS Marketing	Consultant	Pride	Elevate SD 2020, community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disbaled, Low-Income, Senior	Hillcrest	Spanish
7/14/2019	MTS Marketing	Consultant	Pride	Elevate SD 2020, community outreach	African American, Hispanic, Senior, Disabled, Low-Income, Visually and/or Hearing Impaired	Hillcrest	Spanish
7/20/2019	MTS Marketing	Consultant	Day of Play	Elevate SD 2020, community outreach		National City	Spanish
7/23/2019	MTS Marketing	Stacie Bishop, Mark Olson, Peter Casselini, Quincy Marin	Downtown Community Forum	Elevate SD 2020	Asian, Hispanic, Senior, Disabled, Low-income	Downtown San Diego	Spanish
7/24/2019	MTS Marketing	Stacie Bishop, Rob Schupp, Rodrigo Carrasco, Grecia Figueroa, Peter Casselini	City Heights Community Forum	Elevate SD 2020	African American, Asian, Hispanic, Senior, Low-income	City Heights	Spanish
7/30/2019	MTS Marketing	Stacie Bishop, Marcial Gutierrez, Denis Desmond, Beverly Neff, Grecia Figueroa	Barrio Logan Community Forum	Elevate SD 2020	African American, Asian, Hispanic, Senior, Low-income	Barrio Logan	Spanish
8/2/2019	MTS Marketing	Consultant	Carmel Valley Family Movie Night	Elevate SD 2020, community outreach	Asian, Pacfic Islander, Senior	Carmel Valley	Spanish
8/3/2019	MTS Marketing	Stacie Bishop, Consultant	Clairemont Family Day	Elevate SD 2020, community outreach	African American, Asian, Hispanic, Pacific Islander, Disabled, Senior	Clairemont	Spanish
8/4/2019	MTS Marketing	Marical Gutierrez, Stacie Bishop, Consultant	Chula Vista Lemon Festival	Elevate SD 2020, community outreach	Afrian American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Senior, Low-income	Chula Vista	Spanish
8/17/2019	MTS Marketing	Consultant	Chula Vista Harborfest	Elevate SD 2020, community outreach	Hispanic, Disabled	Chula Vista	Spanish
8/21/2019	MTS Marketing	Consultant	City College	College Pass Program	African American, Asian, Hispanic, Low-income	Downtown San Diego	Spanish
8/22/2019	MTS Marketing	Consultant	City College	College Pass Program	African American, Asian, Hispanic, Low-income	Downtown San Diego	Spanish
8/24/2019	MTS Marketing	Consultant	SDSU Orientation	College Pass Program	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Senior, Low-Income	College Area	Spanish
8/28/2019	Consultant	Consultant	Southwestern College	College Pass Program	Asian, Hispanic, Low-income	Chula Vista	Spanish

Outreach Events - FY 2018, 2019, 2020							
Date	MTS Department Responsible	MTS Staff	Location	Reason for Communication	Minority Group Served	Low Income Area Served (Maps)	Collateral Printed in Another Language
8/29/2019	Consultant	Consultant	SDSU Welcome Week	College Pass Program		College Area	Spanish
8/31/2019	MTS Marketing, Tele Info	Stacie Bishop, Rhonda Buck	Diamond Street Festival	Elevate SD 2020, community outreach	African American, Asian, Hispanic, Pacific Islander, Senior, Low-Income	Encanto	Spanish
8/31/2019	MTS Marketing, Tele Info		USSSC Event	Elevate SD 2020, community outreach		Downtown San Diego	Spanish
9/1/2019	MTS Marketing, Tele Info		USSSC Event	Elevate SD 2020, community outreach		Downtown San Diego	Spanish
9/1/2019	MTS Marketing	Marcial Gutierrez	SYDRO Music Festival	Elevate SD 2020, community outreach		San Ysidro	Spanish
9/10/2019	MTS Marketing	Consultant	USD Alcala Bazaar	College Pass Program	African American, Asian, Hispanic, Middle Eastern	Linda Vista	Spanish
9/18/2019	MTS Marketing	Stacie Bishop	SDSU Sustainability Day	Elevate SD 2020	Asian, Hispanic	College Area	Spanish
9/21/2019	MTS Marketing	Consultant	SDSU Tailgate Event	College Pass Program	African American, Asian, Pacific Islander, Senior	College Area	Spanish
10/2/2019	MTS Marketing, Support Services	Melinda Patterson, Maria Sanchez	Free Ride Day - 24th Street	Free Ride Day, community outreach		National City	Spanish
10/2/2019	MTS Marketing, Planning	Jessica Krieg, Peter Casselini	Free Ride Day - America Plaza	Free Ride Day, community outreach		Downtown San Diego	Spanish
10/2/2019	Consultant	Consultant	Free Ride Day - County Center/Little Italy	Free Ride Day, community outreach		Downtown San Diego	Spanish
10/2/2019	MTS Planning, Bus Ops	Ivan Lizarraga, Dan Warren	Free Ride Day - East Palomar Station	Free Ride Day, community outreach		Chula Vista	Spanish
10/2/2019	MTS Marketing, Tele Info	Quincy Marin, Regina Tachiquin	Free Ride Day - El Cajon	Free Ride Day, community outreach		El Cajon	Spanish
10/2/2019	MTS Marketing, Tele Info	Katie McCanna, Brianne Graham	Free Ride Day - Euclid	Free Ride Day, community outreach		Southeast San Diego	Spanish
10/2/2019	MTS Marketing, Bus Ops	Stacie Bishop, Ben Stallman	Free Ride Day - Fashion Valley	Free Ride Day, community outreach	African American, Asian, Hispanic, Senior, Disabled, Low-income	Mission Valley	Spanish
10/2/2019	MTS Planning, Consultant	Neomi Woods, Consultant	Free Ride Day - Gaslamp Quarter	Free Ride Day, community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Downtown San Diego	Spanish
10/2/2019	MTS Marketing, Bus Ops	Marcial Gutierrez, Kena Teon	Free Ride Day - H Street	Free Ride Day, community outreach		Chula Vista	Spanish
10/2/2019	MTS Marketing, Tele Info	Grecia Gigueroa, Angie Eleby	Free Ride Day - Iris Avenue	Free Ride Day, community outreach		Chula Vista	Spanish
10/2/2019	MTS Tele Info, Consultant	Robinaire Ruiz, Consultant	Free Ride Day - Lemon Grove	Free Ride Day, community outreach	African American, Asian, Hispanic, Middle Eastern, Disabled, Low-income, Senior, Visually and/or Hearing IMpaired	Lemon Grove	Spanish
10/2/2019	MTS Marketing, Consultant	Rob Schupp, Mark Olson, Consultant	Free Ride Day - Old Town	Free Ride Day, community outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Old Town	Spanish
10/2/2019	MTS Marketing	Stacie Bishop, Rodrigo Carrasco	Free Ride Day - Rancho Bernardo	Free Ride Day, community outreach	Asian, Hispanic, Senior, Low-income	Rancho Bernardo	Spanish
10/14/2019	MTS Marketing, Planning	Stacie Bishop, Beverly Neff	VB: Otay Mesa	Elevate SD 2020	Hispanic, Senior, Disabled, Low-income	Otay Mesa	Spanish
10/14/2019	MTS Marketing	Mark Olson, Quincy Marin	VB: Kearny Mesa	Elevate SD 2020		Kearny Mesa	Spanish
10/15/2019	MTS Marketing	Stacie Bishop, Katie McCanna	VB: El Cajon	Elevate SD 2020	African American, Hispanic, Middle Eastern, Senior, Disabled, Low-income	El Cajon	Spanish
10/16/2019	MTS Marketing, Planning	Mark Olson, Beverly Neff	VB: Euclid	Elevate SD 2020		Southeast San Diego	Spanish
10/17/2019	MTS Marketing, Consultant	Stacie Bishop, Consultant	Old Town- Vision Builder	Elevate SD 2020	African American, Asian, Hispanic, Senior, Disabled, Low-income	Old Town	Spanish
10/18/2019	MTS Marketing, Planning	Marcial Gutierrez, Beverly Neff	VB: 8th Street	Elevate SD 2020		National City	Spanish
10/22/2019	MTS Marketing, Planning	Marcial Gutierrez, Beverly Neff	VB: Palomar	Elevate SD 2020		Chula Vista	Spanish
10/22/2019	MTS Marketing, Planning	Rob Schupp, Mark Olson, Denis Desmond, Stacie Bishop	Community Advisory Committee	Elevate SD 2020	Asian, Hispanic, Senior	Southeast San Diego	Spanish
10/23/2019	MTS Marketing	Rob Schupp, Melinda Patterson	VB: UTC	Elevate SD 2020		UTC	Spanish
10/24/2019	MTS Marketing, Planning	Mark Olson, Rodrigo Carrasco	VB: Sabre Springs	Elevate SD 2020		Sabre Springs	Spanish
10/24/2019	MTS Marketing	Stacie Bishop	VB: Sorrento Valley	Elevate SD 2020	Asian, Hispanic, Senior	Sorrento Valley	Spanish
10/26/2019	Consultant	Consultant	Balboa Park Family Day	Partnerships, Community Outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Balboa Park	Spanish
10/26/2019	MTS Marketing	Stacie Bishop, Katie McCanna	Politifest	Elevate SD 2020, community outreach	African American, Asian, Hispanic, Senior	Linda Vista	Spanish
10/27/2019	MTS Marketing, Planning, Consultant	Grecia Figueroa, Peter Casselini, Consultant	North Park CicloSDias	Elevate SD 2020, community outreach		North Park	Spanish
10/28/2019	MTS Marketing, Planning	Grecia Figueroa, Peter Casselini	VB: City College	Elevate SD 2020		Downtown	Spanish
10/29/2019	MTS Marketing, Planning	Beverly Neff, jessica Krieg	VB: E Street	Elevate SD 2020		Chula Vista	Spanish
10/30/2019	MTS Marketing, Planning	Katie McCanna, Peter Casselini	VB: City Heights	Elevate SD 2020		City Heights	Spanish
11/22/2019	Consultant	Consultant	Santee Tree Lighting	Community Outreach	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	Santee	Spanish
1/28/2020	Consultant	Consultant	SDSU Welcome Week	College Pass Program	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	College Area	Spanish

Outreach Events - FY 2018, 2019, 2020							
Date	MTS Department Responsible	MTS Staff	Location	Reason for Communication	Minority Group Served	Low Income Area Served (Maps)	Collateral Printed in Another Language
1/29/2020	Consultant	Consultant	SDSU Welcome Week	College Pass Program	African American, Asian, Hispanic, Middle Eastern, Pacific Islander, Disabled, Low-income, Senior, Visually and/or Hearing Impaired	College Area	Spanish
1/29/2020	Consultant	Consultant	Southwestern College Welcome Week	College Pass Program	African American, Asian, Hispanic, Disabled, Low-Income	Chula Vista	Spanish
2/4/2020	Consultant	Consultant	USD Alcala Bazaar	College Pass Program		Linda Vista	Spanish
2/4/2020	Consultant	Consultant	City College Welcome Week	College Pass Program		Downtown	Spanish
2/5/2020	Consultant	Consultant	Mesa College Welcome Week	College Pass Program		Clairemont Mesa	Spanish
2/13/2020	MTS Marketing/Planning	Mark Olson, Denis Desmond, Paul Jablonski	Elevate Draft Plan Webinar	Elevate SD 2020	N/A - Unknown	Online	Spanish
2/19/2020	MTS Marketing/Planning	Mark Olson, Denis Desmond, Paul Jablonski	Elevate Draft Plan Webinar	Elevate SD 2020	N/A - Unknown	Online	Spanish
2/20/2020	MTS Marketing/Planning	Mark Olson, Denis Desmond, Paul Jablonski	Elevate Draft Plan Webinar	Elevate SD 2020	N/A - Unknown	Online	Spanish
2/25/2021	MTS Marketing/Planning	Marcial Gutierrez, Beverly Neff	Elevate Draft Plan Webinar	Elevate SD 2020	Hispanic	Online - Spanish	Spanish
3/8/2020	Consultant	MTS Consultant	National City Mariachi Festival	Community Outreach	African American, Hispanic, Disabled, Low-income, Senior, Visually and/or hearing impaired	Chula Vista	Spanish
7/21/2020	MTS Marketing, Bus Operations, Planning	Mark Olson, Sharon Cooney, Denis Desmond, Mike Wygant	Online	Zero Emission Bus Transition	N/A - Unknown	Online	Spanish
7/22/2020	MTS Marketing, Security, Ambassador	Mark Olson, Veronica	Old Town Transit Center	Rider PPE Outreach		Old Town	Spanish
7/22/2020	MTS Marketing, Security, Tele Info	Stacie Bishop	El Cajon Transit Center	Rider PPE Outreach	African American, Asian, Hispanic, Middle Eastern, Senior, Disabled, Low-Income	El Cajon	Spanish
7/22/2020	MTS Marketing, Security, Tele Info	Katie McCanna	Euclid Transit Center	Rider PPE Outreach		Southeast San Diego	Spanish
7/23/2020	MTS Marketing, Security, Ambassador	Grecia Figueroa, Leticia	Iris Avenue Transit Center	Rider PPE Outreach		Otay Mesa / South San Diego	Spanish
7/23/2020	MTS Marketing, Security, Tele Info	Stacie Bishop, Clara	America Plaza Transit Center	Rider PPE Outreach	African American, Asian, Hispanic, Senior, Disabled, Low-income	Downtown San Diego	Spanish
7/23/2020	MTS Marketing, Security, Tele Info	Mark Olson, Kena Teon	City Heights Transit Plaza	Rider PPE Outreach		City Heights	Spanish
9/2/2020	MTS Marketing, Planning	Peter Casselini, Rob Schupp	Online	Pedestrian Improvements to America Plaza/Santa Fe Depot Transit Center	N/A - Uknown	Online	
10/7/2020	MTS Marketing	Stacie Bishop, MTS Consultant	Old Town Transit Center	CA Clean Air Day / ZEB	African American, Asian, Hispanic, Senior, Disabled, Low-income	Old Town	Spanish
10/7/2020	MTS Marketing	Marcial Gutierrez, MTS Consultant	Iris Avenue Transit Center	CA Clean Air Day / ZEB		Otay Mesa / South San Diego	Spanish
10/8/2020	MTS Marketing, Consultant	Sharon Cooney, Mark Olson, Rob Schupp, Stacie Bishop	Online	Community Advisory Committee	Asian, Hispanic, Senior, Low-income	Online	Spanish
10/13/2020	MTS Marketing, Executive, Security	Sharon Cooney, Marcial Gutierrez, Tim Curran, Scott Ybarrando	Online	Public Security Steering Committee	African American, Hispanic, Senior, Disabled, Low Income, Visually and/or Hearing Impaired	Online	
11/3/2020	MTS Marketing, Consultant	Grecia Figueroa, Consultant	H Street Station	Free Ride Day	Hispanic, Senior, Low income	Chula Vista	Spanish
11/3/2020	MTS Marketing, Consultant	Katie McCanna, Consultant	Euclid Avenue Transit Center	Free Ride Day	African American, Asian, Hispanic, Disabled, Low-income, Senior	Southeast San Diego	Spanish
11/3/2020	MTS Marketing, Consultant	Mark Olson, Consultant	Old Town Transit Center	Free Ride Day	African American, Hispanic, Disabled, Low-income	Old Town	Spanish
11/3/2020	MTS Marketing, Consultant	Stacie Bishop	El Cajon Transit Center	Free Ride Day	African American, Asian, Hispanic, Middle Easter, Disbaled, Senior, Low-income	El Cajon	Spanish
11/3/2020	MTS Tele Info, Consultant	Rhonda Buck, Consultant	Palomar Street Transit Center	Free Ride Day	Afrian American, Asian, Hispanic, Disbaled, Low-income, Senior, Visually and/or Hearing Impaired	Chula Vista	Spanish
11/3/2020	MTS Bus, Consultant	Kena Teon, Consultant	City Heights Transit Plaza	Free Ride Day		City Heights	Spanish
11/3/2020	MTS Marketing, Tele Info	Stacie Bishop, Regina Tachiquin	Lemon Grove Trolley Station	Free Ride Day	African American, Hispanic, Senior, Disabled, Low-Income	Lemon Grove	Spanish
11/16/2020	MTS Marketing, Executive, Security	Sharon Cooney, Marcial Gutierrez, Tim Curran	Online	Public Security Steering Committee	African American, Hispanic, Senior, Disabled, Low Income, Visually and/or Hearing Impaired	Online	
11/20/2020	MTS Marketing, Legal	Sharon Cooney, Karen Landers, Marcial Gutierrez, Rob Schupp	Online	Pedestrian Improvements to San Ysidro Transit Center	N/A - Unknown	Online	
1/9/2021	MTS Marketing, SANDAG	Rob Schupp, Israel Maldonado, Denis Desmond, Stacie Bishop	Online	Fare changes	N/A - Unknown	Online	Spanish
1/12/2021	MTS Marketing, SANDAG	Rob Schupp, Israel Maldonado, Denis Desmond, Stacie Bishop	Online	Fare changes	N/A - Unknown	Online	Spanish
1/13/2021	MTS Marketing, SANDAG	Rob Schupp, Israel Maldonado, Denis Desmond, Stacie Bishop	Online	Fare changes	N/A - Unknown	Online	Spanish

Outreach Events - FY 2018, 2019, 2020							
Date	MTS Department Responsible	MTS Staff	Location	Reason for Communication	Minority Group Served	Low Income Area Served (Maps)	Collateral Printed in Another Language
1/19/2021	MTS Marketing, Planning	Sharon Cooney, Mark Olson, Rob Schupp, Denis Desmond, Stacie Bishop	Online	Community Advisory Committee	Asian, Hispanic, Senior, Low-income	Online	Spanish
2/3/2021	MTS Marketing, Executive, Security	Sharon Cooney, Marcial Gutierrez, Al Stiehler	Online	Public Security Steering Committee	African American, Hispanic, Senior, Disabled, Low Income, Visually and/or Hearing Impaired	Online	
2/10/2021	MTS Marketing, Planning	Denis Desmond, Rodrigo Carrasco, Marcial Gutierrez	Online	Mid-Coast Bus Route Changes	N/A - Unknown	Online	Spanish
2/16/2021	MTS Marketing, Planning	Denis Desmond, Rodrigo Carrasco, Grecia Figueroa	Online	Mid-Coast Bus Route Changes	N/A - Unknown	Online	Spanish



June 2020

Bi-Annual Customer Satisfaction Survey 2019

Final Report

Presentation

- Background and Objectives
- Methodology
- Recent Investments and Initiatives
- Changes in Market Conditions
- Customer Satisfaction
- Information Tools
- Travel Characteristics
- Customer Demographics



Bi-annual Trolley & Bus Rider Satisfaction Survey

Study Purpose to:

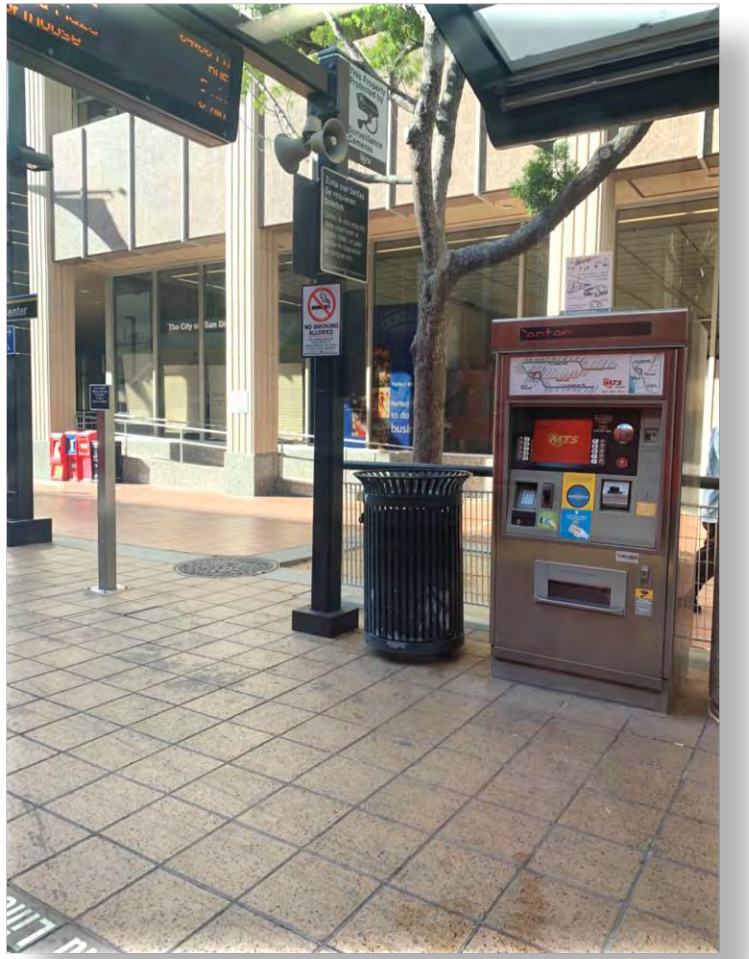
- Measure rider satisfaction with bus and Trolley
- Measure rider satisfaction by geographic area
- Understand wayfinding

Methodology:

- Onboard survey
- English and Spanish
- Personal assistance to complete
- Mail-back and drop-off options provided

Methodology

- Sampling plan and survey jointly developed with MTS
- Data Collection November 13 - December 6, 2019
  - exception Thanksgiving week to avoid travel bias
  - 2,311 surveys completed
  - Number of surveys exceeded collection targets by 44%



Statistical Accuracy by Transit Mode

Transit Mode	Sample Size	Percent Distribution	Statistical Precision at 95% Confidence Level
System-wide	*2,311*	*100%*	*± 2.0%*
Bus	1,438	62%	± 2.6%
Trolley	873	38%	± 3.3%

Methodology



- Sampling Plan
  - Modes: Trolley and Bus
  - Four Geographic Zones
    - South Bay,
    - East County,
    - Central Urban,
    - I-15 Corridor
  - Target of 1,600 surveys with minimum of 400 in each zone

Recent Regional Investments

- Bus *Rapid* Transit service (BRT) in the South Bay region
- New transit center at Otay Mesa Border Crossing
- Increasing *Rapid* Superloop serving the University area
- Installing security cameras onboard buses and Trolleys
- Streamlining routes and adding service frequency to routes as part of the Transit Optimization Plan



Marketing and Promotional Initiatives

- Redesign/enhancement of sdmts.com
- Free Ride Day
- Reducing Monthly Pass cost for ages 6–18
- Partnering with Colleges/Universities for discounts



Change in Market Conditions





- Transit Ridership
  - Fuel costs around $4.00 per gallon = more people considering transit as an option
- Unemployment and Congestion
  - Hit historic lows 2.7% - October 2019
  - Higher employment = more traffic congestion
- Technology
  - Smartphone access up = better access to information

Change in Market Conditions – Post Data Collection

- Results are a representative snapshot in a pre-Covid 19 pandemic environment.

- Post-pandemic some factors measured in this study are likely to be of more importance to customers. These include:
    - Perceived cleanliness
    - Safety
    - Comfort of riding with other passengers

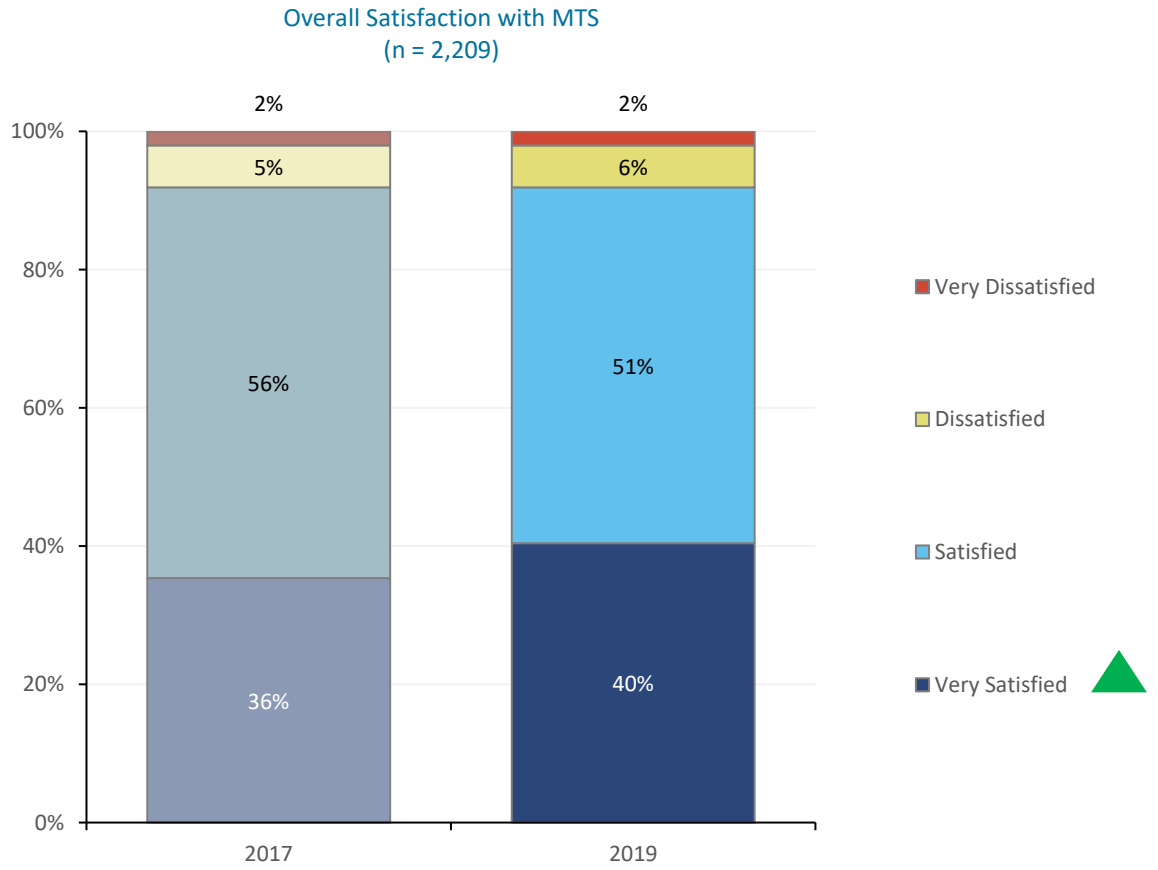




Topline Customer Satisfaction Results

Green (up▲) and red (down ▼)arrows in this presentation, indicate a statistically significant change from the 2017

Overall Rider Satisfaction

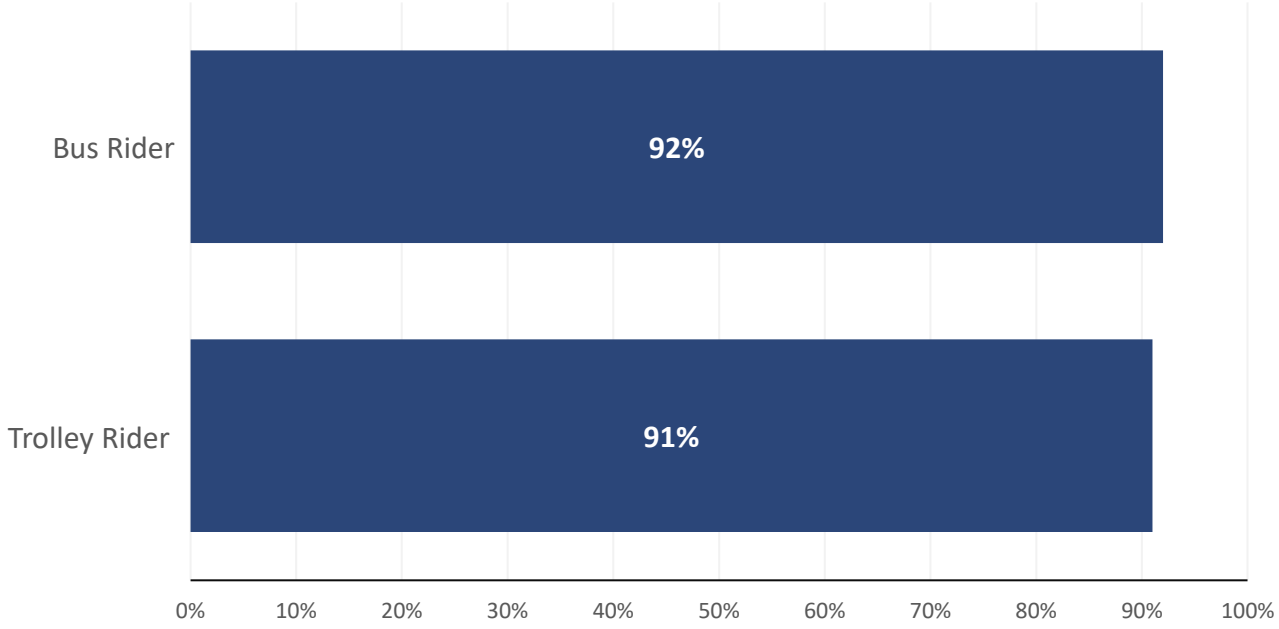


Overall Satisfaction
91%

- Customer satisfaction on par with 2017
- Customers who are “Very Satisfied” jumped 4 points which is statistically significant

Overall Satisfaction For Bus and Trolley Customers Unchanged from 2017

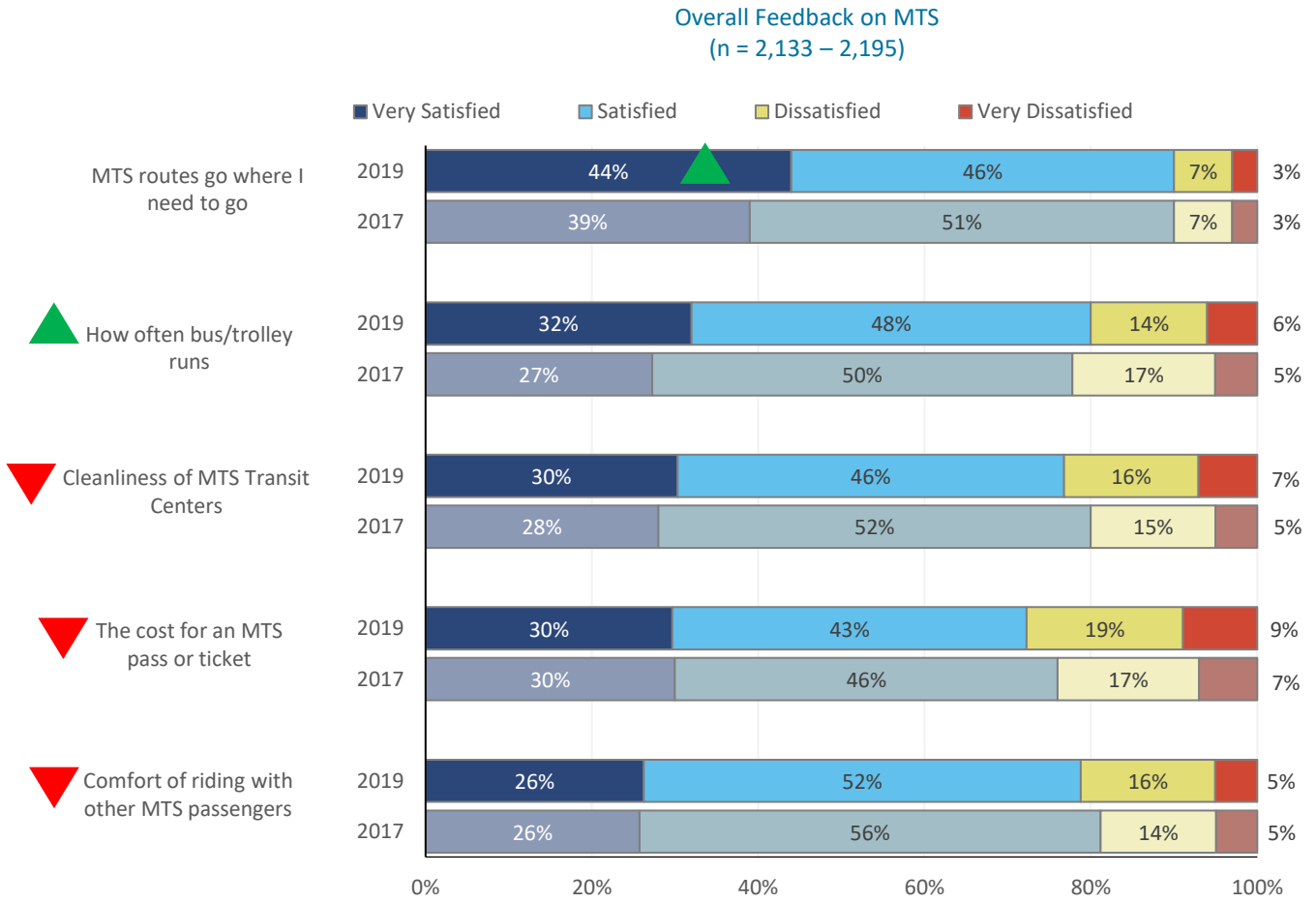
Overall Satisfaction with MTS – Bus & Trolley Riders
(n = 833-1,376)





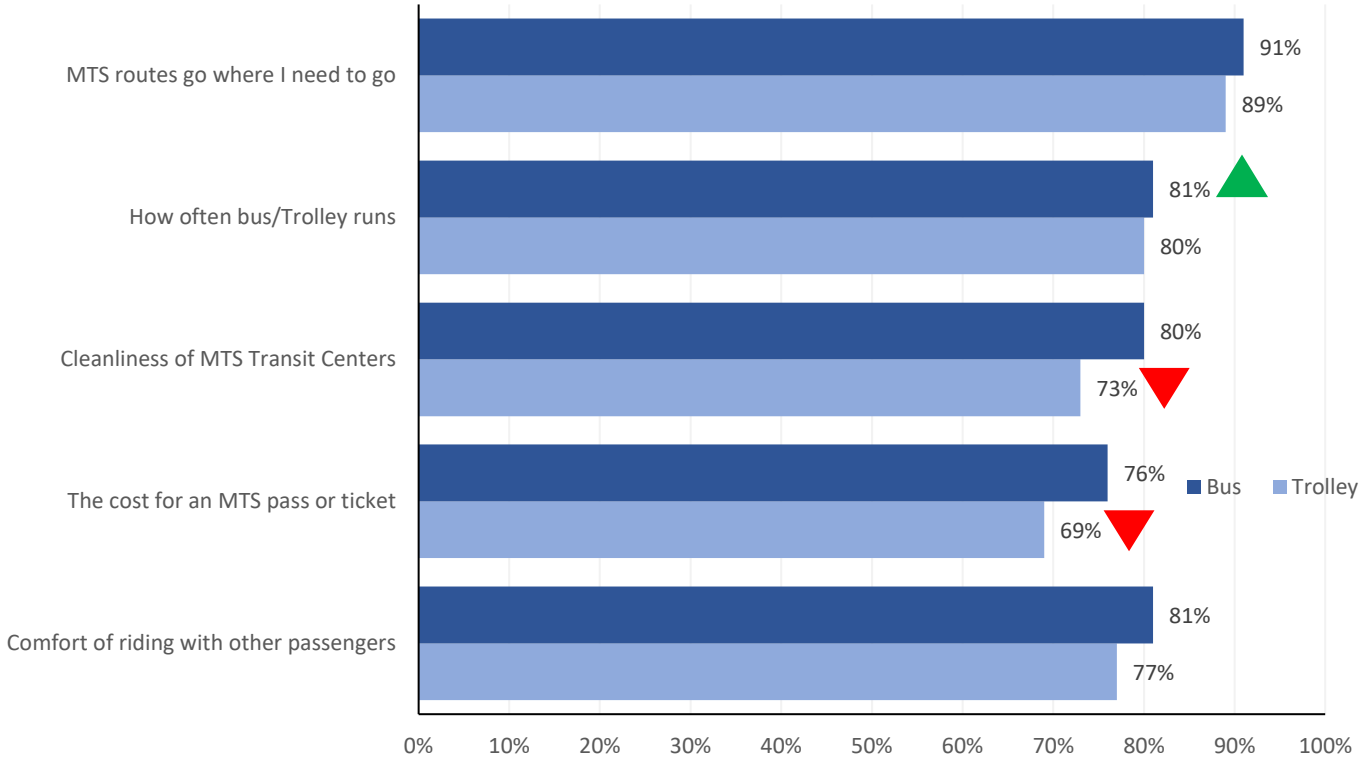
Topline Results: Satisfaction – Attributes

- Service coverage – 90%
- Service frequency – 80% vs 77%
- Comfort of riding with others – 78% vs 82%
- Cleanliness of transit centers – 76% vs 80%
- Cost for an MTS pass/ticket – 73% vs 76%



Attributes Trolley & Bus Riders

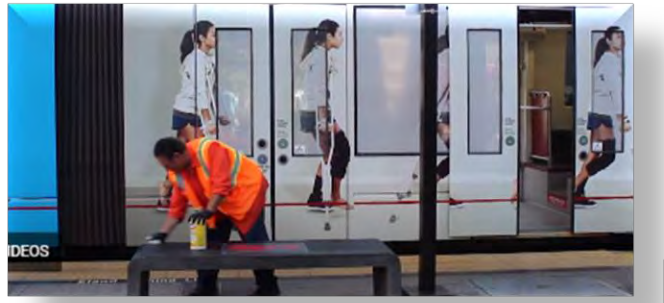
Feedback on MTS Overall – Bus & Trolley Riders
(n = 804 - 1,371)



Statistical Accuracy by Transit Mode

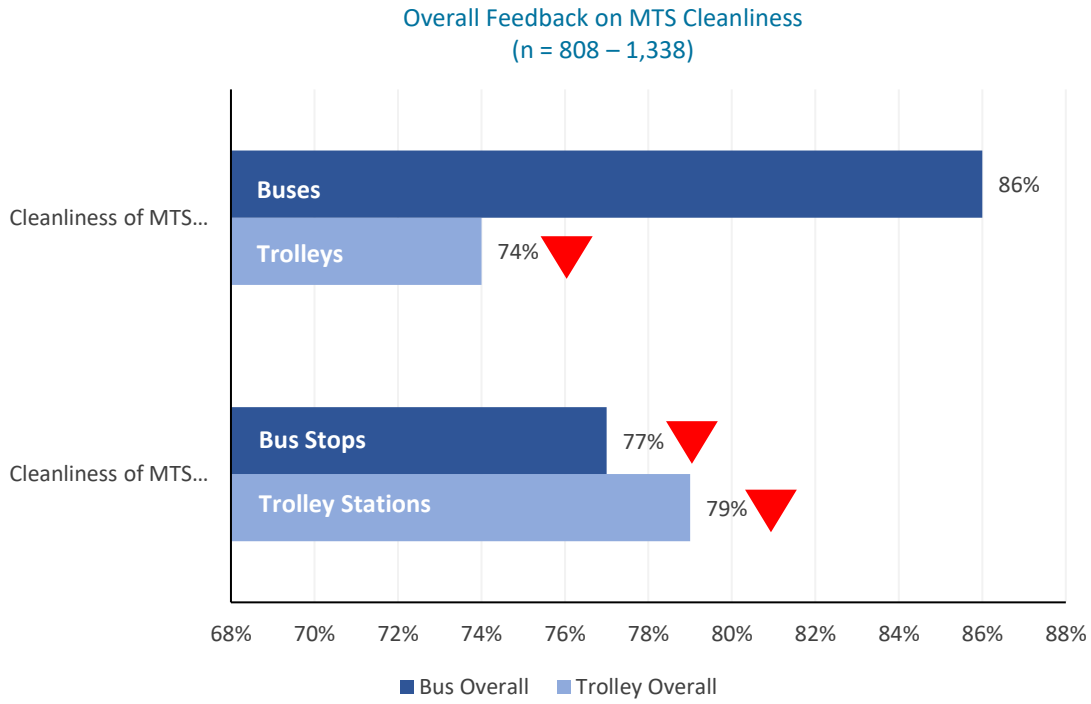
Transit Mode	Sample Size	Percent Distribution	Statistical Precision at 95% Confidence Level
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Bus	1,438	62%	± 2.6%
Trolley	873	38%	± 3.3%

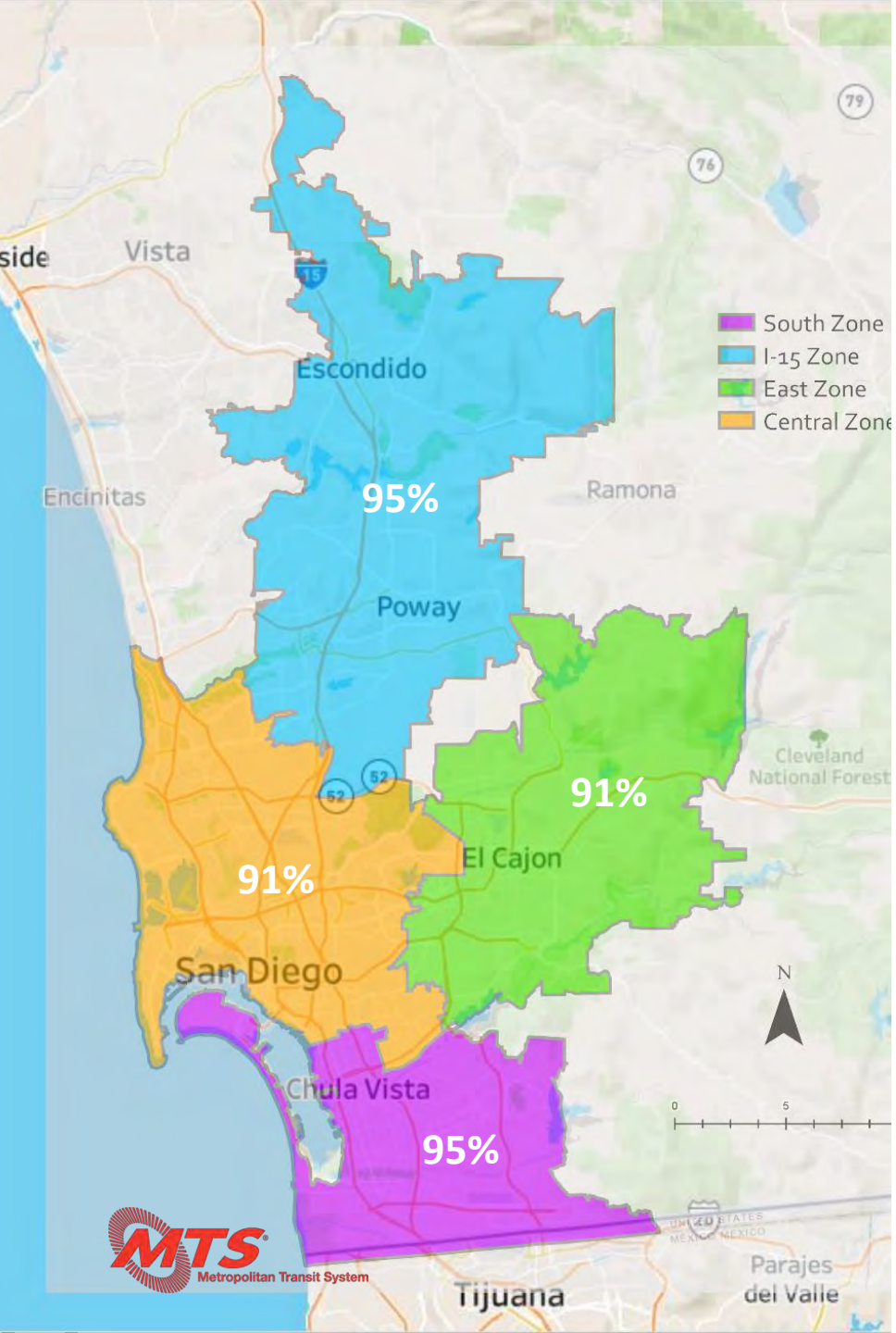









Overall Feedback on MTS Cleanliness
(n = 808 – 1,338)
Cleanliness of MTS...
Buses
86%
Trolleys
74%
Cleanliness of MTS...
Bus Stops
77%
Trolley Stations
79%
68%
70%
72%
74%
76%
78%
80%
82%
84%
86%
88%
Bus Overall
Trolley Overall



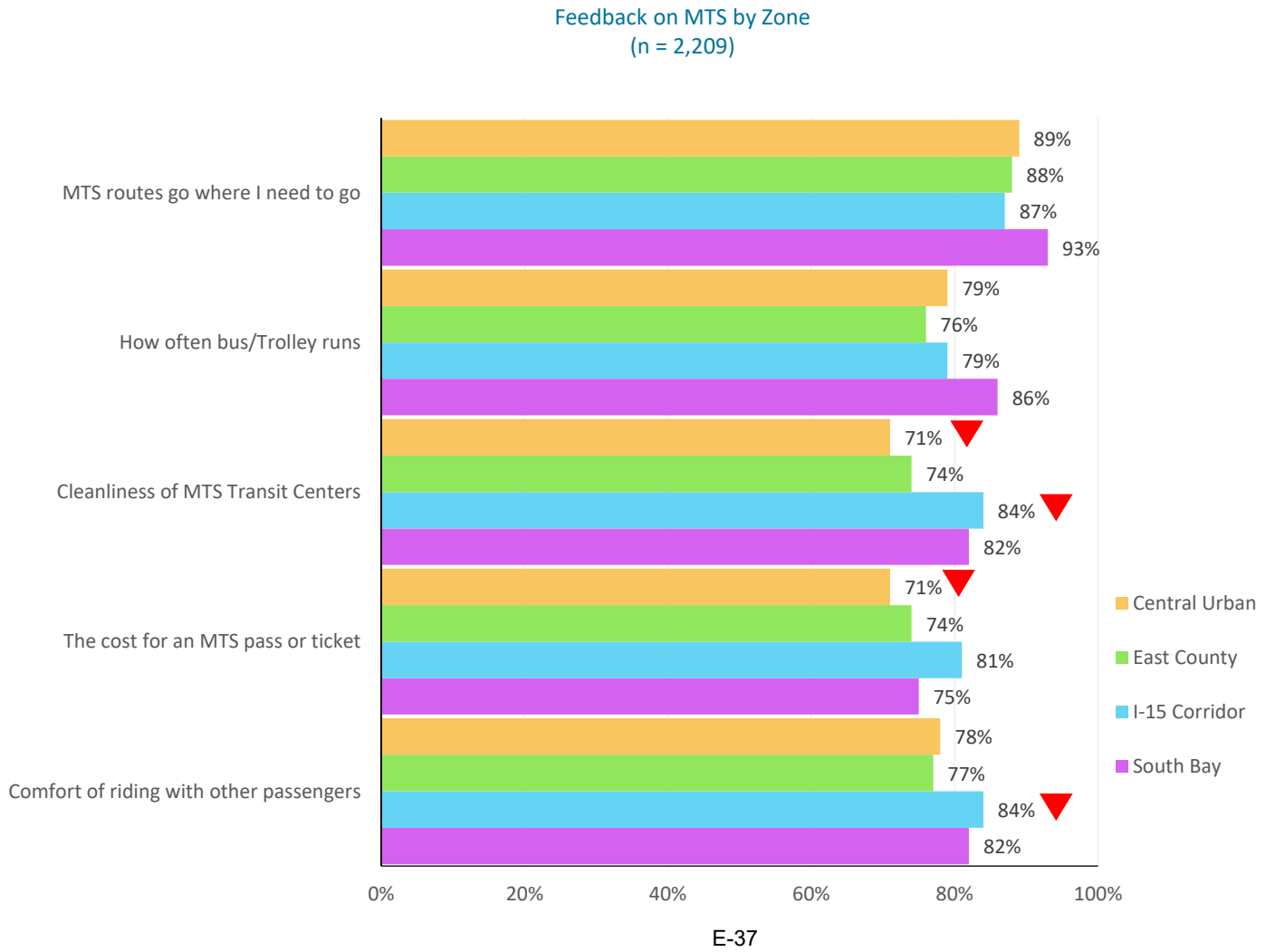
Overall Satisfaction – by Zone

Overall Satisfaction with MTS by Zone
(n = 2,209)

MTS Overall Transit Service

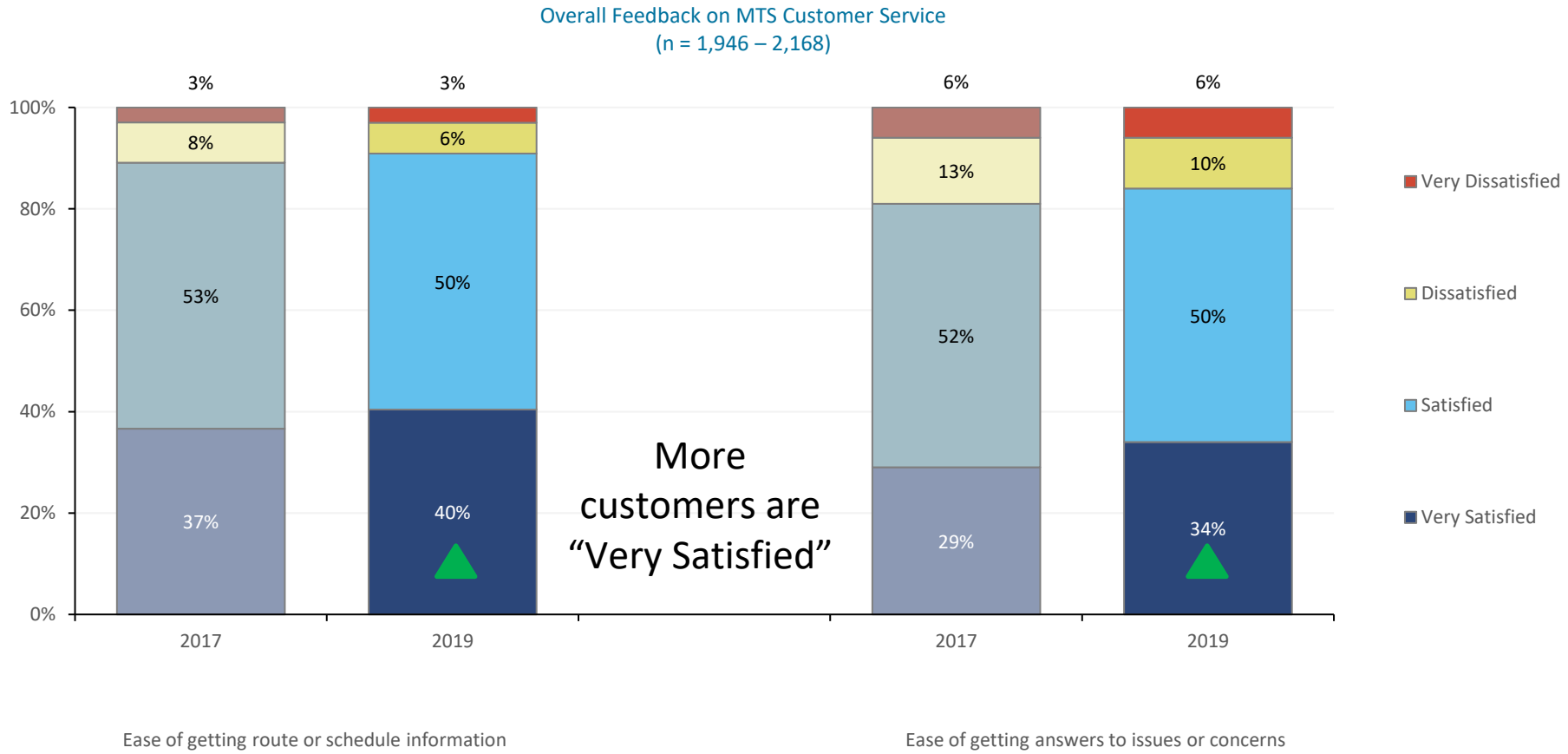
Zone Interviewed In	*2017*	*2019*
Central Urban	93%	91% ▼
East County	90%	91%
I-15 Corridor	94%	95%
South Bay	93%	95%

Overall Satisfaction – by Zone





Satisfaction — Customer Information



Not Owning a Car Tops the List for Taking Transit

Top Reasons for Taking Public Transit
(n = 2,289)

2017	2019
No Car	*No Car*
63%	56% ▼
Save Money	*Save Money*
29%	42% ▲
No Driver's License	*Better for Environment*
27%	22%
-	*Avoid Traffic*
-	22%



Reasons for Taking Transit—by Income

The Income Effect



Top Reasons for Taking Public Transit – Income
(n = 300 – 657)

< $15K

2017	2019
No Car	*No Car*
75%	63%
No Driver's License	*Save Money*
29%	39%
Save Money	*Better for Environment*
27%	23%

$15K - $49K

2017	2019
No Car	*No Car*
61%	53%
Save Money	*Save Money*
32%	47%
No Driver's License	*Avoid Traffic*
27%	24%

$50K+

2017	2019
Price of Fuel	*Save Money*
40%	51%
No Car	*Avoid Traffic*
39%	38%
Save Money	*No Car*
37%	35%

Reasons for Taking Transit—by Age

Top Reasons for Taking Public Transit – Age
(n = 221 – 581)

13-18

2017	2019
No Car	No Car
71%	67%
No Driver's License	No Driver's License
55%	46%
Save Money	Save Money
21%	40%

19-24

2017	2019
No Car	No Car
74%	67%
Save Money	Save Money
36%	49%
No Driver's License	No Driver's License
33%	29%

25-34

2017	2019
No Car	No Car
62%	53%
Save Money	Save Money
31%	47%
No Driver's License	Avoid Traffic
26%	25%

35-49

2017	2019
No Car	No Car
60%	48%
Save Money	Save Money
27%	36%
Avoid Traffic	Avoid Traffic
24%	24%

50+

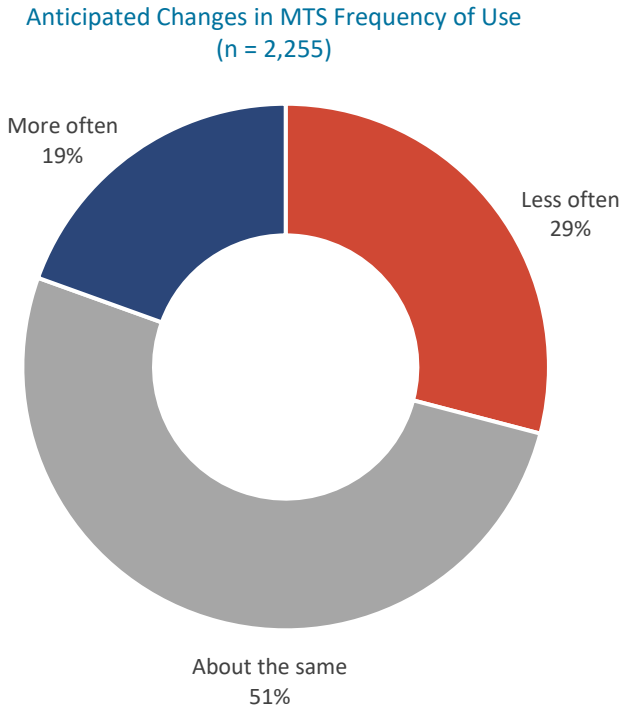
2017	2019
No Car	No Car
54%	52%
Save Money	Save Money
30%	39%
Avoid Traffic	Avoid Traffic
23%	23%

- Not having a car or license are more prevalent in persons under 24
- Saving Money and avoiding traffic have greater importance to persons over 25



Changes in Use

- Anticipated Changes in MTS Frequency of Use
  - About half (51%) of riders expect no change in their transit use
  - Less than one-third (29%) of riders expect to ride less often



Changes in Use — by Market Segmentation

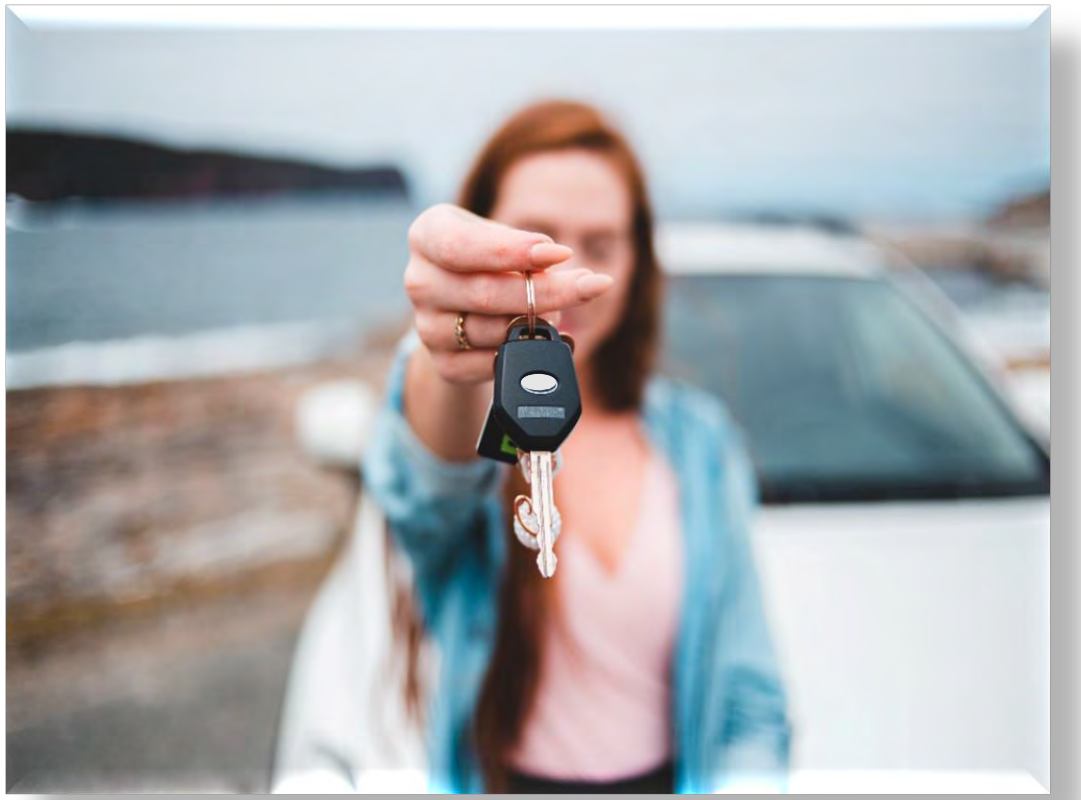


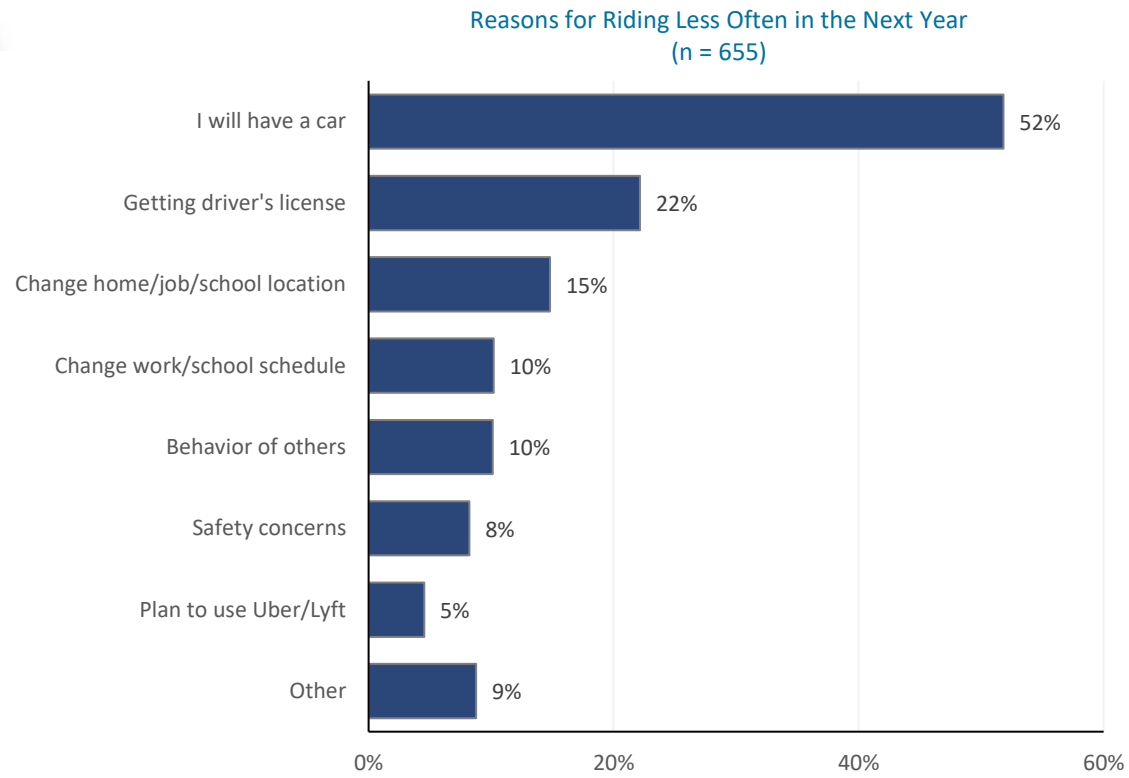
Anticipated Changes in MTS Frequency of Use by Market Segmentation
(n = 2,255)

	More	Same	Less
Overall	*19%*	*51%*	*29%*
Employed	17%	52%	30%
Student Only	19%	50%	30%
65+ Years Old	18%	65%	17%

- Persons who are employed and students are almost twice as likely to consider using transit less one year from now

Changes in Use – Reasons for Riding Less



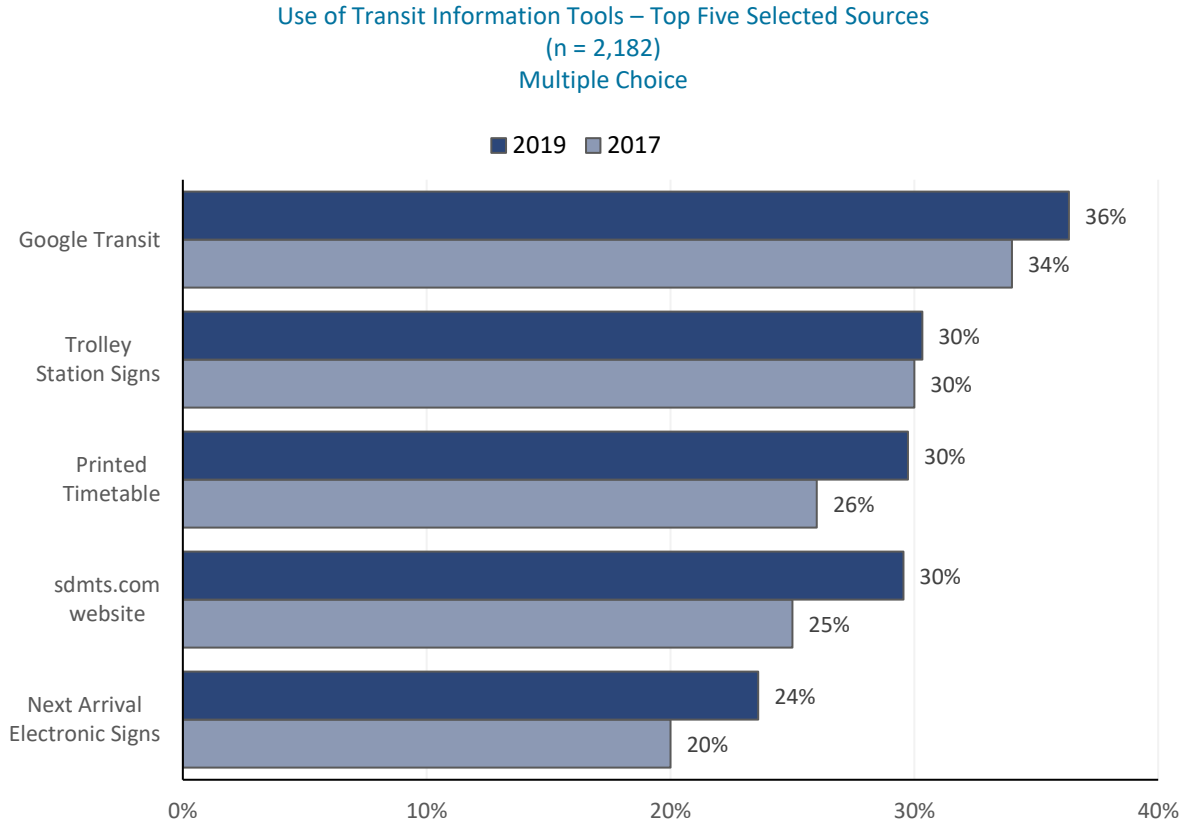




Sources of Information

Top Sources of Information

- Two-thirds of customers get their transit information through either Google Transit (36%) or the sdmts.com (30%)
- Trolley station signs (30%) and next arrival electronic signs (24%) play an important part in wayfinding
- Printed timetables have seen an increase of four percentage points (30% vs 26%)



Customer Profile

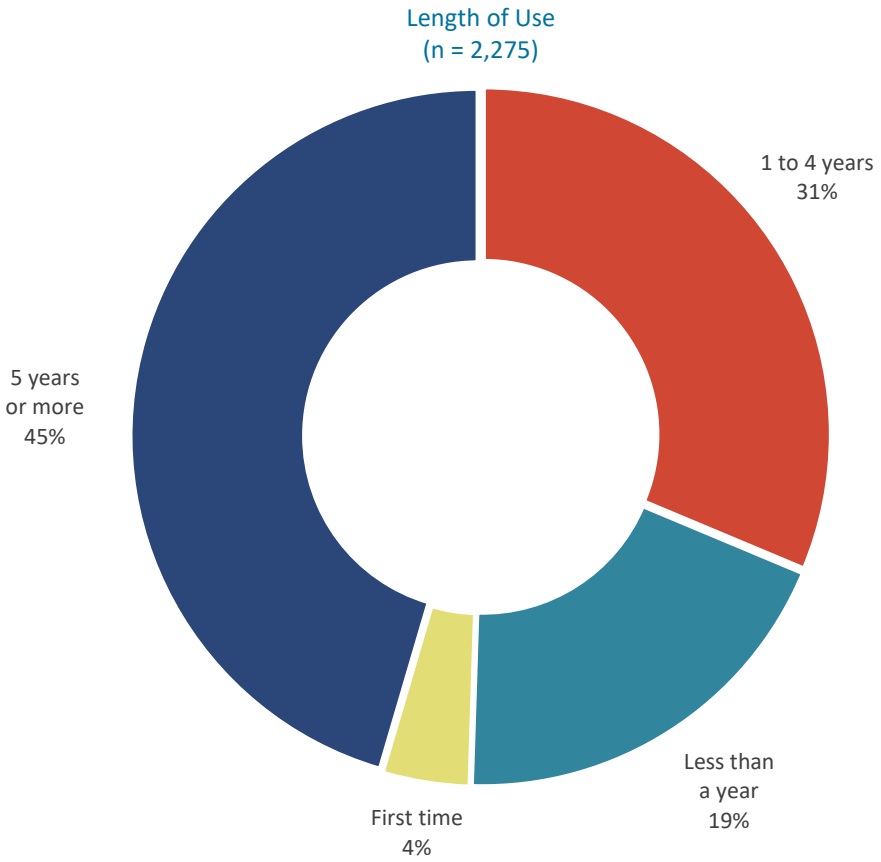


2019 Customer Profile

- Use both Bus (84%) and Trolley (91%)
- Use MTS at least 3 times a week (73%)
- Employed (69%)
- Student (34%)
- Annual Income Less than $50k (84%)
- More likely to be Hispanic (47%)
- Are likely to speak a language other than English and also speak English “Well” or “Very Well”

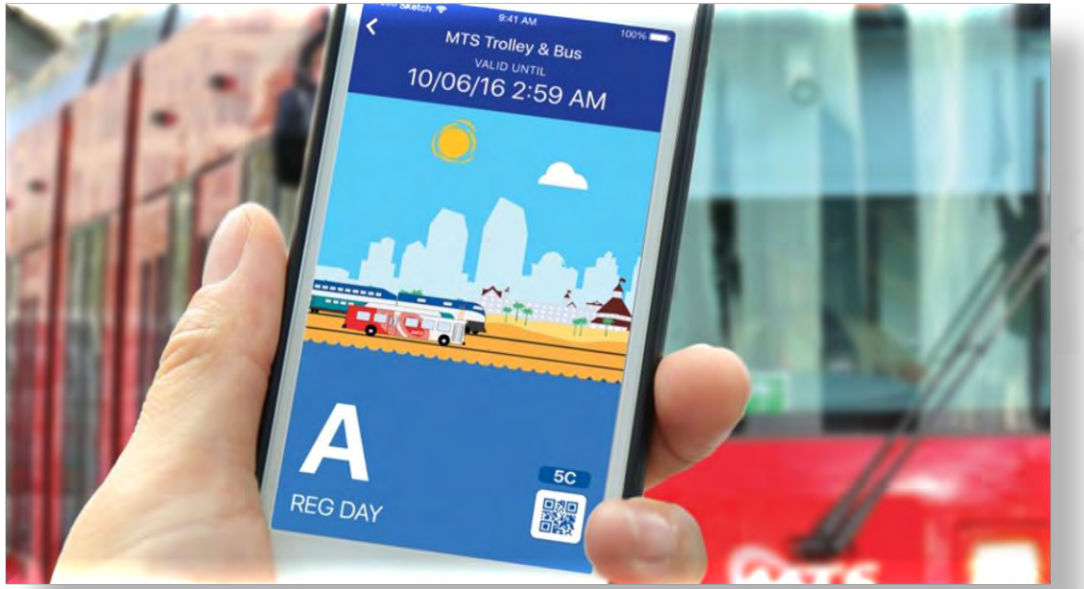


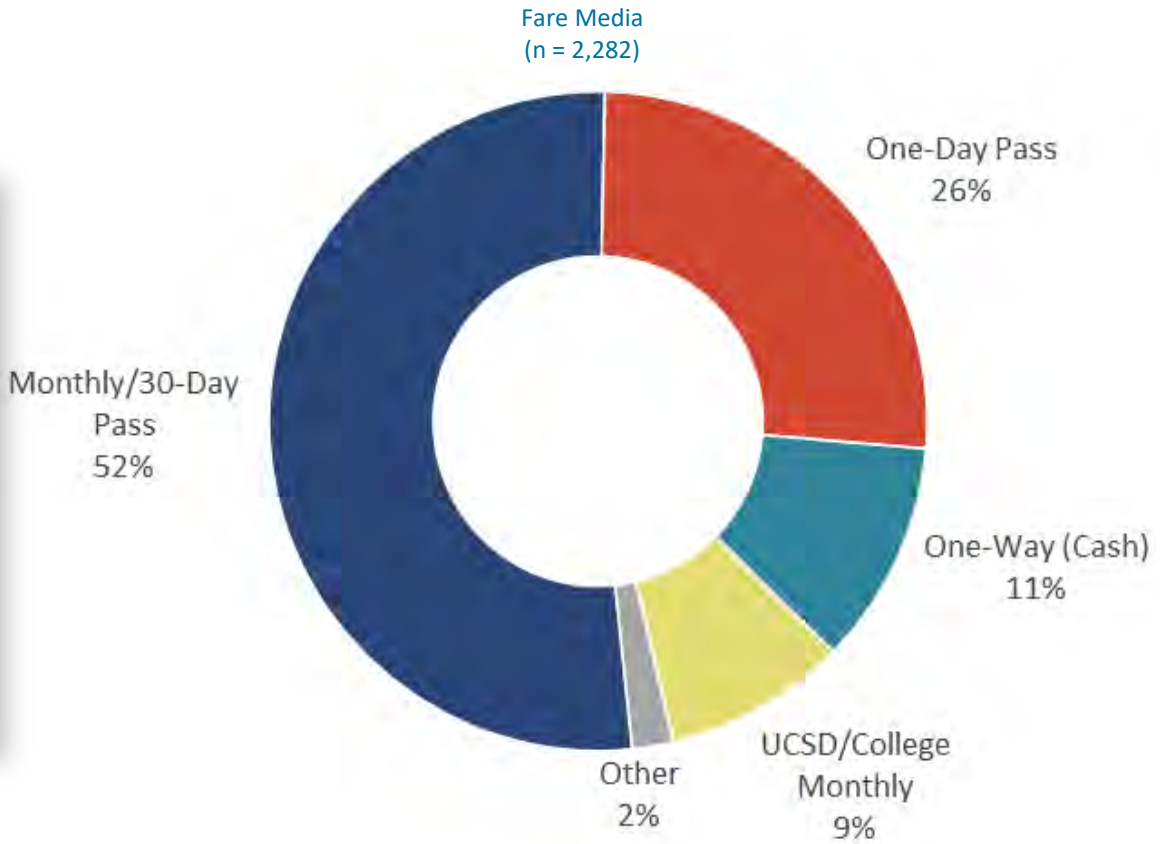
Customer Profile: Length of Use



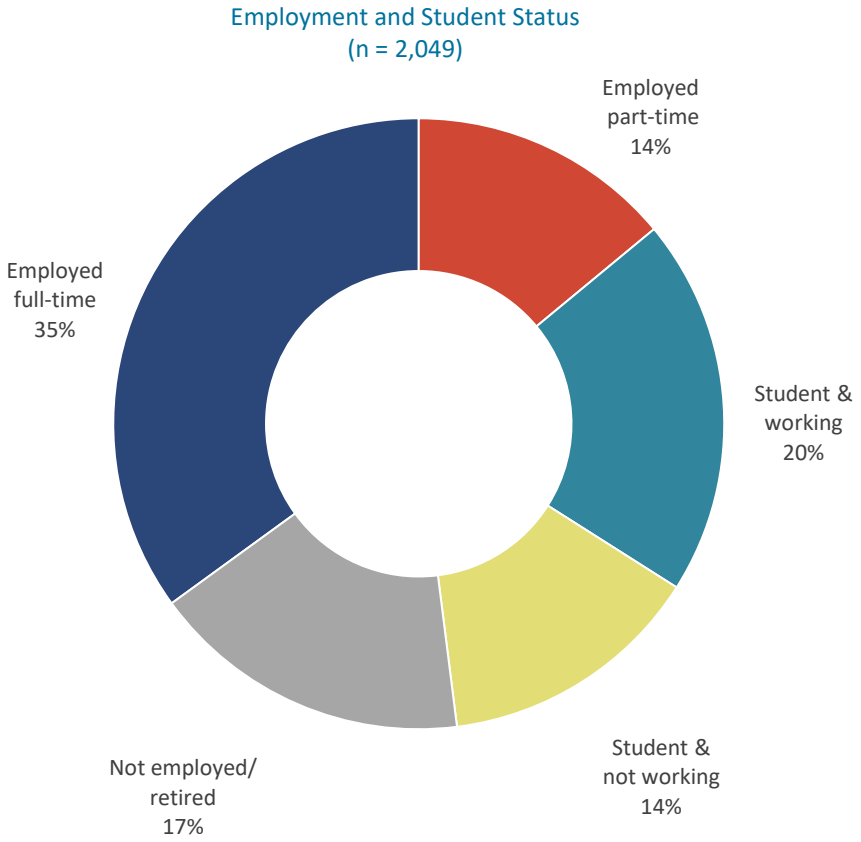
- Almost half of riders (45%) have been MTS customers for at least 5 years

Customer Profile: Fare Media on Survey Day



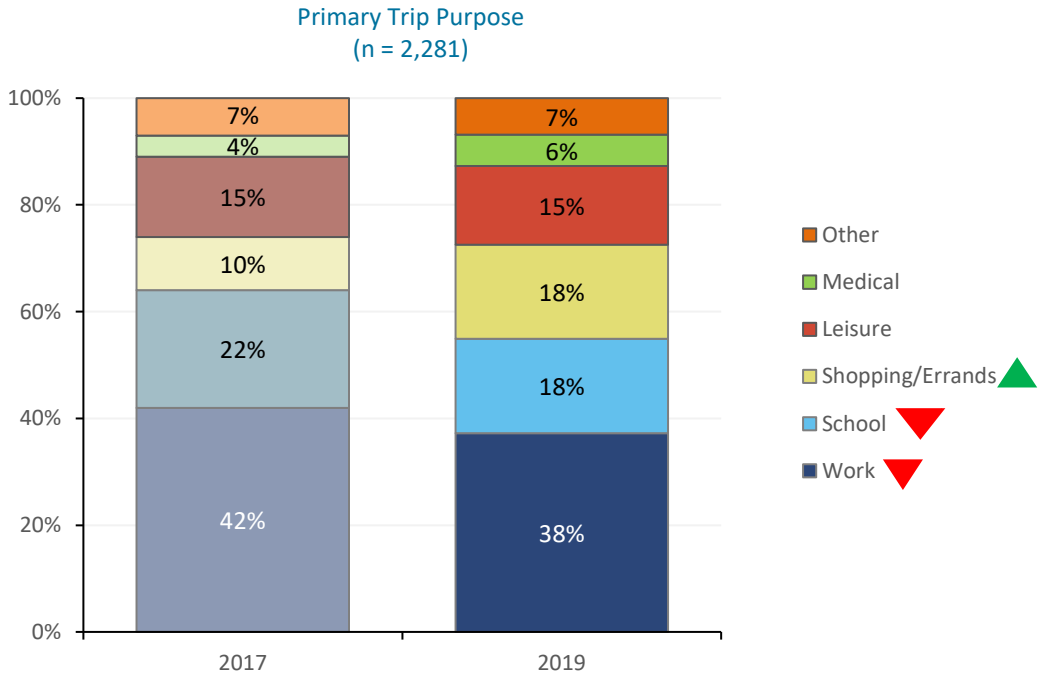


Customer Profile: Employment and Student Status





Customer: Trip Purpose

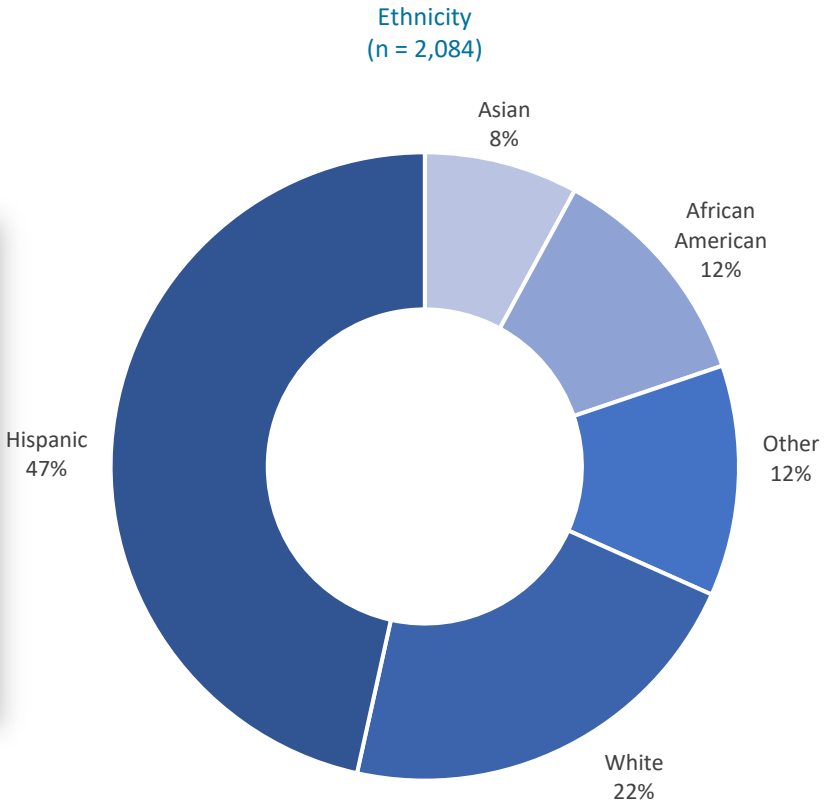




- School and work trips are most prevalent
- shopping/errands (18%) is up by eight points from 2017

Demographics: Ethnicity

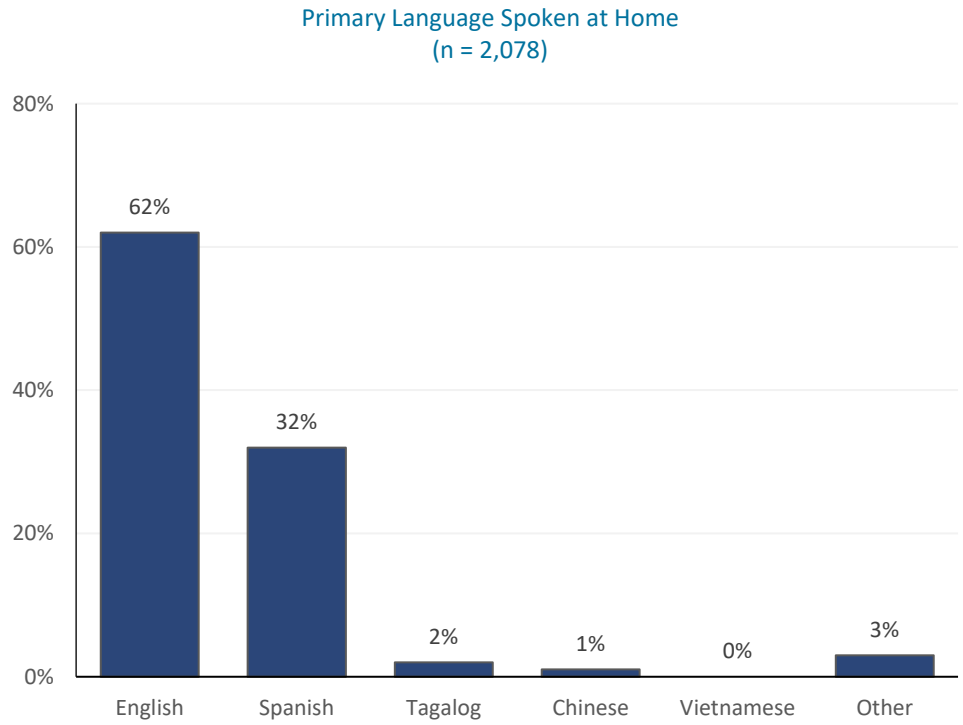


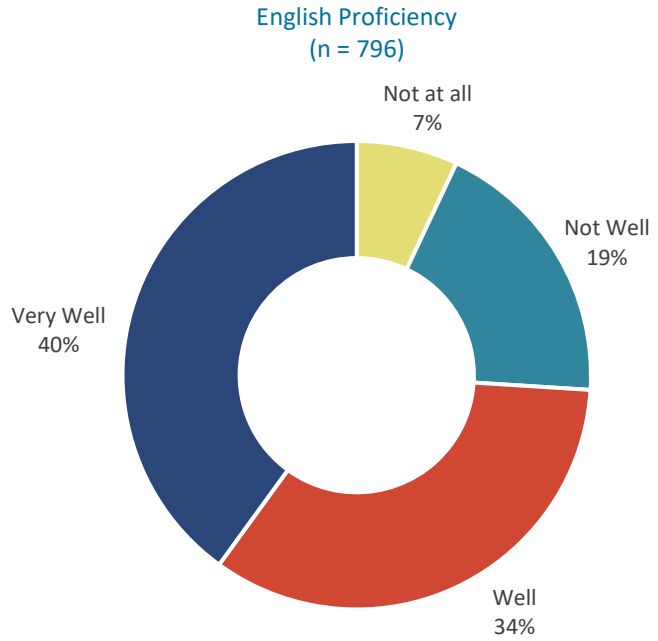


- The self-recorded ethnicity of riders is unchanged from 2017

Language Spoken at Home

- More than one-third (38%) of riders speak a language other than English, as their primary language at home

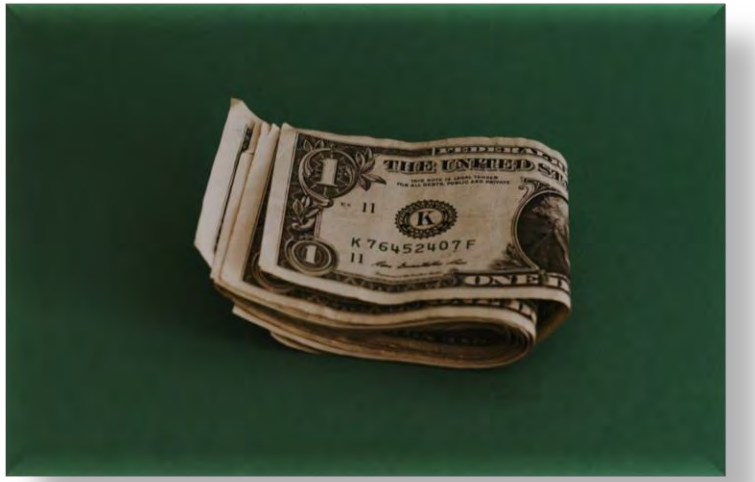




- Three quarters (74%) say they speak English “Well” or “Very Well”

Demographics: Income

- Estimated median income of customers dropped to $17,813 compared to $19,667 in 2017
- According to U.S. Census Bureau, the median household income in San Diego County in 2018 was $74,855



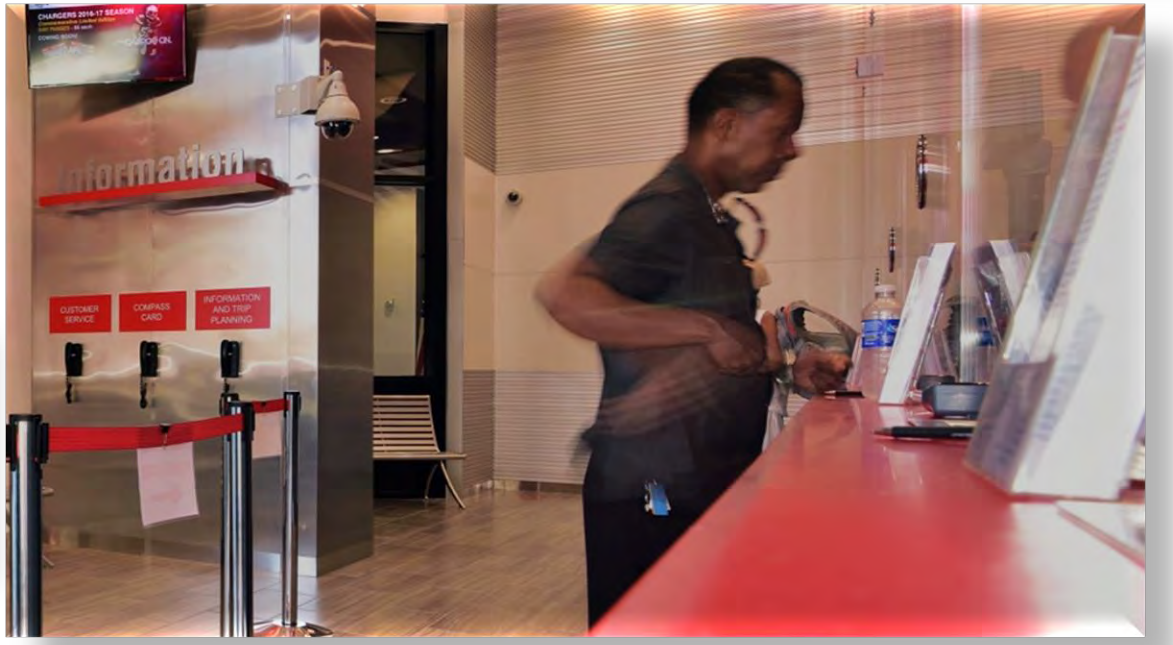
Total Household Income
(n = 1,560)

Total Annual Household Income	*2017*	*2019*
< $15,000	36%	41%
$15,000 - $49,999	45%	43%
$50,000 - $74,999	9%	7%
$75,000 - $99,999	4%	4%
$100,000+	6%	5%









Thank You!

redhillgroup
THE POWER OF INSIGHT

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY18	Reader	Print	June 28, 2018	Bus to Beach		
FY18	Japanese Visitor Guide (Lighthouse/Takuyo)	Print	June-Dec 2018	Compass Cloud/Cash (translated to Japanese)	Japanese	Japanese
FY18	National City Chamber of Commerce Directory	Print	2018 issue	MTS National City map, and Compass Cloud		South Bay/Hispanic
FY18	Reader	Print	June 21, 2018	Choose Transit		
FY18	San Diego Convention Center Attendee Guide	Print	2018/2019 Issue	Trolley Map. Choose Transit. Changing SD Moves.		
FY18	SDTA Meeting Planner Guide	Print	2018/2019 Issue. Renewal Multi	Choose Transit. Trolley Map. Group Sales		
FY18	101 Things To Do	Print	(Jan2017-Dec2019)	Trolley Map & half page ad 992		
FY18	Frontera	Print	March 9, 2018	Latino Film Festival	Spanish	Hispanic
FY18	Entercom Media	Digital	June-Dec 2018	Choose Transit	English & Spanish	Hispanic
FY18	DMV TV Monitors - Chula Vista	TV Monitor	June 2018 - Feb 2019	I Choose Transit		Hispanic
FY19	READER	Print	July 5, 2018	Paw Comic Con/Hazard Center (begins Wed, July 18)		
FY19	Reader	Print	July 19, 2018	Bus to Beach		
FY19	Reader	Print	July 26	Third Ave. Village Assn. (Lemon Festival)		
FY19	Reader	Print	August 23, 2018	Sandcastle		
FY19	Reader	Print	August 30, 2018	I Choose Transit - My commute. My time.		
FY19	Reader	Print	Sept 6, 2018	Hazard Center - Park Your Phone and Your Car		
FY19	Reader	Print	Sept 13, 2018	Hazard/Aztec Games - "Because the streaming..."		
FY19	Reader	Print	Sept 20, 2018	SDRW		
FY19	Reader	Print	Sept 27, 2018	Free Ride Day		
FY19	Reader	Print	October 4, 2018	Trolley Dances		
FY19	Reader	Print	Oct 18, 2018	Balboa Park Conservancy - Halloween Family Day		
FY19	Reader	Print	Oct 25, 2018	WCKD Village		
FY19	Reader	Print	Nov 1, 2018	SD Asian Film Festival (SDAFF)		Asian
FY19	Reader	Print	Nov 22, 2018	Stuff the Bus		
FY19	Reader	Print	December 20, 2018	Hazard/Holiday Bowl		
FY19	Reader	Print	February 28, 2019	Mariachi Festival		Hispanic
FY19	Reader	Print	March 7	Shammrock		
FY19	Reader	Print	March 21, 2019	East Village Assn Block Party		
FY19	Reader	Print	March 28, 2019	Hazard Center/Padres Opening Wknd		
FY19	Reader	Print	April 11, 2019	Navy Bay-Bridge Run		
FY19	Reader	Print	April 18, 2019	Earth Fair		
FY19	Reader	Print	April 25, 2019	Old Town Cinco de Mayo		Hispanic
FY19	Reader	Print	June 6, 2019	Taste of Gaslamp		
FY19	Reader	Print	June 13, 2019	Elevate SD 2020 forums		Notice to Public
FY19	Citybeat - TRADE (1 of 4)	Print	March 7, 2018	Choose Transit/Bus		
FY19	Citybeat - TRADE (2 of 4)	Print	April 11, 2018	Choose Transit/Trolley		
FY19	Citybeat - TRADE (3 of 4)	Print	September 12, 2018	I Choose Transit		
FY19	Citybeat - TRADE (4 of 4)	Print	September 26, 2018	Free Ride Day		
FY19	Citybeat	Print	October 17, 2018	Compass Coud		
FY19	Japanese Visitor Guide (Lighthouse/Takuyo)	Print	Jan-Dec 2019	New Choose Transit visitor ad	Japanese	Japanese

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY19	SDSU - Daily Aztec	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY19	USD - The Vista	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY19	UC San Diego - Guardian (prints on Mondays only as of Winter 2017)	Print	Fall 2018/WinterSpring2019	College Semester/Monthly		
FY19	Grossmont - The Summit	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY19	Mesa - Mesa Press	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY19	2018 CTA Membership Directory (Naylor)	Print	2018 issue	MTS logo		
FY19	National City Chamber of Commerce Directory	Print	2018 issue	MTS National City map, and Compass Cloud		Hispanic
FY19	San Diego Convention Center Attendee Guide	Print	2018/2019 Issue	Trolley Map.		
FY19	SDTA Meeting Planner Guide	Print	2018/2019 Issue. Renewal Multi	Trolley Map.		
FY19	101 Things To Do	Print	(Jan2017-Dec2019)	Trolley Map & half page ad 992		
FY19	NCRC Peacemaker Program	Print	April 7, 2018	MTS Congratulates Peacemaker Honorees		
FY19	Mass Transit Top 40 Under 40	Print	September/October 2018 issue	MTS Congratulates Erin Dunn		
FY19	Passenger Transport	Print	Setpember 24, 2018	MTS Congratulates Rob Roberts for APTA Award		
FY19	El Latino (*Translation required)	Print	Oct 19 & 26 2018	Mid-Coast Bus Feeder Outreach	Spanish	Hispanic
FY19	Filipino Press	Print	Oct 20 & 27	Mid-Coast Bus Feeder Outreach		Filipino
FY19	Nguoi Viet Tu Do (*Translation required)	Print	Oct 20 & 27	Mid-Coast Bus Feeder Outreach	Vietnamese	Vietnamese
FY19	Pomerado Group (UT) - La Jolla Light	Print	Oct 25 & Nov 1	Mid-Coast Bus Feeder Outreach		
FY19	San Diego Chinese Tribune (*Translation required)	Print	Oct 25 & Nov 1	Mid-Coast Bus Feeder Outreach	Chinese	Chinese
FY19	San Diego Community Newspaper Group (SDCNG) - Beach & Bay Press	Print	October 18 (next available was Nov 1)	Mid-Coast Bus Feeder Outreach		
FY19	San Diego Community Newspaper Group (SDCNG) - La Jolla Village News	Print	October 19 (next available was Nov 2)	Mid-Coast Bus Feeder Outreach		
FY19	The Clairemont Times	Print	October (monthly)	Mid-Coast Bus Feeder Outreach		
FY19	Voice & Viewpoint MLK issue	Print	January 21, 2019	MLK issue		African American
FY19	Clairemont Times	Print	June 2019 (Monthly)	Elevate SD 2020 forums		
FY19	Eagle News - Imperial Beach	Print	June 13 & 20, 2019	Elevate SD 2020 forums		
FY19	El Latino (*Translation required)	Print	May 31 & June 7	Elevate SD 2020 forums	Spanish	Hispanic
FY19	Filipino Press	Print	June 1 (National City forum dates) & June 8 (generic ad)	Elevate SD 2020 forums		Filipino
FY19	Nguoi Viet Tu Do (*Translation required)	Print	June 1 & 8, 2019	Elevate SD 2020 forums	Vietnamese	Vietnamese
FY19	Union Tribune Community Press (UT) - Poway News Chieftain (two papers for one price… Poway & RB)	Print	June 13 & 20, 2019	Elevate SD 2020 forums		
FY19	Union Tribune Community Press (UT) - Rancho Bernardo News Journal	Print	June 13 & 20, 2019	Elevate SD 2020 forums		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY19	Union Tribune Community Press (UT) - Carmel Valley News	Print	May 30 & June 6 , 2019	Elevate SD 2020 forums		
FY19	Union Tribune Community Press (UT) - Del Mar Times	Print	May 30 & June 6 This ad is included with Carmel Valley News (all same art will run in all papers)	Elevate SD 2020 forums		
FY19	Union Tribune Community Press (UT) - Solana Beach Sun	Print	May 30 & June 6 This ad is included with Carmel Valley News (all same art will run in all papers)	Elevate SD 2020 forums		
FY19	San Diego Chinese Tribune (*Translation required)	Print	May 30 & June 6, 2019	Elevate SD 2020 forums	Chinese	Chinese
FY19	San Diego Community Newspaper Group (SDCNG) - Beach & Bay Press	Print	June 14 (bi-weekly…next issue would be June 28)	Elevate SD 2020 forums		
FY19	San Diego Community Newspaper Group (SDCNG) - La Jolla Village News	Print	June 14 (bi-weekly…next issue would be June 28)	Elevate SD 2020 forums		
FY19	San Diego Neighborhood Newspapers, Inc. - East County Californian	Print	May 30 & June 6 (ad should include date and location, time TBD)	Elevate SD 2020 forums		
FY19	San Diego Neighborhood Newspapers, Inc. - Star News	Print	June 14 & 21, 2019	Elevate SD 2020 forums		
FY19	San Diego Reader	Print	June 13, 2019	Elevate SD 2020 forums		
FY19	San Diego Voice & Viewpoint	Print	June 6 and 13, 2019	Elevate SD 2020 forums		African-American
FY19	Univion KLNV-FM	Spanish Radio	Jan-Dec 2019	SB Rapid, other	Spanish	Hispanic
FY19	Univion KLQV-FM	Spanish Radio	Jan-Dec 2019	SB Rapid, other	Spanish	Hispanic
FY19	Outdoor Ads	Bus Shelters	July 23 - Aug 19, 2018	This is Chula		Hispanic, South Bay
FY19	Outdoor Ads	Bus Shelters	July 23 - Aug 17, 2018	Harbor Fest		
FY19	Outdoor Ads	Bus Shelters	August 13 - September 3, 2018	USSSC		
FY19	Outdoor Ads	Bus Shelters	Oct-Dec 2018	I Choose Transit	English & Spanish	
FY19	Outdoor Ads	Bus Shelters	Oct 1-29, 2018	WCKD (Monster Bash)		
FY19	Outdoor Ads	Bus Shelters	Oct 15 - Nov 16, 2018	SDAFF		
FY19	Outdoor Ads	Bus Shelters	Oct 29 - Nov 30, 2018	Stuff the Bus		
FY19	Outdoor Ads	Bus Shelters	Feb 18-March 17, 2019	Mariachi Festival		Hispanic
FY19	Outdoor Ads	Bus Shelters	Feb 4 - May 26, 2019 (16 weeks)	Univision	Spanish	Hispanic
FY19	Outdoor Ads	Bus Shelters	April TBD (16 weeks)	Univision	Spanish	Hispanic
FY19	Outdoor Ads	Bus Shelters	March 11-June 30, 2019 (16 weeks)	Univision	Spanish	Hispanic
FY19	Outdoor Ads	Bus Shelters	April TBD (16 weeks)	Univision	Spanish	Hispanic
FY19	Outdoor Ads	Bus Shelters	Feb 18 - March 16, 2019	Shamrock		
FY19	Outdoor Ads	Bus Shelters	March 11 - April 1, 2019	East Village Assn (Opening Day Block Party)		
FY19	Outdoor Ads	Bus Shelters	April 1-21, 2019	Earth Fair		
FY19	Outdoor Ads	Digital Bus Shelters	March 26 - June 13, 2019	Padres Baseball		
FY19	Outdoor Ads	Bus Cards	July2018-Sept2018	HR Hiring		
FY19	Outdoor Ads	Bus Cards	Sept - Dec 2018	South Bay Rapid soft launch	English & Spanish	South Bay, Hispanci
FY19	Outdoor Ads	Bus Backs	July-Sept 2018	HR Hiring Drivers		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY19	Outdoor Ads	Bus Wraps	June - September 2018	Beach Bus Rts. 8 & 9		
FY19	Outdoor Ads	Trolley Wrap	Aug 21-Oct 2, 2018	Free Ride Day (Oct 2)		
FY19	Outdoor Ads	Bus Backs	Aug 21-Oct 2, 2018	Free Ride Day (Oct 2)		
FY19	Outdoor Ads	Bus Wrap	Sept 1-30, 2018	SD Restaurant Week		
FY19	Outdoor Ads	Bus Side	Feb 2019	Univision Partnership	Spanish	Hispanic
FY19	Outdoor Ads	Bus Side	April TBD	Univision Partnership	Spanish	Hispanic
FY19	Outdoor Ads	Bus Back	March 15 - April 1, 2019	East Village Opening Day		
FY19	Outdoor Ads	Bus backs	June 24 - Aug 16, 2019	City of Chula Vista - Harborfest		Hispanic, South Bay
FY19	Outdoor Ads	Bus Bench Ads	Oct-Dec 2018	I Choose Transit	English & Spanish	Hispanic
FY19	Outdoor Ads	Bus Bench Ads	Feb 18- March 22, 2019	Latino Film Festival	English & Spanish	Hispanic
FY19	Outdoor Ads	Bus Bench Ads	March 1 - April 1, 2019	East Village Assn (Opening Day Block Party)		
FY19	Outdoor Ads	Bus Bench Ads	April 2 - May 12, 2019	Bay Bridge Run Walk		
FY19	Outdoor Ads	Bus Bench Ads	June 24- Aug 18, 2019 (8 weeks)	Food Truck Fridays		
FY19	Outdoor Ads	Billboard - 2040 - I-5	12 Weeks Sept 3-Nov25 2018	Free Ride Day / I Choose Transit		
FY19	Outdoor Ads	Billboard - 2053 - 94 fwy	12 Weeks Sept 3-Nov25 2018	Free Ride Day / I Choose Transit		
FY19	Outdoor Ads	Billboard - 2122 - 163 fwy	12 Weeks Sept 3-Nov25 2018	Free Ride Day / I Choose Transit		
FY19	Outdoor Ads	Billboard - 2046 - Mission Valley	12 Weeks Sept 3-Nov25 2018	Free Ride Day / I Choose Transit		
FY19	Outdoor Ads	Grocery Store indoor displays - Southbay stores	April-Sept 2019	South Bay Rapid		Hispanic, South Bay
FY19	Outdoor Ads	Drink Coasters	July 2018	Beach Bus Rts. 8 & 9		
FY19	Outdoor Ads	Street Banners	July & August 2018 (2 months)	Beach Bus Rts. 8 & 9		
FY19	Outdoor Ads	Street Banners	Sept 2018 (4 weeks)	Free Ride Day		Chula Vista, College, Mira Mesa, PB, IB, University Heights, Sherman Heights, Oak Park
FY19	KGTV ABC Ch. 10	TV Ads	August 27 - Oct 2, 2018 (6 weeks)	I Choose Transit & Free Ride Day		
FY19	XEWT Televisa Ch. 12	Spanish TV Ads	August 27 - Oct 2, 2018 (6 weeks)	I Choose Transit & Free Ride Day	Spanish	Hispanic
FY19	TimesofSanDiego.com	Digital Ads	4 months July-Oct 2018	I Choose Transit		
FY20	READER	Print	July 4, 2019	Comic Con/Hazard Center		
FY20	Reader	Print	July 25, 2019	Chula Vista Lemon Festival		
FY20	Reader	Print	August 22, 2019	Sand Sculpture		
FY20	Reader	Print	August 29, 2019	Fare Change (focus on Youth passes) - Sept 1, 2019		Youth
FY20	Reader	Print	September 26	Free Ride Day		
FY20	Reader	Print	October 17	Balboa Park Halloween Family Day		
FY20	Reader	Print	Oct 24	El Cajon Bus Pilot Lane		
FY20	Reader	Print	Oct 31	Elevate SD 2020 - Public Survey Tool		
FY20	Reader	Print	November 7	San Diego Asian Film Festival		Asian
FY20	Reader	Print	November 28	Hazard Center/Holiday Ad		
FY20	Reader	Print	December 5	Stuff the Bus		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY20	Reader	Print	December 19, 2019	Hazard Center/Holiday Ad		
FY20	Reader	Print	Jan 30, 2020	Elevate Webinars		
FY20	Reader	Print	Feb 6, 2020	Elevate Webinars		
FY20	Reader	Print	Feb 27, 2020	Mariachi Festival		Hispanic
FY20	Reader	Print	March 5, 2020	Latino Film Festival		Hispanic
FY20	Reader	Print	March 12, 2020	Shamrock/McFarlane		
FY20	Japanese Visitor Guide (Lighthouse/Takuyo)	Print	Jan-Dec 2020	New Choose Transit visitor ad	Japanese	Japanese
FY20	SDSU - Daily Aztec	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY20	USD - The Vista	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY20	UC San Diego - Guardian (prints on Mondays only as of Winter 2017)	Print	Fall 2018/WinterSpring2019	College Semester/Monthly		
FY20	Grossmont - The Summit	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY20	Mesa - Mesa Press	Print	Fall 2018/Spring2019	College Semester/Monthly		
FY20	2018 CTA Membership Directory (Naylor)	Print	2019 issue	MTS logo		
FY20	National City Chamber of Commerce Directory	Print	2019 issue	MTS National City map, and Compass Cloud		Hispanic
FY20	SDTA Meeting Planner Guide	Print	2019/2020 Issue. Renewal Multi	Trolley Map.		
FY20	101 Things To Do	Print	Jan2020-Dec2022	Trolley Map & half page ad 992		
FY20	NCRC Peacemaker Program	Print	April 7, 2019	MTS Congratulates Peacemaker Honorees		
FY20	East County Californian	Print	Sept 23, 2019	FRD 2019		
FY20	Star News	Print	Sept 24, 2019	FRD 2019		
FY20	Frontera	Print	26-Sep-19	FRD 2019	Spanish	Hispanic
FY20	East County Californian	Print	Oct 24, 2019	Elevate 2020		
FY20	Star News	Print	Oct 25, 2019	Elevate 2020		
FY20	Frontera	Print	October 17, 2019	Elevate 2020	Spanish	Hispanic
FY20	Voice & Viewpoint	Print	January 20, 2020	MLK/Choose Transit message		African-American
FY20	Voice & Viewpoint	Print	February TBD 2020	Rosa Parks (Black History Month)		African-American
FY20	Clairemont Times	Print	Feb (Monthly)	Elevate Webinars		
FY20	Eagle News - Eagle & Journal (Coronado)	Print	Jan 29 & Feb 5	Elevate Webinars		
FY20	Eagle News - Eagle & Times (Imperial Beach)	Print	Jan 30 & Feb 6	Elevate Webinars		
FY20	El Latino (*Translation required)	Print	Feb 14 & 21	Elevate Webinars	Spanish	Hispanic
FY20	Filipino Press	Print	Feb 1 & Feb 8	Elevate Webinars		Filipino
FY20	Nguoi Viet Tu Do (*Translation required)	Print	Feb 1 & Feb 8	Elevate Webinars	Vietnamese	Vietnamese
FY20	Union Tribune Community Press (UT) - Poway News Chieftain (two papers for one price… Poway & RB)	Print	Jan 30 & Feb 6	Elevate Webinars		
FY20	Union Tribune Community Press (UT) - Rancho Bernardo News Journal	Print	Jan 30 & Feb 6	Elevate Webinars		
FY20	Union Tribune Community Press (UT) - Carmel Valley News	Print	Jan 30 & Feb 6	Elevate Webinars		
FY20	Union Tribune Community Press (UT) - Del Mar Times	Print	Jan 30 & Feb 6	Elevate Webinars		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY20	Union Tribune Community Press (UT) - Solana Beach Sun	Print	Jan 30 & Feb 6	Elevate Webinars		
FY20	San Diego Chinese Tribune (*Translation required)	Print	Jan 30 & Feb 6	Elevate Webinars	Chinese	Chinese
FY20	San Diego Community Newspaper Group (SDCNG) - Beach & Bay Press	Print	Feb 7 (bi-weekly)	Elevate Webinars		
FY20	San Diego Community Newspaper Group (SDCNG) - La Jolla Village News	Print	Feb 7 (bi-weekly…next issue would be June 28)	Elevate Webinars		
FY20	San Diego Community Newspaper Group (SDCNG) - Downtown News	Print	Feb 7	Elevate Webinars		
FY20	San Diego Neighborhood Newspapers, Inc. - East County Californian	Print	Jan 30 & Feb 6	Elevate Webinars		
FY20	San Diego Neighborhood Newspapers, Inc. - Star News	Print	Jan 31 & Feb 7	Elevate Webinars		
FY20	San Diego Voice & Viewpoint	Print	Jan 30 & Feb 6	Elevate Webinars		African-American
FY20	Padres Baseball Yearbook 2020 (souvenir magazine)	Print	2020 season	MTS Trolley		
FY20	Univion KLNV-FM	Spanish Radio	July-Dec 2019	SB Rapid, Elevate, Padres, Comic-Con, Fare Change, FRD, Stuff the Bus	Spanish	Hispanic
FY20	Univion KLQV-FM	Spanish Radio	July-Dec 2019	SB Rapid, Elevate, Padres, Comic-Con, Fare Change, FRD, Stuff the Bus	Spanish	Hispanic
FY20	Outdoor Ads	Bus Shelters	Oct-Nov 2019	Elevate Online Tool	English & Spanish	Hispanic
FY20	Outdoor Ads	Bus Shelters	Aug 19-Sept 1, 2019	Diamond BID		
FY20	Outdoor Ads	Bus Shelters	Sept 2 (16 weeks) 2019	Univsion - Amor 102.9	Spanish	Hispanic
FY20	Outdoor Ads	Bus Shelters	Sept 23 (16 weeks) 2019	Univsion - Amor 102.9	Spanish	Hispanic
FY20	Outdoor Ads	Bus Shelters	Sept 9 - Oct 5, 2019	Trolley Dances		
FY20	Outdoor Ads	Bus Shelters	Nov 18-Dec 15, 2019	Stuff the Bus		
FY20	Outdoor Ads	Bus Shelters	Feb 10-March 9, 2020	Mariachi Festival	English & Spanish	Hispanic
FY20	Outdoor Ads	Digital Bus Shelters	Aug 5 - Sept 1, 2019	Sandcastle		
FY20	Outdoor Ads	Digital Bus Shelters	Aug 5 - Sept 1, 2019	Daimond BID		
FY20	Outdoor Ads	Digital Bus Shelters	Aug 26-Oct 2, 2019	Free Ride Day		
FY20	Outdoor Ads	Digital Bus Shelters	Nov 18-Dec 15, 2019	Stuff the Bus		
FY20	Outdoor Ads	Digital Bus Shelters	Feb 23-March 22, 2020	Latino Film Festival	English & Spanish	Hispanic
FY20	Outdoor Ads	Digital Bus Shelters	Feb 3- March 8, 2020 (4 weeks)	Clean Water (Stormwater)		
FY20	Outdoor Ads	Digital Bus Shelters	2020 (12 weeks total each year)	Clean Water (Stormwater)		
FY20	Outdoor Ads	Digital Bus Shelters	2020 (12 weeks total each year)	Clean Water (Stormwater)		
FY20	Outdoor Ads	Digital Bus Shelters	March - June 2020	COVID-19	English & Spanish	Hispanic
FY20	Outdoor Ads	Bus backs	June 24 - Aug 16, 2019	City of Chula Vista - Harborfest		Hispanic
FY20	Outdoor Ads	Bus Sides	Sept-Oct 2, 2019	FRD 2019		
FY20	Outdoor Ads	Bus backs	Sept-Oct 2, 2019	FRD 2019		
FY20	Outdoor Ads	Trolley Wrap	Sept-Oct 2, 2019	FRD 2019		
FY20	Outdoor Ads	Bus backs	Aug 2 - Aug 30, 2019	Diamond BID		
FY20	Outdoor Ads	Bus backs	Sept 1-29, 2019	McFarlane - Restaurant Week		
FY20	Outdoor Ads	Bus backs	Sept 6 - Oct 6, 2019	McFarlane - Oktoberfest		
FY20	Outdoor Ads	Bus backs	Sept 26-Oct 26, 2019	McFarlane - Wckd		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY20	Outdoor Ads	Bus backs	Jan 6-Jan 26, 2020	McFarlane - Restaurant Week		
FY20	Outdoor Ads	Bus backs	Feb17-March 14	McFarlane - Shamrock		
FY20	Outdoor Ads	Bus backs	March 2-22, 2020	Latino Film Festival		Hispanic
FY20	Outdoor Ads	Bus backs	March 9-April 4, 2020	City of Chula Vista - SB Earth Day		Hispanic
FY20	Outdoor Ads	Bus backs	March 16 - April 13, 2020	El Cajon BIA - Friday Food Tours		
FY20	Outdoor Ads	Bus Bench Ads	June 24- Aug 18, 2019 (8 weeks)	Food Truck Fridays		
FY20	Outdoor Ads	Bus Bench Ads	Oct-Nov 2019	Elevate Online Tool	English & Spanish	Hispanic
FY20	Outdoor Ads	Bus Bench Ads	Sept 1 -Oct 2, 2019	Free Ride Day	English & Spanish	
FY20	Outdoor Ads	Bus Bench Ads	8/19/19-9/13/19	SY Chamber of Commerce		Hispanic, South Bay
FY20	Outdoor Ads	Bus Bench Ads	March 15-April 15, 2020	El Cajon BIA - Friday Food Tours		
FY20	Outdoor Ads	Billboard - 2077 - I-5 N/O Palomar Ave Chula Vista (14'x48')	4 Weeks Sept 1 - Oct 2, 2019	Free Ride Day 2019		Chula Vista, Hispanic
FY20	Outdoor Ads	Billboard	4 Weeks Sept 1 - Oct 2, 2019	Free Ride Day 2019		
FY20	Outdoor Ads	Billboard	4 Weeks Sept 1 - Oct 2, 2019	Free Ride Day 2019		
FY20	Outdoor Ads	Street Banners	Sept 1, 2019- Oct 2, 2019 (4 weeks)	Free Ride Day		College, Chula Vista, Mira Mesa, PB, Oak Park, IB, University Heights, Mission Beach, City Heights, University City.
FY20	Outdoor Ads	Street Banners	Sept 1, 2019- Oct 2, 2019 (4 weeks)	Free Ride Day		El Cajon
FY20	Outdoor Ads	Street Banners	Sept 1, 2019- Oct 2, 2019 (4 weeks)	Free Ride Day		Santee
FY20	Outdoor Ads	Street Banners	Sept 1, 2019- Oct 2, 2019 (4 weeks)	Free Ride Day		Diamond District
FY20	Outdoor Ads	DMV TV Screen Ads	July-Dec 2019	Choose, Elevate Online Tool, FRD		
FY20	Outdoor Ads	Station Banner	Sept 1-29, 2019	Restaurant Week (McFarlane)		
FY20	Outdoor Ads	Station Banner	Sept 6-Oct 6, 2019	Oktoberfest (McFarlane)		
FY20	Outdoor Ads	Station Banner	Sept 26 - Oct 26, 2019	Wckd (McFarlane)		
FY20	Outdoor Ads	Station Banners	Jan 4-26, 2020	Restaurant Week (McFarlane)		
FY20	Outdoor Ads	Station Banners	Feb 17-March 14, 2020	Shamrock (McFarlane)		
FY20	KPBS.org	Digital Ads	July 1-Aug 31, 2019	FRD, Choose Transit, Elevate Online Tool		
FY20	Timesofsandiego.com	Digital Ads	July 1-Dec 31, 2019	FRD, Choose Transit, Elevate Online Tool		
FY20	Voice of SD	Digital Ads	July 1- Aug 31, 2019	FRD, Choose Transit, Elevate Online Tool		
FY20	KPBS.org	Digital Ads	Jan 27-Feb23, 2020	Elevate Webinars		
FY20	Timesofsandiego.com	Digital Ads	Jan 27-Feb23, 2020	Elevate Webinars		
FY20	Voice of SD	Digital Ads	Jan 27-Feb23, 2020	Elevate Webinars		
FY20	Civilian Ad Buy	Ridership Campaign	Nov 2019 - March 2021	Choose Transit, COVID-19	English & Spanish	Hispanic
FY21	Reader	Print	July 30, 2020	Clean Ride		
FY21	Reader	Print	August 6, 2020	Clean Ride		
FY21	Reader	Print	Sept 10, 2020	Clean Ride		
FY21	Reader	Print	Sept 24, 2020	Clean Ride		
FY21	Reader	Print	December 3, 2020	Stuff the Bus		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY21	Reader	Print	December 10, 2020	Rider Appreciation Day		
FY21	Reader	Print	January 7, 2021	Fare Change Outreach		
FY21	Reader	Print	January 21, 2021	State of MTS		
FY21	Reader	Print	January 28, 2021	Mid-Coast Bus Feeder Outreach		
FY21	Japanese Visitor Guide (Lighthouse/Takuyo)	Print	Jan-Dec 2020	New Choose Transit visitor ad	Japanese	Japanese
FY21	National City Chamber of Commerce Directory	Print	2020 issue (printed August 7, 2020)	MTS National City map, and Compass Cloud		South Bay, Hispanci
FY21	SDTA Meeting Planner Guide	Print	2019/2020 Issue. Renewal Multi	Trolley Map.		
FY21	101 Things To Do	Print	Jan-March 2020	Trolley Map & half page ad 992		
FY21	Voice & Viewpoint - MLK issue	Print	January 14, 2021			African-American
FY21	Eagle News - Eagle & Journal (Coronado)	Print	Jan 6 (Fare Change)	Fare Change		
FY21	Eagle News - Eagle & Times (Imperial Beach)	Print	Jan 7 (Fare Change)	Fare Change		
FY21	El Latino (*Translation required)	Print	Jan 8 (Fare Change) & Jan 29 (Mid-Coast)	Fare Change/Mid-Coast Bus Feeder	Spanish	Hispanic
FY21	Filipino Press	Print	Jan 9 (Fare Change) & Jan 30 (Mid-Coast)	Fare Change/Mid-Coast Bus Feeder		Filipino
FY21	Nguoi Viet Tu Do (*Translation required)	Print	Jan 9 (Fare Change) & Jan 30 (Mid-Coast)	Fare Change/Mid-Coast Bus Feeder	Vietnamese	Vietnamese
FY21	Union Tribune Community Press (UT) - La Jolla Light	Print	Jan 9 (Fare Change) & Jan 30 (Mid-Coast)	Fare Change/Mid-Coast Bus Feeder		
FY21	Union Tribune Community Press (UT) - Poway News Chieftain (two papers for one price… Poway & RB)	Print	Jan 7 (Fare Change)	Fare Change		
FY21	Union Tribune Community Press (UT) - Rancho Bernardo News Journal	Print	Jan 7 (Fare Change)	Fare Change		
FY21	Union Tribune Community Press (UT) - Carmel Valley News	Print	Jan 7 (Fare Change)	Fare Change		
FY21	Union Tribune Community Press (UT) - Del Mar Times	Print	Jan 7 (Fare Change)	Fare Change		
FY21	Union Tribune Community Press (UT) - Solana Beach Sun	Print	Jan 7 (Fare Change)	Fare Change		
FY21	San Diego Chinese Tribune (*Translation required)	Print	Jan 7 (Fare Change) & Jan 28 (Mid-Coast)	Fare Change/Mid-Coast Bus Feeder	Chinese	Chinese
FY21	San Diego Community Newspaper Group (SDCNG) - Beach & Bay Press	Print	Jan 8 (Fare Change) & Jan 22 (Mid-Coast) -	Fare Change/Mid-Coast Bus Feeder		
FY21	San Diego Community Newspaper Group (SDCNG) - La Jolla Village News	Print	Jan 8 (Fare Change) & Jan 22 (Mid-Coast) -	Fare Change/Mid-Coast Bus Feeder		
FY21	San Diego Community Newspaper Group (SDCNG) - Downtown News	Print	January 8	Fare Change		
FY21	San Diego Neighborhood Newspapers, Inc. - East County Californian	Print	Jan 8 (Fare Change)	Fare Change		
FY21	San Diego Neighborhood Newspapers, Inc. - Star News	Print	Jan 8 (Fare Change)	Fare Change		

Advertising List for June 2018 - May 2021						
Fiscal Year	**Advertising**	**Medium**	**Insertion Date(s)**	**Message**	**Language**	**Minority Group Served**
FY21	San Diego Voice & Viewpoint	Print	Jan 7 (Fare Change) & Jan 28 (Mid-Coast)	Fare Change/Mid-Coast Bus Feeder		African-American
FY21	Outdoor Ads	Bus Shelters	July 13-Aug 31, 2020	Clean Ride	English & Spanish	Hispanic
FY21	Outdoor Ads	Bus Shelters	Nov 23 - Dec 12, 2020	Stuff the Bus		
FY21	Outdoor Ads	Digital Bus Shelters	July 6-Aug 31, 2020	Clean Ride	English & Spanish	
FY21	Outdoor Ads	Digital Bus Shelters	Nov 23 - Dec 12, 2020	Stuff the Bus		
FY21	Outdoor Ads	Digital Bus Shelters	Dec 3-19, 2020	10 Days of Giveaways		
FY21	Outdoor Ads	Bus Backs - IAD	Sept 6 to Oct 4, 2020	McFarlane - La Mesa Oktoberfest		
FY21	Outdoor Ads	Bus Backs	Sept 2020 - March2021	Clean Ride		
FY21	Outdoor Ads	Bus Bench Ads	July 8-Aug 31, 2020	Clean Ride	English & Spanish	Hispanic
FY21	Outdoor Ads	Station Banner	August 13- Sept 13, 2020	Fiesta Old Town (McFarlane)		Hispanic
FY21	Outdoor Ads	Station Banner	Sept. 4 to Oct. 4, 2020	SD Restaurant Week (McFarlane)		
FY21	Outdoor Ads	Station Banner	Sept. 6 to Oct. 4, 2020	La Mesa Oktoberfest (McFarlane)		
FY21	KPBS	Digital Ads	Week of Jan 4 (Fare Change) & Week of Jan 25 (Mid-Coast) 2021	Fare Change & Mid Coast Bus Feeder outreach		
FY21	Times of San Diego	Digital Ads	Week of Jan 4 (Fare Change) & Week of Jan 25 (Mid-Coast) 2021	Fare Change & Mid Coast Bus Feeder outreach		
FY21	Voice of SD	Digital Ads	Week of Jan 4 (Fare Change) & Week of Jan 25 (Mid-Coast) 2021	Fare Change & Mid Coast Bus Feeder outreach		
FY21	Clairemont Times	Digital Ads	Week of Jan 4 (Fare Change) & Week of Jan 25 (Mid-Coast) 2021	Fare Change & Mid Coast Bus Feeder outreach		

APPENDIX F

MTS LANGUAGE ASSISTANCE PLAN

MTS SAMPLES OF PUBLIC INFORMATION DOCUMENTS

Language Assistance Plan 2019











Metropolitan Transit System

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Subject: Language Assistance Plan

Effective Date: November 25, 2019

Promulgated this 25th day of November 2019

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM

/s/ Paul Jablonski
Paul Jablonski
Chief Executive Officer

/s/ Samantha Leslie
Approved as to form:
Samantha Leslie
Title VI Liaison Officer / Staff Attorney – Regulatory Compliance

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I. Language Assistance Plan (LAP) Introduction

The following is San Diego Metropolitan Transit System's (MTS's) LAP, developed in compliance with Title VI of the Civil Rights Act of 1964 and its implementing regulations. MTS is committed to taking all reasonable steps to ensure meaningful access by Limited English Proficient (LEP) persons. LEP persons is defined as persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. MTS's LAP identifies the prevalent languages of LEP persons using MTS services and specifies the types of language assistance measures that MTS provides.

MTS's LAP includes: results of a Four Factor Analysis including a description of the LEP populations served, how MTS provides language assistances services, how MTS provides notice to LEP persons of the availability of language assistance, how MTS trains staff to provide timely and reasonable language assistance measures, and how MTS monitors and updates its LAP.

II. Four Factor Analysis

The Four Factor Analysis helps to determine the specific language services that are appropriate for MTS to provide.

A. Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of MTS

1. How LEP Persons interact with MTS's agency:

To understand how LEP persons interact with MTS, it is important to understand the services MTS provides. MTS area of jurisdiction, encompassing both urban and rural areas, is approximately 3,240 total square miles. MTS serves approximately 3 million people in San Diego County.

MTS provides bus and light rail services directly or by contract with private operators. Light rail service is operated on four lines (the UC San Diego Blue Line, Orange Line, Sycuan Green Line and SDG&E Silver Line) with a total of 53 stations and 54.3 miles of rail. Almost 100 fixed bus routes and Americans with Disabilities Act (ADA) complementary paratransit service (MTS Access). Fixed route bus service includes local, urban, Rapid, express, premium express and rural routes. MTS generates 88 million annual passenger trips or 300,000 trips each weekday. To handle the demand, the agency schedules 7,000 trips each weekday, and has 128 trolley cars and 800 buses in its fleet.

MTS coordinates all its services and determines the routing, stops, frequencies and hours of operation. MTS is responsible for the service planning, scheduling, and performance monitoring of all MTS transit services. Service adjustments occur three times per year and as needed to improve efficiency and customer service.

MTS is governed by a 15 member Board of Directors. Members are selected as follows: 4 appointed from the City of San Diego (the Mayor of San Diego and 3 San Diego City Council members); 2 appointed

from the City of Chula Vista (the Mayor of Chula Vista and a Chula Vista City Council Member); 1 appointed from city council of Coronado; 1 appointed from city council of El Cajon; 1 appointed from city council of Imperial Beach; 1 appointed from city council of La Mesa; 1 appointed from city council of Lemon Grove; 1 appointed from city council of National City; 1 appointed from city council of Poway; 1 appointed from city council of Santee; and 1 appointed from the San Diego County Board of Supervisors. The MTS Board of Directors generally meets once a month at MTS's main administrative office at 1255 Imperial Avenue, Suite 1000, San Diego CA 92101. MTS Board of Directors meetings, along with other Committee meetings, are public meetings available for the public to attend and participate through public comment.

2. Identification of LEP communities, and assessing the number or proportion of LEP persons from each language group

Information on the LEP communities and number of LEP persons from each language assists MTS in determining the appropriate language services for each language group, as further discussed in this LAP.

The following Table 1[1] identifies LEP communities and the number of LEP persons from each language group. Specifically, Table 1 shows languages other than English with at least a thousand speakers or five percent of the MTS service area population, spoken by people age 5 and older in MTS's service area[2].

[1] San Diego Association of Governments (SANDAG), the metropolitan planning organization for the San Diego region, used their Geographic Information Systems (GIS) team to assist MTS in compiling data for Factor 1 of the Four Factor Analysis.

[2] Threshold used for identifying languages spoken is consistent with the Safe Harbor Threshold, prescribed by Title VI regulations and other supplementing guidance from the FTA.

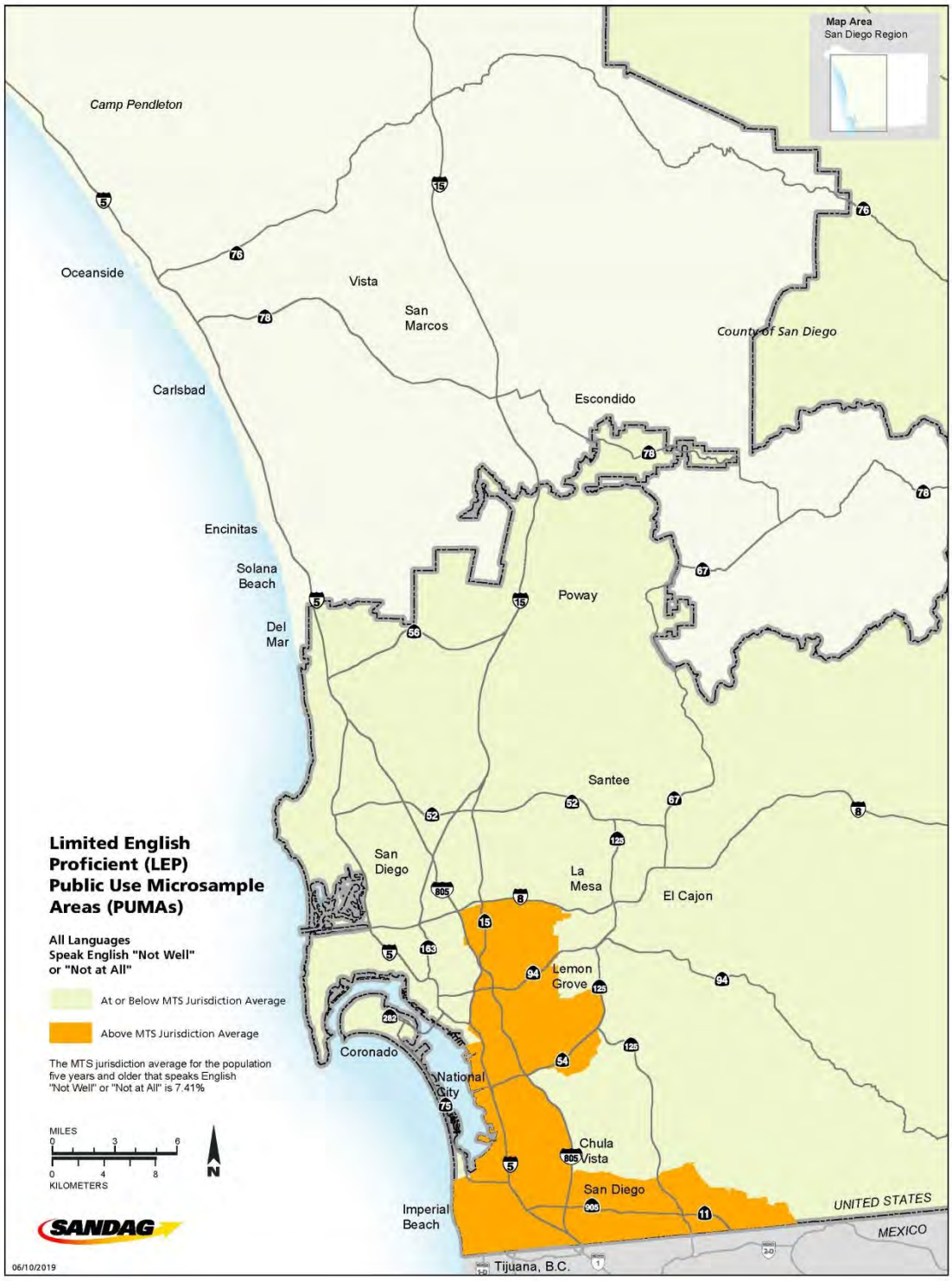
Table 1: LEP Speakers by Language in MTS's Jurisdiction

LEP Speakers by Language in MTS's Jurisdiction[3]			
Language*	**LEP MTS Population**	**Percent of All LEP Speakers in MTS Jurisdiction**	**Percent of Total MTS Population Age 5 and Older**
Spanish	114,295	68.54%	5.08%
Vietnamese	12,276	7.36%	0.55%
Tagalog	6,303	3.78%	0.28%
Arabic	5,091	3.05%	0.23%
Chinese	4,633	2.78%	0.21%
Korean	2,855	1.71%	0.13%
Chaldean Neo-Aramaic	1,989	1.19%	0.09%
Russian	1,695	1.02%	0.08%
Filipino	1,675	1.00%	0.07%
Assyrian Neo-Aramaic	1,591	0.95%	0.07%
Mandarin	1,504	0.90%	0.07%
Lao	1,347	0.81%	0.06%
Farsi	1,301	0.78%	0.06%
Japanese	1,181	0.71%	0.05%
Cantonese	1,024	0.61%	0.05%

The MTS jurisdiction average for people age 5 and older that speak English "Not Well" or "Not at All" is 7.41%. Figure 1 map identifies areas with LEP speakers who speak English "Not Well" or "Not at all" that are below and above the MTS jurisdiction average.

[3] Source: U.S. Census Bureau, American Community Survey (ACS) 5-Year Public Use Microdata Sample (PUMS) 2013-2017. *Restricted to languages spoken by at least 1,000 limited English proficient speakers. Note: The U.S. Census Bureau discontinued the ACS 3-Year PUMS data used in the 2013 LAP, therefore, 5-Year Estimates data are used for the 2019 report. Due to this change in data availability, any comparison to previous reports should be done with caution.

Figure 1: LEP Speakers that Speak English "Not Well" or "Not at all"



3. The literary skills of LEP populations in their native languages, in order to determine whether translation of documents will be an effective practice; and

No data[4] was available regarding the literary skills of LEP populations. However, as discussed further in Section III of this LAP, MTS provides both oral translation and document translation regarding MTS's services as applicable and upon request.

4. Whether LEP persons are underserved due to language barriers

No data[5] was available regarding whether LEP persons are underserved due to language barriers. However, as discussed further in Section II (B) of this LAP, MTS does maintain data and/or general observations from staff regarding the frequency with which LEP persons come into contact with MTS's services.

B. Factor 2: The frequency with which LEP individuals come in contact with a program, activity or service of MTS

MTS surveyed key program areas and assessed major points of contact with the public, such as fixed route bus service, complementary paratransit service, trolley service, security, ticket purchases, public meetings, interactions with customer service, and website use.

1. Fixed Route Bus Service

LEP individuals may come into contact with MTS fixed route bus service, as MTS bus operators have continual interactions with passengers as they are boarding, in transit, and deboarding. MTS administered a survey regarding the frequency in which LEP persons come into contact with bus operators whom operate various routes within MTS's service area[6]. The survey has been broken out by operating divisions.

Table 2 shows the results from bus operators that operate routes from Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD). IAD and KMD operate service primarily within the urbanized area of the City of San Diego. Out of a total of 540 operators that operate from IAD and KMD, 97 bus operators participated in the survey.

Table 3 shows the results from bus operators that operate routes from South Division (SBD). SBD operates service through the South Bay cities and communities, as well as some City of San Diego communities in its urbane core as far north as Old Town. Out of a total of 400 bus operators that operate from SBD, 154 participated in the survey.

[4] ACS, the source used to identify LEP populations in MTS's service area, does not maintain data on the literary skills of LEP populations in their native languages. SANDAG and MTS are unaware of any other data source that quantifies the literary skills of LEP populations in their native languages.

[5] SANDAG and MTS are unaware of a data source that quantifies whether LEP people in MTS's service area are underserved based on language barriers.

[6] An anonymous survey was administered to bus operators in September 2019. For purposes of this LAP, staff used their best efforts to group similar worded responses into categories of frequency.

Table 4 shows the results from bus operators that operate routes from East County Division (ECD). ECD operates service in the East County cities and rural communities, routes in the northern half of the City of San Diego, and freeway express services along the I-15 corridor. Out of a total of 120 bus operators that operate from ECD, 55 participated in the survey.

Table 2: Frequency of Contacts with LEP Riders – IAD and KMD Bus Operators

Frequency of Contacts with LEP Riders – IAD and KMD Bus Operators																				
Language	**LEP Population in Service Area**		**Number of Operators (of 97 operators completing survey) reporting contact with LEP riders**		**Multiple Times a Day**		**Daily**		**Multiple Times a Week**		**Multiple times in a Month**		**Monthly**		**Multiple Times a Year**		**Rarely**		**Unknown Frequency**	
Spanish	114295	68.54%	**89**	**92%**	5	6%	13	15%	21	24%	14	16%	12	13%	13	15%	6	7%	5	6%
Chinese	4633	2.78%	**20**	**21%**							4	20%	2	10%	3	15%	3	15%	8	40%
Unknown Language			**17**	**18%**			2	12%			1	6%			1	6%	3	18%	10	59%
Japanese	1181	0.71%	**12**	**12%**							1	8%					5	42%	6	50%
Tagalog	6303	3.78%	**11**	**11%**			1	9%			2	18%	1	9%	1	9%	3	27%	3	27%
Vietnamese	12276	7.36%	**11**	**11%**							2	18%					6	55%	3	27%
French			**10**	**10%**							1	10%	1	10%			5	50%	3	30%
Russian	1695	1.02%	**8**	**8%**									2	25%			3	38%	3	38%
Arabic	5091	3.05%	**6**	**6%**											1	17%	2	33%	3	50%
Korean	2855	1.71%	**5**	**5%**							1	20%					3	60%	1	20%
Italian			**5**	**5%**									1	20%			4	80%		
German			**5**	**5%**											1	20%	1	20%	3	60%
Hindi			**4**	**4%**									1	25%			2	50%	1	25%
Mandarin	1504	0.90%	**3**	**3%**							1	33%							2	67%
Swahili			**2**	**2%**													1	50%	1	50%
Cantonese	1024	0.05%	**1**	**1%**															1	100%
Kurdish			**1**	**1%**													1	100%		
Portuguese			**1**	**1%**													1	100%		
Filipino	1675	1.00%	**1**	**1%**															1	100%
Chaldean	1989	1.19%	**0**	**0%**																
Assyrian Neo-Aramaic	1591	0.95%	**0**	**0%**																
Lao	1347	0.81%	**0**	**0%**																
Farsi	1301	0.78%	**0**	**0%**																

Table 3: Frequency of Contacts with LEP Riders – SBD Bus Operators

Frequency of Contacts with LEP Riders – SBD Bus Operators																				
Language	**LEP Population in Service Area**		**Number of Operators (of 154 operators completing survey) reporting contact with LEP riders**		**Multiple Times a Day**		**Daily**		**Multiple Times a Week**		**Multiple times in a Month**		**Monthly**		**Multiple Times a Year**		**Rarely**		**Unknown Frequency**	
Spanish	114295	68.54%	**121**	**79%**	30	25%	24	20%	25	21%	12	10%	4	3%	6	5%	9	7%	11	9%
Chinese	4633	2.78%	**25**	**16%**	2	8%	2	8%	2	8%	2	8%	1	4%	4	16%	7	28%	5	20%
Tagalog	6303	3.78%	**25**	**16%**	1	4%	2	8%			3	12%	3	12%	8	32%	5	20%	3	12%
Unknown Language			**22**	**14%**	1	5%			1	5%	2	9%			1	5%	6	27%	11	50%
Japanese	1181	0.71%	**13**	**8%**							1	8%	1	8%	3	23%	5	38%	3	23%
Arabic	5091	3.05%	**10**	**6%**							1	10%			3	30%	1	10%	5	50%
French			**9**	**6%**					1	11%	1	11%			1	11%	2	22%	4	44%
Filipino	1675	1.00%	**9**	**6%**							1	11%					4	44%	4	44%
Russian	1695	1.02%	**8**	**5%**							2	25%			1	13%	3	38%	2	25%
German			**7**	**5%**							1	14%	1	14%	1	14%	3	43%	1	14%
Italian			**6**	**4%**			1	17%									4	67%	1	17%
Portuguese			**6**	**4%**							1	17%					2	33%	3	50%
Vietnamese	12276	7.36%	**5**	**3%**			1	20%			1	20%			1	20%	1	20%	1	20%
Korean	2855	1.71%	**3**	**2%**					1	33%							1	33%	1	33%
Mandarin	1504	0.90%	**2**	**1%**							1	50%							1	50%
Bengali			**1**	**1%**							1	100%								
Malay			**1**	**1%**							1	100%								
Greek			**1**	**1%**											1	100%				
Thai			**1**	**1%**													1	100%		
Cantonese	1024	0.61%	**1**	**1%**													1	100%		
Khmer			**1**	**1%**															1	100%
Chaldean	1989	1.19%	**0**	**0%**																
Assyrian Neo-Aramaic	1591	0.95%	**0**	**0%**																
Lao	1347	0.81%	**0**	**0%**																
Farsi	1301	0.78%	**0**	**0%**																

Table 4: Frequency of Contacts with LEP Riders – ECD Bus Operators

Frequency of Contacts with LEP Riders – ECD Bus Operators																				
Language	**LEP Population in Service Area**		**Number of Operators (of 55 operators completing survey) reporting contact with LEP riders**		**Multiple Times a Day**		**Daily**		**Multiple Times a Week**		**Multiple times a Month**		**Monthly**		**Multiple Times a Year**		**Rarely**		**Unknown Frequency**	
Spanish	114295	68.54%	**47**	**85%**	7	15%	12	26%	8	17%	3	6%	1	2%	4	9%	8	17%	4	9%
Arabic	5091	3.05%	**31**	**56%**	5	16%	6	19%	1	3%	1	3%			5	16%	7	23%	6	19%
Chinese	4633	2.78%	**15**	**27%**	1	7%	3	20%	1	7%	1	7%			3	20%	3	20%	3	20%
Tagalog	6303	3.78%	**7**	**13%**	1	14%	1	14%			1	14%			1	14%	2	29%	1	14%
Chaldean	1989	1.19%	**6**	**11%**	2	33%	1	17%	2	33%			1	17%						
Japanese	1181	0.71%	**5**	**9%**			1	20%			1	20%			1	20%	1	20%	1	20%
Russian	1695	1.02%	**5**	**9%**											1	20%	4	80%		
Unknown Language			**4**	**7%**	1	25%									1	25%	1	25%	1	25%
German			**4**	**7%**							1	25%			1	25%	1	25%	1	25%
Hindi			**3**	**5%**			3	100%												
Korean	2855	1.71%	**3**	**5%**											1	33%			2	67%
Portuguese			**2**	**4%**			1	50%									1	50%		
Kurdish			**2**	**4%**					1	50%									1	50%
French			**2**	**4%**							1	50%			1	50%				
Cantonese	1024	0.61%	**1**	**2%**			1	100%												
Filipino	1675	1.00%	**1**	**2%**					1	100%										
Vietnamese	12276	7.36%	**1**	**2%**													1	100%		
Norwegian			**1**	**2%**											1	100%				
Polish			**1**	**2%**															1	100%
Farsi	1301	0.78%	**1**	**2%**													1	100%		
Greek			**1**	**2%**															1	100%
Assyrian Neo-Aramaic	1591	0.95%	**0**	**0%**																
Mandarin	1504	0.90%	**0**	**0%**																
Lao	1347	0.81%	**0**	**0%**																

2. Complementary Paratransit Service

LEP individuals may come into contact with MTS's Complementary Paratransit Service (MTS Access) during the application process, trip reservation process or while on the bus. MTS Access provides service to individuals with disabilities who cannot use fixed route service or trolley service because of their disability.

a. Eligibility Process for MTS Access

i. Application

MTS Access certification applications are provided in English and Spanish. Applicants can also submit an application online, which the website can be translated into any language available on Google Translation Widget. Whichever language the application is completed in, any correspondence back to the applicant will be provided in that language using in house bilingual staff to translate and proofread correspondence. If applicants have any questions, there is a language assistance phone line.

No data is maintained on how frequent LEP passengers come into contact with MTS Access through the application process. However, the following general observations were provided: In the past year, the only language the application has been received in, other than English, has been in Spanish; About 260 Spanish applications have been received out of a total of 2,060 applications received (i.e. about 10% in Spanish); The language assistance phone line has been used only a few times in the last year when a passenger does not speak English or Spanish.

ii. In-person Assessments

After the application is completed, in-person assessments are conducted with the applicant. No data is maintained on how frequent LEP passengers come into contact with MTS Access through the in-person assessment process however the following general observations were provided: Staff that speak English and Spanish are available and have spoken Spanish to interviewees about 200 times out of a total of 2,027 interviews (i.e. about 10% of interviews in Spanish); Staff has not received any requests to provide a translator at an in-person interview; and About 30 times out of a total of 2,027 interviews (i.e. 1% of interviews), applicants have brought companions or personal care attendants to the in-person assessment who have translated for the applicant in the following languages: Arabic, Tagalog, Korean, Mandarin, Vietnamese, Somali, and Swahili.

iii. Appeals

If an application for MTS Access certification is denied, the applicant can appeal to the MTS Access Appeals Board. Whichever language the appeal is completed in, any correspondence back to the applicant will be provided in that language. No data is maintained on how frequent LEP passengers come into contact with MTS Access through the interview process however the following general observations were provided: In the past year, correspondence regarding appeals has been sent in only

English or Spanish; and in 2018 there were 2 requests for Spanish translation services at MTS Access Appeals Board Hearings out of a total of 71 Hearings.

b. Reservations for MTS Access

Eligible passengers may contact MTS Access to make advance reservations for trips. No data is maintained on how frequent LEP passengers come into contact with MTS Access through the reservation process however the following general observations were provided: All reservation staff are bilingual in English and Spanish; In the past year, almost all reservations were made in either English (334,000 calls or 95%) or Spanish (16,000 calls or 5%); and Fewer than 1% of calls were made in other languages (about 4 calls in Tagalog and about 2 calls in Vietnamese).

c. Operations for MTS Access

LEP individuals may come into contact through MTS Access service, as MTS bus operators have continual interactions with passengers as they are boarding, in transit, and deboarding. MTS administered a survey regarding the frequency in which LEP persons come into contact with MTS Access bus operators[7]. MTS Access provides trips to origins and destinations within three-fourths of a mile on each side of each fixed route.

Table 5 shows the survey results from MTS Access bus operators[8]. MTS Access Out of a total of 164 MTS Access bus operators, 93 bus operators participated in the survey. Out of a total of 164 MTS Access operators, 65 are bilingual in English and Spanish.

[7] An anonymous survey was administered to bus operators in September 2019. For purposes of this LAP, staff used their best efforts to group similar worded responses into categories of frequency.

[8] About 10% of the responses may have been completed by operators who do not drive for MTS Access. First Transit, a MTS third party contractor, operates MTS Access and some fixed bus routes that use mini-buses. Mini buses are operated out of the Copley Park Division, which service routes throughout MTS's service area. Since the survey was administered to all First Transit operators and completed anonymously, there may be about 10% of the responses from bus operators that operate fixed route mini-buses, and not MTS Access.

Table 5: Frequency of Contacts with LEP Riders – MTS Access Bus Operators

Frequency of Contacts with LEP riders – MTS Access Bus Operators																				
Language	**LEP Population in Service Area**		**Number of Operators (of 93 operators completing survey) reporting contact with LEP riders**		**Multiple Times a Day**		**Daily**		**Multiple Times in a Week**		**Multiple times in a Month**		**Monthly**		**Multiple Times a Year**		**Rarely**		**Unknown Frequency**	
Spanish	114295	68.54%	**80**	**86%**	8	10%	11	14%	20	25%	16	20%	5	6%	7	9%	5	6%	8	10%
Tagalog	6303	3.78%	**30**	**32%**			4	13%	2	7%	4	13%	1	3%	4	13%	3	10%	12	40%
Russian	1695	1.02%	**22**	**24%**			2	9%			3	14%	1	5%	1	5%	4	18%	11	50%
Chinese	4633	2.78%	**21**	**23%**			1	5%	1	5%	4	19%	1	5%	3	14%	3	14%	8	38%
Unknown Language			**18**	**19%**			1	6%	1	6%	1	6%			4	22%	4	22%	7	39%
Arabic	5091	3.05%	**11**	**12%**	1	9%					1	9%	1	9%	2	18%	3	27%	3	27%
Vietnamese	12276	7.36%	**7**	**8%**							2	29%					2	29%	3	43%
Korean	2855	1.71%	**6**	**6%**							1	17%					2	33%	3	50%
Japanese	1181	0.71%	**6**	**6%**													1	17%	5	83%
Mandarin	1504	0.90%	**5**	**5%**	1	20%					1	20%			1	20%	1	20%	1	20%
Filipino	1675	0.07%	**5**	**5%**									1	20%	1	20%	1	20%	2	40%
German			**4**	**4%**							1	25%					1	25%	2	50%
French			**4**	**4%**									1	25%	1	25%			2	50%
Hindi			**3**	**3%**													2	67%	1	33%
Italian			**1**	**1%**									1	100%						
Haitian			**1**	**1%**															1	100%
Dutch			**1**	**1%**													1	100%		
Serbian			**1**	**1%**															1	100%
Cantonese	1024	0.05%	**1**	**1%**													1	100%		
Indonesian			**1**	**1%**															1	100%
Hebrew			**1**	**1%**											1	100%				
Somali			**1**	**1%**											1	100%				
Sudanese			**1**	**1%**															1	100%
Chaldean	1989	1.19%	**1**	**1%**													1	100%		
Assyrian Neo-Aramaic	1591	0.95%	**0**	**0%**																
Lao	1347	0.81%	**0**	**0%**																
Farsi	1301	0.78%	**0**	**0%**																

3. Trolley Service

LEP individuals may come into contact with trolley service, as trolley operators have interactions with passengers as they are entering and exiting the trolley and in route as necessary. The following general observations were provided regarding trolley operators: Trolley operators speak with LEP persons speaking Spanish most frequently on the Blue Line generally and the San Ysidro Trolley Station specifically; out of 142 trolley operators employed, 28 speak Spanish, 1 speaks Mandarin, and 1 speaks Vietnamese[9].

In addition, MTS administered a survey regarding the frequency in which LEP persons come into contact with trolley operators whom operate various routes within MTS's service area[10]. Out of a total of 142 trolley operators, 52 trolley operators participated in the survey.

Table 6 shows the results from trolley operators that operate routes throughout MTS's service area.

[9] General observations provided by MTS Superintendent of Trolley in September 2019.

[10] An anonymous survey was administered to trolley operators in November 2019. For purposes of this LAP, staff used their best efforts to group similar worded responses into categories of frequencies.

Table 6: Frequency of Contacts with LEP Riders – Trolley Operators

Frequency of contacts with LEP riders – Trolley Operators																				
Language	**LEP Population in Service Area**		**Number of Trolley Operators (of 52 operators completing survey) reporting contact with LEP riders**		**Multiple Times a Day**		**Daily**		**Multiple Times in a Week**		**Multiple times in a Month**		**Monthly**		**Multiple Times a Year**		**Rarely**		**Unknown Frequency**	
Spanish	114295	68.54%	**47**	**90%**	3	6%	5	11%	9	19%	2	4%	16	34%	5	11%	3	6%	4	9%
French			**7**	**13%**					1	14%							3	43%	3	43%
Chinese	4633	2.78%	**4**	**8%**					1	25%							3	75%		
Russian	1695	1.02%	**4**	**8%**													3	75%	1	25%
Italian			**3**	**6%**									1	33%			1	33%	1	33%
Japanese	1181	0.71%	**3**	**6%**											1	33%	1	33%	1	33%
Portuguese			**3**	**6%**													2	67%	1	33%
Vietnamese	12276	7.36%	**2**	**4%**													2	100%		
Arabic	5091	3.05%	**2**	**4%**													1	50%	1	50%
German			**2**	**4%**													1	50%	1	50%
Unknown Language			**1**	**2%**											1	100%				
Korean	2855	1.71%	**1**	**2%**															1	100%
Tagalog	6303	3.78%	**0**	**0%**																
Chaldean	1989	1.19%	**0**	**0%**																
Filipino	1675	0.07%	**0**	**0%**																
Assyrian Neo-Aramaic	1591	0.95%	**0**	**0%**																
Mandarin	1504	0.90%	**0**	**0%**																
Lao	1347	0.81%	**0**	**0%**																
Farsi	1301	0.78%	**0**	**0%**																
Cantonese	1024	0.05%	**0**	**0%**																

4. Security

MTS Security staff, which includes Code Compliance Inspectors (CCI) and Transit System Security (TSS) Officers, performs fare checks and proof of eligibility for reduced fare passes on board trolley vehicles, on buses and at trolley stations, in addition to other safety related responsibilities. No data is maintained regarding the frequency in which LEP persons come into contact with MTS security staff however the following general observations were provided: Almost half of CCI (22 or 50) are bilingual in English and Spanish; over half of TSS Officers (77 of 140) are bilingual in English and Spanish; a few CCI and TSS officers are bilingual in English another language besides Spanish (e.g. Tagalog, Chinese); On the Blue Line about 70% of passenger contacts are spoken in Spanish; in the downtown San Diego area about 35% of passenger contacts are spoken in Spanish; on the Green Line about 15% of passenger contacts are spoken in Spanish; and on the Orange Line about 30% of passenger contacts are spoken in Spanish[11].

5. Purchase of passes and tickets through vending machines, outlets, websites, and over the phone[12]

Passengers can purchases passes and tickets through the following methods: ticket vending machines (TVMs), bus farebox, participating retail outlets, through other agencies or organizations (i.e. schools, social service agencies employers), Transit Store, mobile application, online, mail, special events. For reference, in FY18 the most fare revenue received came from: TVMs (about 39%), bus fareboxes (about 21%), and retail outlets (about 11%)[13]. Data is limited in terms of how many LEP passengers use each of these methods to purchase tickets and passes.

a. TVMs[14]

TVMs are located at all trolley stations and some outlets. The TVM visual and audio prompts can be displayed in either English or Spanish. If a LEP passenger has questions regarding how to use the TVM, a phone number to Central Control Security Dispatch is provided on the TVM. Some employees at the Central Control Security Dispatch are bilingual, but if additional language services are needed, the Central Control Security Dispatch can transfer the call to the appropriate department, such as MTS Customer Service or MTS Compass Card Service Center. There is no data or general observations maintained on how often LEP individuals use TVMs.

b. Bus Farebox[15]

[11] General observations provided by MTS Deputy Director of Transit Enforcement in August 2019.
[12] MTS is in the process of procuring a new fare collection system which may provide additional opportunities for serving LEP populations. The new fare collection system is scheduled to be implemented in 2021.
[13] Information provided from Director of Financial Planning and Analysis in August 2019.
[14] As part of MTS's new fare collection system, there will be changes to TVMs. The TVM will support viewing the information in English, Spanish, Vietnamese, Tagalog, and Chinese.
[15] As part of MTS's new fare collection system, there will be changes to bus fareboxes. The bus farebox electronic display will use a combination of text, audio cues, as well as symbols to provide instruction and indicate if a transaction was successful or not.

Depending on the bus, MTS provide two types of fareboxes on buses. The first type has an electronic display (e.g. “Fare Due” or “Invalid Card”) and the readout is provided in English. The second type has light validators (e.g. Red or Green). On both types of fareboxes, audio cues (e.g. beep tones) are used to indicate if the transaction was successful or not and visual decals providing instructions on how to use the farebox are provided in both English and Spanish.

If a LEP passenger has questions on how to use the bus farebox or general questions about how much to pay, they can ask the bus operator. Many MTS bus operators are bilingual in English and Spanish or other languages. For bus operators who are not bilingual, they are trained to point to the visual decal on the farebox or call dispatch for further assistance. There is no data and/or general observations maintained on how often LEP individuals use bus fareboxes.

c. Retail Outlets

MTS utilizes grocery stores and other businesses throughout MTS’s service area as its primary third-party outlet for reduced fare and regular monthly ticket pass sales. MTS’s goal is to spread out the locations of these outlets so that all communities, including communities that have LEP populations, have equal access to fare products. Most of these outlets have staff that speaks multiple languages. Several of the outlets that sell MTS products are located in communities with high proportions of LEP populations and hire staff that is fluent in the languages spoken by their customers. There is no data and/or general observations maintained on how often LEP individuals use these outlets to buy fares or passes.

d. Transit Store

The Transit Store offers for purchase MTS bus and trolley passes, MTS Access passes, and all reduced fare Compass Card with photo identification. To apply for a reduced fare, a passenger must either complete a Short Form or a Long Form, which are provided in both English and Spanish. The Short Form is processed by Transit Store personnel. The Long Form is processed by a third party contractor. All passengers must go to Transit Store to purchase their reduced fare Compass Card with photo identification once approved by appropriate staff.

There is no data maintained regarding the frequency with which LEP passengers come into contact with the Transit Store. However, the following general observations were provided by staff: Most Transit Store staff is bilingual in English and Spanish; In the past year, there have been no requests received to translate the Short Form or Long Form Reduced Fare applications into any other language besides the currently provided English and Spanish applications; Based on demand, the Transit Store prints Short Form applications mostly in English (about 90%) and in Spanish (about 10%); about 5-10 interactions a day occur with Spanish speaking passengers out of 350 interactions daily at the Transit Store; and about 5 interactions a year occur in languages other than English or Spanish at the Transit Store (e.g. Portuguese, Chinese).

e. Online - Webtix

In the last year, of 95,196 of passengers who visited MTS's online site (Webtix) to purchase Compass Card passes, the languages used to review the information included: 91.69% in English; 3.31% in Spanish; 0.59% in Chinese; 0.51% used Japanese; and 0.39% in German[16].

f. Online – Estore

In addition to being able to purchase MTS Access tickets at the MTS Transit Store, MTS Access tickets can also be purchased online on the MTS Website (Estore). In the last year, of 2,016 passengers who visited Estore, the languages used to review the information were: 94.24% in English; 1.94% in Spanish; 1.14% in Chinese; 0.74% in German; 0.74% in French; and 0.40% in Italian[17].

g. Phone

A Compass Card can be purchased by phone by calling the Compass Card service center. In FY19, out of a total of 59,553 calls, 56,833 or 95.4% calls were received through the English call prompts and 2,720 or 4.6% calls were received through the Spanish call prompts. No data is recorded for calls made in other languages other than English or Spanish but per general observations of MTS Compass Service Center staff, likely about 3 calls occur per year occur in other languages.

h. Mobile Application[18]

Through the MTS's mobile application (Compass Cloud), passengers can purchase one day and monthly passes. In the last year, of the 283,309 users that used Compass Cloud to purchase tickets, the languages used to review the information included: 91.27% in English; 3.75% in Spanish; 1.81% in Chinese; 0.41% in Korean; 0.29% in Japanese; 0.23% in German; 0.13% in Portuguese; and 0.10% in French[19].

i. Mail

A Compass Card pass can also be purchased by mail order form, which is provided in English. Based on general observations from staff, in the last year no Compass Card pass has been received in any other language but English and no requests have been received to translate the form in any other languages.

6. Participation in public meetings

MTS Board of Directors and Executive Committee meetings generally occur monthly. MTS Taxicab Advisory Committee and Accessible Services Advisory Committee meeting generally occur quarterly. MTS Public Security Committee meeting and Budget Development Committee meetings meet as necessary.

[16] Data provided by Google Analytics for the period of August 1, 2018 to August 1, 2019.
[17] Data provided by Google Analytics for the period of August 1, 2018 to August 1, 2019.
[18] MTS is in the process of developing a new mobile application which may provide additional opportunities for serving LEP populations, including providing an option to translate the information into Spanish.
[19] Data provided by Google Analytics for the period of August 1, 2018 to August 1, 2019.

No data is maintained regarding the frequency with which LEP individuals come into contact MTS during these public meetings. However, the following general observations were provided by MTS Clerks: about 3 times a year a public commenter, using either MTS staff or another member from the public, has had their comments translated from Spanish to English at a MTS Board Meeting. No translations into any other languages have been requested in the last year for any other Committee meeting.

MTS also holds other types of public meetings, such as outreach events for marketing, planning, and communications purposes. Depending on the location and type of event, MTS generally staffs these meetings and events with at least one employee who is bilingual in English and Spanish. MTS also accounts for the community and audience and provides either staff or paid translators for other languages, such as Tagalog, if required for a specific community. Additionally, MTS offers verbal interpretation services at these events for other languages upon request. Requests for interpretation into other languages besides Spanish have been rare.

7. Customer service interactions

The Information and Trip Planning Call Center provides passengers information on routes, times, fares, stops and general trip planning for bus and trolley. The Customer Service Call Center assists passengers that may have complaints, compliments or general comments about MTS's service. For FY2019, Information and Trip Planning Call Center had 255,554 or 96.2% calls through the English call prompts and 10,041 or 3.8% through the Spanish call prompts. For FY2019, the Customer Service Call Center had 49,597 or 94.0% calls though the English call prompts, and 3,184 or 6.0% calls through the Spanish call prompts. There is no data maintained for calls made in other languages however, based on general observation from MTS Customer Service staff, likely about 6 calls are received in other languages in FY19.

The Office of General Counsel processes FTA Civil Rights Complaints (Title VI or ADA). In the last year, no FTA Civil Right Complaints have been received in any other language besides English[20].

MTS provides two front desks at its main administrative office (1255 Imperial Avenue, San Diego) for members of the public to either call or come in person, one for general public inquiries and one for hiring and employment matters. MTS also provides a front desk at IAD (100 16th Street, San Diego) for general public inquiries. Front desk receptionists are bilingual in English and Spanish.

The following general observations were provided by the two receptionists at MTS's main administrative office: Of about 25 interactions a day with members of the public, either via the phone or in person, about one (1) of those interactions per day is with persons that speak Spanish; and the receptionists had no interactions with members of the public that spoke any languages besides English and Spanish in the past year[21]. The following general observations were provided by the receptionist at IAD: Out of about 78 phone calls total per day, 9 are in Spanish; Out of about 30 in person total interactions per day, 15 are in Spanish; out of about 1,577 phone calls in total last month, 154 were in Spanish; and the

[20] Information provided by Staff Attorney-Regulatory Compliance in October 2019.
[21] Information provided by Human Resource Assistant and Human Resource Receptionist in August 2019.

receptionist had no interactions with members of the public that spoke any language beside English or Spanish in the past year[22].

8. Ridership Survey

The most recent MTS Customer Satisfaction Survey was conducted in 2017. It was a survey with a sample size of 3,380 and a margin of error of +/- 1.7%. It was conducted throughout the MTS service territory. The following are the results to which languages riders speak at home: 54% speak English, 39% speak Spanish, 4% speak Tagalog, 1% speak Vietnamese, and 1% speak Chinese. Of riders who speak a language other than English at home, 52% say they speak English "very well", 27% say "well", 17% say "not well" and 4% say "not at all".

9. Use of MTS's Website

MTS's website includes general information about routes, schedules, rider rules, fares, and other MTS business. In the last year, of 1,538,172 users who reviewed MTS's Website (www.sdmts.com), the information was viewed in the following languages: 89.92% in English, 6.14% in Spanish, 0.73% in Chinese, 0.64% in Japanese, 0.48% in German, 0.30% in French, 0.25% in Korean, 0.19% in Portuguese, 0.15% in Italian, 0.08% in Dutch, and 0.08% in Russian[23].

In summary, based on the above Factor 2 analysis established through data MTS maintains and general observations received from staff, when LEP individuals do come into contact with MTS, it is predominantly with LEP individuals that speak Spanish. Reviewing the information provided from operators through the survey and information received from website and mobile application use, the next most frequented language generally appears to be Chinese. LEP passengers speaking Chinese occurs significantly less in frequency when compared to Spanish and contacts are not much more than any of the other languages that MTS staff or our services come into contact with (besides Spanish).

C. Factor 3: The nature and importance of the program, activity or service provided by MTS to people's lives; and

The provision of public transportation is a highly important service, especially for people without access to personal vehicles. According to the MTS Customer Satisfaction survey conducted in 2017, 63% of people said they had no car available for transportation. Based on feedback MTS receives from the public at community outreach meetings and at events at Transit Centers, a similarly large number of people say they and their families are dependent on transit for travel through the region[24].

D. Factor 4: The resources available to MTS and costs.

The resources available to MTS include in-house staff who are bilingual who may be able to interpret or translate documents and/or audit translated information for accuracy; hiring contractors to provide

[22] Information provided by IAD Receptionist in November 2019.
[23] Data provided by Google Analytics for the period of August 1, 2018 to August 1, 2019.
[24] Information provided by Director of Marketing in October 2019.

interpreting services; hiring contractors to provide document translation; utilizing community volunteers to interpret information; utilizing the google translate widget on MTS website; and paying for notices in community media and newspapers that may be provided in various languages as necessary for outreach and marketing needs.

III. Language Assistance Measures

A. Vital Documents

1. List of Vital Documents

MTS identified the following vital documents required for riders to access its service:

i. Rider's Guide "how to ride" brochure;
ii. Take Ones, explaining upcoming service changes;
iii. Notice of MTS's Title VI obligations, including complaint information and forms;
iv. Notices of availability of language translation assistances and interpretation service;
v. Application for Reduced Fare Compass Card for seniors, individuals with disabilities, individuals with Medi-Care card and youth; and
vi. Application for Complementary Paratransit.

2. Translation of Vital Documents

To determine which languages MTS's vital documents should be translated into depends on which LEP populations meet the Safe Harbor Provision and the results of the Four Factor Analysis.

i. Safe Harbor Provision

The Safe Harbor Provision states that transit agencies should review whether it would be effective to translate vital written documents into the primary language for each LEP group that has the presence of LEP speakers at 5% of the total service area population or 1,000 individuals, whichever measure is less.

As discussed in Factor 1, the following 15 languages meet the Safe Harbor threshold: Spanish, Vietnamese, Tagalog, Arabic, Chinese, Korean, Chaldean Neo-Aramaic, Russian, Filipino, Assyrian Neo-Aramaic, Mandarin, Lao, Farsi, Japanese, and Cantonese.

a. Spanish Translation

Per Factor 1, Spanish is the predominate language spoken by LEP in the MTS service area, at 5.08% of the population. In reviewing the frequency with which LEP populations come in contact with MTS services, as identified in Factor 2, Spanish-speaking LEP persons utilize MTS services and contact our system with sufficient frequency to warrant making all vital documents readily available in both English and Spanish.

b. Vietnamese, Tagalog, Arabic, Chinese, Korean, Chaldean Neo-Aramaic, Russian, Filipino, Assyrian Neo-Aramaic, Mandarin, Lao, Farsi, Japanese, and Cantonese Translation

Based on the Factor 1 analysis, Vietnamese, Tagalog, Arabic, Chinese, Korean, Chaldean Neo-Aramaic, Russian, Filipino, Assyrian Neo-Aramaic, Mandarin, Lao, Farsi, Japanese, and Cantonese met the Safe Harbor threshold with over 1,000 speakers, but combined only represent 1.98% of the MTS service area population. Of these languages, the 2 largest groups speak Vietnamese, representing .55%, and Tagalog, representing .28% of the MTS service area population.

When reviewing Factor 2 analysis, the languages that are most frequented vary depending on the source. Google Analytics data for MTS's website and mobile phone application found that predominantly Spanish was used (90% and higher), and the next most used languages, albeit with significantly less frequency was Chinese (range of 0.59% to 1.81% depending on the source). There is no clear top third language used to view MTS's website or mobile phone applications (may be Japanese, Korean or German depending on the source).

Survey results from operators found that most interactions occur in Spanish, and the next most frequented languages, although significantly less than Spanish, were: Chinese (21% of IAD and KMD bus operators, 16% of SBMF bus operators, 27% of ECBMF bus operators, 23% of MTS Access bus operators, 8% of trolley operators); Tagalog (11% of IAD and KMD bus operators, 16% of SBMF bus operators, 13% of ECBMF bus operators, 32% of MTS Access bus operators, 0% of trolley operators); Japanese (12% of IAD and KMD bus operators, 8% of SBMF bus operators, 9% of ECBMF bus operators, 6% of MTS Access bus operators and 6% of trolley operators); and Arabic (6% of IAD and KMD bus operators, 6% of SBMF bus operators, 56% of ECBMF bus operators[25], 12% of MTS Access bus operators, and 4% of trolley operators).

The 2017 Customer Satisfaction Survey found that most riders speak Spanish (about 39% of riders) at home, with the next most frequented language as Tagalog (about 4%), with a tie for third (Vietnamese and Chinese both at 1%).

All other staff observations (e.g. Customer Service, Transit Store, Public Meeting attendance, Front Desk Receptionists, Trolley Operators, Security etc.) either noted no interactions with LEP passengers speaking languages other than Spanish or that they occurred so rarely that they did not record such interactions.

Factor 2 analysis did not correlate with Factor 1 findings on the top languages spoken in MTS's service area. Factor 1 found the top three languages to be Spanish, Vietnamese and Tagalog. Factor 2 found the top two languages to be Spanish and Chinese with no clear top third language (Japanese, Tagalog or Arabic depending on the source). The demographic language data (Factor 1) differs from MTS' exposure to spoken languages (Factor 2) for many reasons, including, but not limited to:

[25] The high number of contacts by ECD bus operators with LEP riders that speak Arabic may be due to the communities that the ECD routes serve.

- The frequency of public transportation usage differs among various language communities. They may utilize other transportation options such as families and neighbors, or travel needs are more localized within a community;
- Tourists may use MTS's website and MTS's mobile phone application more frequently than LEP persons living in MTS's service areas;
- LEP persons in MTS's service area may still review information in English regardless of the language they speak most frequently at home. For instance, based on the findings of the 2017 Customer Satisfaction Survey, 79% of riders who speak a second language at home can speak English "very well" (52%) or "well" (27%); and
- Some LEP persons may receive translation assistance from family or friends, and therefore not request interpretive services from MTS.

Due to the lower frequency of contacts and almost no demand for translation in languages other than Spanish, instead of maintaining written translations of vital documents for all Safe Harbor languages that may or may not be used, MTS will make available certain vital documents in other languages as necessary or upon request.

For Rider's Guides and Take Ones, which involve important information about service changes, MTS may decide on case by case situations that based on the area, subject matter, and local populations needs, to translate Rider's Guides and Take Ones in a Safe Harbor language (Vietnamese, Tagalog, Arabic, Chinese, Korean, Chaldean Neo-Aramaic, Russian, Filipino, Assyrian Neo-Aramaic, Mandarin, Lao, Farsi, Japanese, and Cantonese) as necessary. Otherwise, MTS will make available upon request.

MTS will provide written translation of all other vital documents in these Safe Harbor languages (and any other language) upon request pending available resources. Limiting factors for making documents available in these languages may include the ability to effectively display the information and locating a qualified translator for some of the languages. MTS remains committed to working with local community groups and other organizations to provide the necessary written access to vital documents.

Nonetheless, the MTS website (www.sdmts.com) includes the Google Translation widget, which allows most all of MTS's website information to be translated into each of MTS's LEP languages, plus dozens of others. The following vital documents are available in all languages on MTS's website: Title VI Notice, Title VI Complaint Form, Title VI Complaint Process, availability of language assistance, translations, and interpretative services, and Application for Complementary Paratransit Service.

Table 7 below depicts the level of translation made available by MTS for vital written documents.

Table 7: Vital Documents and Levels of Translation

Vital Documents and Level of Translation						
Language	**LEP Population in Service Area**	Readily Available Translation for **all Vital Documents**	Readily Available Translation on MTS Website of **Title VI Complaint Form**	Readily Available Translation through Google Translate Widget on MTS Website of **Title VI Notice, Title VI Process, Notice of Language Assistance, and Application for Complementary Paratransit**	Readily Available Translation for certain LEP populations if MTS determines appropriate due to Subject Matter and Area Affected for **Rider's Guide and Take Ones**	Pending Available Resources, Upon Request Translation for **all Vital Documents**
Spanish	114,295	X	X	X	X	X
Vietnamese	12,276		X	X	X	X
Tagalog	6,303		X	X	X	X
Arabic	5,091		X	X	X	X
Chinese	4,633		X	X	X	X
Korean	2,855		X	X	X	X
Chaldean Neo-Aramaic	1,989		X	X	X	X
Russian	1,695		X	X	X	X
Filipino	1,675		X	X	X	X
Assyrian Neo-Aramaic	1,591		X	X	X	X
Mandarin	1,504		X	X	X	X
Lao	1,347		X	X	X	X
Farsi	1,301		X[26]	X	X	X
Japanese	1,181		X	X	X	X
Cantonese	1,024		X[27]	X	X	X

[26] It is MTS's understanding that the Title VI Complaint Form on MTS's Website currently translated into Persian may be used by a LEP person speaking Farsi. If that is not the case, please contact MTS Staff Attorney-Regulatory Compliance at Samantha.Leslie@sdmts.com and MTS will review whether an additional translation is necessary.

[27] It is MTS's understanding that the Title VI Complaint Form on MTS's Website currently translated into traditional Chinese may be used by a LEP person speaking Cantonese. If that is not the case, please contact MTS Staff Attorney-Regulatory Compliance at Samantha.Leslie@sdmts.com and MTS will review whether an additional translation is necessary.

B. Other Documents and Information (Excluding Vital Documents)

MTS will endeavor to accommodate translation requests outside of the vital documents and Safe Harbor languages, pending considerations of cost and availability. The following are the types of documents and information MTS currently translates.

1. Bus and Trolley Service

System maps, schedules, and timetables are provided in English and Spanish. Information and warning signs posted along the Trolley lines and at bus stops are also translated in both English and Spanish. Many bus operators and security officers are bilingual in English and Spanish. A few may be bilingual in English and another language besides Spanish. Bilingual English and Spanish ambassadors are assigned to stops and stations for special events and operational changes.

2. Rider Information Materials

On-board communications, quarterly rider Newsletters and all fare information on board vehicles and on station platforms printed in English and Spanish, including public notices when fare changes are being considered. All MTS service advertising is printed in English and Spanish. All "How to Ride" information on board vehicles and on station platforms printed in English/Spanish.

3. Telephone Information and Customer Service

MTS makes available Front-line administrative and call center assistance (MTS Information and Trip Planning, MTS Customer Service, MTS Compass Service Center) in English and Spanish.

4. Administrative Offices

Bilingual English/Spanish receptionists staff the front desk in MTS lobbies and can provide assistance on the phone and in person to passengers. If assistance is needed for someone who speaks a language other than English or Spanish, staff will use google translate on their computers or on phones to assist as reasonably as possible.

5. Transit Store

Most staff at Transit Store is bilingual in English and Spanish. If assistance is needed for someone who speaks a language other than English or Spanish, staff will use google translate on their computers or on phones to assist as reasonably as possible.

6. Public Meetings

MTS may provide translation services for Board of Directors and other Committee meetings upon request, with advanced notice. MTS may also provide bilingual English and Spanish staff to attend public meetings when public comment assistance is requested.

As necessary based on the subject matter and local populations affected, notices regarding public meetings may be printed in languages other than English in regional and local newspapers.

7. Outreach Events and Workshops

MTS may offer interpretive services for a specific event as necessary and as warranted by the local population affected. MTS may also provide bilingual English and Spanish staff to attend the outreach events and workshops. Fact sheets and comment cards produced in English and Spanish. Community-based outreach program is used as necessary to secure participation from underrepresented groups.

8. Surveys

When conducting public opinion surveys, they are provided in English and Spanish on an as-needed basis for specific projects. Planning/outreach materials are produced in other languages as warranted by subject matter and meeting location, or upon request. Certain press releases and other notices are distributed to local newspapers and other community based media in languages other than English, translated by either MTS or by the media outlet. MTS also leverages community partners to help disseminate notice of availability of language assistance to LEP populations.

Table 8 summarizes the written and oral assistance measures MTS provides for the documents and information listed above in Section III (B).

Table 8: LEP Assistance Measure by Language

Translation of Other Documents and Information (Excluding Vital Documents)			
Language	**LEP Population**	**Written Assistance Measures**	**Oral Assistance Measures**
Spanish	114,295	All web content translated via Google Translate. Word-for-word translation provided for schedules and surveys. Printed outreach materials for specific events, meetings, and changes translated as needed for specific areas or affected populations. All other documents translated upon request.	Readily available assistance at call centers and administrative offices. Interpretation may be available at public meetings, outreach events or other special events.
Vietnamese	12,276	All web content translated via Google Translate. Printed outreach materials for specific events, meetings, and changes translated as needed for specific areas or affected populations. All other documents will be translated upon request.	Interpretation available at public meetings with advanced notice. Translators readily provided for specific events and meetings as needed for specific areas or affected populations or upon request.
Tagalog	6,303		
Arabic	5,091		
Chinese	4,633		
Korean	2,855		
Chaldean Neo-Aramaic	1,989		
Russian	1,695		
Filipino	1,675		
Assyrian Neo-Aramaic	1,591		
Mandarin	1,504		
Lao	1,347		
Farsi	1,301		
Japanese	1,181		
Cantonese	1,024		

IV. Providing Notice to LEP Persons

MTS provides notice to LEP persons about the availability of language assistance in the following ways:

1) MTS's Title VI Policy, located on MTS's Website, includes a summary of language assistance measures MTS provides. MTS's Title VI Policy on MTS's website also includes information about how to request additional information. Title VI Complaint forms translated in all languages identified in MTS's LAP and the Google translation Widget allows the entire Title VI website page (as well as any MTS website page) to be translated into any language.
2) MTS' Title VI Notice, which includes information about the public rights under Title VI and how to request the information in alternative formats, is provided in the:
    a. lobby of the MTS administrative offices, which is printed in English and Spanish;

b. in the lobby of the San Diego Transit administrative offices, which is printed in English and Spanish;
c. at the MTS Transit Store, which is printed in English and Spanish;
d. on fixed-route buses and trolleys through a Take One flyers (outlines important service and/or fare information critical to riders) posted 3x/year, which is printed in English and Spanish;
e. on Rider's Guides, which is printed in English and Spanish; and
f. on a decal placed within each paratransit vehicle, which is displayed in English and Spanish.

3) MTS's ADA Complaint Policy, located on MTS's Website, includes notice regarding assisting with writing complaints due to a disability or limited English Proficiency. The Google translation Widget allows this webpage, as well as every MTS webpage to be translated into any language.
4) MTS's Complementary Paratransit Application, located on MTS's website, includes notice regarding requesting the application in alternative format. The application is available on the MTS Website in English and Spanish.
5) MTS Board Meeting and other Committee Meeting Agendas include notice on how to request the agenda in alternative formats or to request other accommodations to facilitate meeting participation.
6) MTS's Customer Service telephone line provides a verbal prompt regarding whether Spanish language assistance is requested.
7) In notices or other advertisements regarding outreach events, notice of language assistance or interpretative services accommodations may be used as warranted by subject matter and meeting location.

V. Training Staff

It is MTS's goal that employees who interact with customers know how to provide timely and reasonable language assistance to LEP populations.

MTS has three internal training functions: Bus Operator Training, Trolley Operator Training and Administrative Staff Training, which includes all customer service representatives, management and administrative staff.

For employees that regularly interact with customers, training will include:

1) How to respond to calls from LEP persons
    a. This may include but is not limited to: employing Spanish speaking staff; training non-Spanish speaking employees with a basic Spanish phrases to communicate with customers if there is not a Spanish speaker immediately available; and contracting with outside companies and/or other community resources to assist in translating in languages other than Spanish, as necessary.

2) How to respond to correspondence from LEP persons
    a. This may include, but is not limited to: employing staff that are able to write in Spanish; training staff to use Google Translate as needed; and contracting with outside companies and/or other community resources to assist in translating correspondence in languages other than Spanish, as necessary.
3) How to respond to LEP persons in person
    a. This may include, but is not limited to: requesting assistance from dispatch who may be able to use bilingual staff; providing passenger the Customer Service phone number who may able to use bilingual staff or a language assistance phone line to help translate information; asking whether any other passengers or staff nearby could provide translation assistance; if not a bus or trolley operator, using Google Translate if a computer or mobile phone is available and use would not cause any safety concerns; if on MTS Access, letting the drop off location know that the passenger has a question the bus operator was unable to assist with; and having staff making their best, professional attempts to communicate with the passenger on the spot (e.g. using hand gestures or directional cues).

MTS will conduct reviews as necessary to assess the effectiveness of LEP training materials. Any areas of improvement will be addressed as resources and time allow.

VI. Monitoring and Updating the LAP

MTS will monitor the LAP every 3 years to determine whether the language assistance measures are still effective and whether any improvements or changes are necessary. The most recent version of MTS's LAP will be included in MTS's Title VI Plan, which is updated every 3 years. The data used to identify LEP persons in MTS's service area is compiled by SANDAG every 4 years and any updated data will be incorporated accordingly into MTS's LAP upon receipt.

The plan will be monitored using one or more of the following measures:

1) Seeking staff feedback to determine the effectiveness and usefulness of the LAP, which may include, but is not limited to:
    a. an assessment of whether staff members that come into contact with LEP persons understand what language assistance measures are available and how they can be implemented
    b. surveying staff to determine what type of requests for translation and interpretation were received and when they were provided
    c. surveying staff to determine the frequency of which information is translated on MTS Website or MTS phone applications through the Google Widget
    d. surveying staff on the frequency of interactions with LEP persons
    e. surveying staff about feedback received during interactions from LEP persons that may relate to the effectiveness of MTS's language assistance measures

2) Reviewing the availability of resources, including technological advances, and the costs imposed.

Data identifying LEP populations in MTS service area is current as of June 6, 2019 (See Factor 1 of MTS LAP). The last date in which this LAP was reviewed and updated was on November 25, 2019.

MTS

Take One

Post Until 3/12/2021

Proposed Major Service Changes TROLLEY EXTENSION

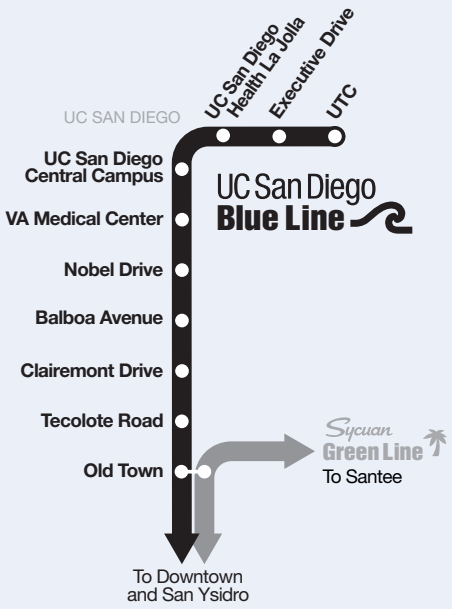
In Fall 2021, the UC San Diego Blue Line light rail extension will open and expand the San Diego Trolley system from Downtown San Diego to the UTC Transit Center, serving nine new Trolley stations.

MTS is also proposing to change the bus network to connect people and communities to the Trolley extension. Extensive rider and public outreach was conducted in 2018-2019 to collect ideas and feedback on potential changes.. The results of that outreach, combined with detailed data analysis, resulted in the proposals detailed in this Take One.

IN SUMMARY:

- Current bus routes affected would include: Routes 8, 9, 27, 30, 44, 50, 105, 150, and 201/202.
- Three new pilot bus routes would be implemented, Routes 43, 140, and 985.
- All proposed bus change proposals are cost-neutral for MTS. All new and expanded bus service is proposed to be reallocated from existing bus services in the same general area. There is no net increase or decrease in bus service proposed.
- No major changes are proposed to any other current Bus or Trolley routes as part of this implementation.
- For more detailed information:
  - o See route-by-route details of all the major change proposals in the table below.
  - o Maps of the proposed impacted routes are inside this Take One.
  - o Visit sdmts.com and click on Major Change Proposals link

Also, there will be minor schedule adjustments to many bus routes to accommodate new transfers and connections. There will be no changes to the Sycuan Green Line and Orange Line schedules.



PUBLIC INFORMATION & INPUT MEETINGS

The public is invited to ask questions and provide feedback to MTS staff at two public input meetings in February 2021. Due to Covid-19 safety precautions, these meetings will be held "virtually," with the public able to listen and provide input by computer or telephone:

Wednesday, February 10, 2021 at 12 p.m.

Tuesday, February 16, 2021 at 4 p.m.

Register for the public meetings and learn more at

sdmts.com/Trolley-Extension

The MTS Board of Directors will also hold a Public Hearing in March 2021 to consider these proposals, prior to approval of any major service changes. If you wish to comment on any proposal for the Public Hearing, you may do so using any of the following methods:

- Testimony at the **PUBLIC HEARING: Thursday, March 11, 2021, 9:00 a.m.** *See box below.*
- Telephone Hotline: **(619) 595-4912** (leave your comments as a message on the voicemail)
- E-Mail: **mts.planning@sdmts.com**
- Our website, **sdmts.com/Trolley-Extension** Please use the comment form
- U.S. Mail. Send to: **MTS Public Hearing Comments 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101**

HOW TO PARTICIPATE IN THE PUBLIC HEARING:

If you wish to comment at the March 11 Public Hearing, please register for the meeting at the link below or scan the QR Code to the right.

sdmts.com/MarchPublicHearing

Comments by telephone, e-mail, website, or U.S. mail must be received at MTS by 2:00 p.m. on **Wednesday, March 10, 2021**, for consideration by the Board during the Public Hearing.

THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities. MTS assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency program or activity. To request additional information on MTS' nondiscrimination obligations or to file a complaint against MTS, please write to MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 or log on to **sdmts.com**.

DETAILS OF MAJOR SERVICE CHANGE PROPOSALS

ROUTE	DESCRIPTION OF PROPOSAL
UC San Diego Blue Line	The UC San Diego Blue Line would be extended from America Plaza to UTC, via the Sycuan Green Line corridor to Old Town, then serving new Trolley Stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, UC San Diego campus (2 stations), Executive Drive, and the UTC Transit Center. Service frequency north of America Plaza would be every 15 minutes, seven days/week, with a span of service similar to current. Frequency south of America Plaza would remain at every 7.5 minutes on weekdays.
8	Route 8 would be extended from Pacific Beach east to the new Balboa Avenue Transit Center, via Grand Avenue. Frequency would be increased to every 15 minutes on weekdays and 20 minutes on weekends.
9	Route 9 would be shortened in Pacific Beach on weekdays and Saturdays to end at Ingraham St. and Garnet Ave. Service along Garnet Ave. between Ingraham St. and Mission Blvd. would remain available on Route 27. Service frequency would be every 20 minutes on weekdays and 30 minutes on Saturdays. Sunday service would remain the same as current.
27	Route 27 would be increased to operate every 30 minutes seven days/week (with new Sunday service). It would connect to the Trolley at the Balboa Avenue Transit Center and would be changed to operate between Balboa Avenue and Clairemont Mesa Blvd. on Kearny Villa Rd. instead of Convoy Street.
30	Route 30 would be shortened to operate north of Old Town Transit Center (OTTC) only. (Service between OTTC and Downtown would be offered by both the UC San Diego Blue and Sycuan Green Lines, with 8 trips per hour in each direction.) Route 30 would also be adjusted in University City to operate between UC San Diego and UTC Transit Center along Nobel Drive instead of La Jolla Village Drive. Route 30 would continue to operate every 15 minutes on weekdays; weekend frequency would be every 30 minutes on the entire route.
43	New Route 43* would provide service between the Kearny Mesa Transit Center and Balboa Avenue Transit Center, via Clairemont Mesa Blvd., Clairemont Dr., and Balboa Avenue. It would replace Route 44 along Clairemont Mesa Blvd. between Convoy St. and Clairemont Drive. Service would operate every 15 minutes on weekdays and 30 minutes on weekends.
44	Route 44 would be shifted on the north end to terminate at the Kearny Mesa Transit Center instead of Clairemont Square. The route would serve Clairemont Mesa Blvd. east of Convoy St. instead of west of Convoy Street. Service on Clairemont Mesa Blvd. west of Convoy St. would be replaced by new Route 43, which would operate on Clairemont Dr. on the west side of Clairemont Square. Service along Clairemont Mesa Blvd. between Kleefeld Ave. and Clairemont Dr. would be discontinued except for night and weekend Route 105A trips.
50	Route 50 would be discontinued. Service would continue to be available on all Route 50 street segments via Route 41 (Genesee Ave.), Route 105 (Clairemont Dr.), and a re-routed Route 105 (Regents Rd./Governor Dr.). Service between Downtown and Clairemont would be available via the UC San Diego Blue Line and a transfer to Route 105 at Clairemont Dr. Station or new Route 43 at Balboa Avenue Transit Center.
105	Weekday Route 105 service would be changed to operate along Regents Rd. and Governor Dr. between Clairemont Dr. and Genesee Ave., replacing Route 50 on this segment. No changes proposed to weekend Route 105 service.
140	New Express Route 140* would operate between the Balboa Avenue Transit Center and downtown La Jolla, via Interstate 5 and La Jolla Parkway. Service would operate every 30 minutes, seven days/week, with extra 15-minute frequency during weekday peaks.
150	**Route 150 would be discontinued**, with service between Downtown, Old Town, UC San Diego, and UTC replaced by the UC San Diego Blue Line.
201/202	The SuperLoop (Rapid 201/202) routing would be changed on the north side to operate on La Jolla Village Dr. between UC San Diego and the UTC Transit Center, instead of via Voigt Dr., Regents Rd., and Executive Drive. Transit service to northern University City would be replaced by the UC San Diego Blue Line, at the UC San Diego Health La Jolla and Executive Drive stations.
985	New Route 985* would connect the UC San Diego Blue Line at the UC San Diego Central Campus station with the business parks off of North Torrey Pines Road, operating weekday peak hours only with a frequency of every 15-20 minutes.

* Per MTS Policy, new routes are operated as a pilot for 12 months while ridership and efficacy are evaluated. At the conclusion of the pilot period, MTS Board action could make the route permanent, adjust the service, or discontinue the route.

CONNECTIONS TO NORTH AND EAST

MTS is not proposing any major service changes to the areas and routes listed below, which will connect the Trolley Extension to areas north and east of University City:

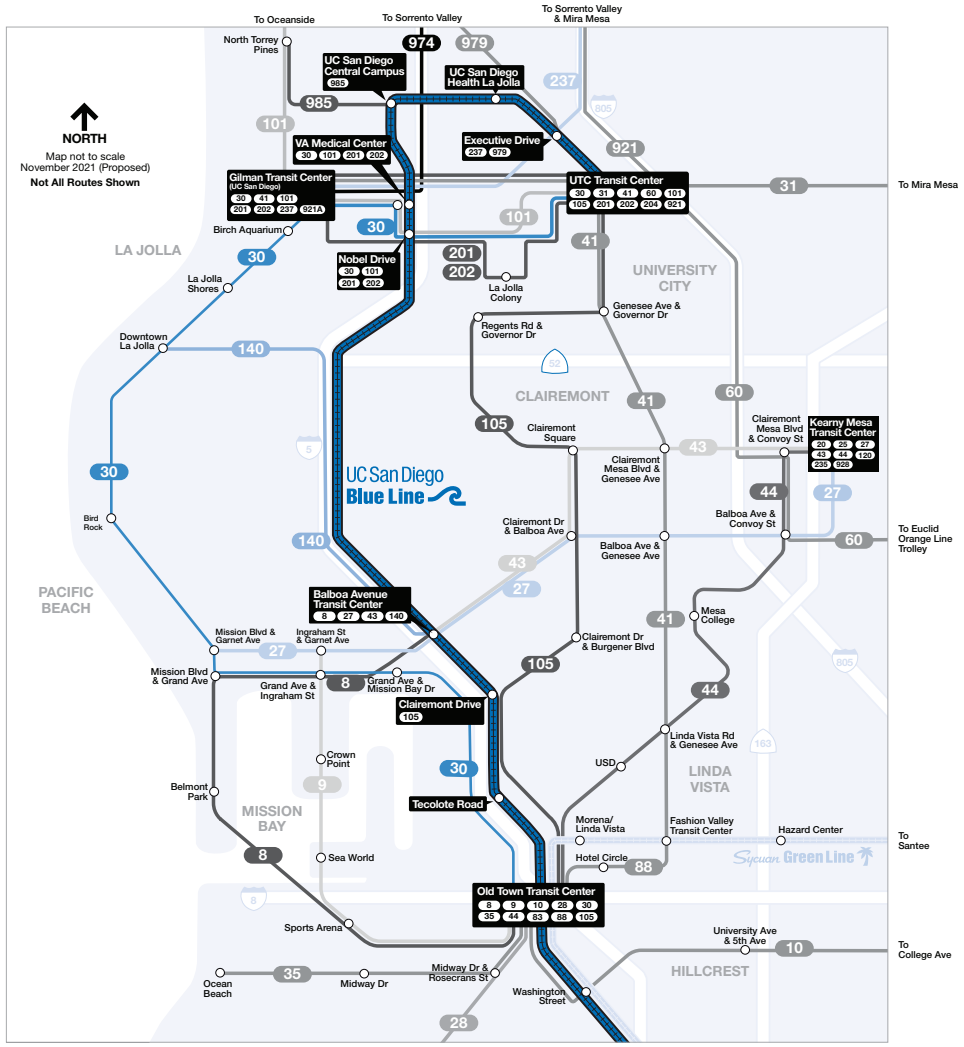
Sorrento Valley COASTER Station: MTS Route 979 will offer a direct connection during weekday peak hours between the Executive Drive Trolley Station and the Sorrento Valley COASTER Station. It is scheduled to meet southbound COASTER trains in the AM Peak and Northbound COASTER trains in the PM Peak.

Miramar Road Area: MTS Route 31 operates weekday peak periods from UTC along Miramar Rd. to the Miramar College Transit Station.

Sorrento Valley, Sorrento Mesa, Mira Mesa Blvd.: MTS Route 921 operates seven days a week between University City and Miramar College Transit Station, via Sorrento Mesa and Mira Mesa Blvd. Connections to the Trolley can be made at UTC on weekdays, and on La Jolla Village Dr. at Genesee Ave. (Executive Drive Trolley Station) on weekends. MTS Rapid 237 operates every 15 minutes during weekday peaks between UC San Diego and Miramar College Transit Station, via Mira Mesa Blvd. Trolley connections can be made on La Jolla Village Dr. at Genesee Ave. (Executive Drive Trolley Station).

North Coast: North County Transit District Route 101 will connect to the Trolley at UTC and provides service to University City, Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside, via North Torrey Pines Rd. and Coast Hwy. (Highway 101).

MAP OF PROPOSED ROUTE CHANGES



MTS

Tome Uno

Importantes Cambios Propuestos al Servicio EXTENSIÓN DEL TROLLEY

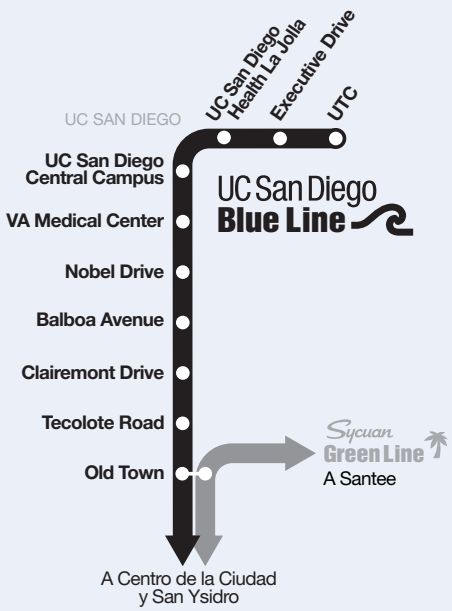
En el otoño del 2021, la extensión del Trolley Línea Azul UC San Diego se abrirá y ampliará el sistema de tren ligero de San Diego desde el centro de San Diego hasta el Centro de Transporte UTC, prestando servicio a nueve nuevas estaciones del Trolley.

MTS también propone cambiar la red de autobuses para conectar personas y comunidades a la extensión del Trolley. En 2018-2019 se llevó a cabo un extenso alcance público y de pasajeros para recopilar ideas y comentarios sobre posibles cambios. Los resultados de ese alcance, combinados con un análisis de datos detallado, dieron como resultado las propuestas detalladas en este Tome Uno.

EN RESUMEN:

- Las rutas actuales de autobuses afectadas incluirían: Rutas 8, 9, 27, 30, 44, 50, 105, 150 y 201/202.
- Se implementarían tres nuevas rutas de autobuses piloto, las Rutas 43, 140 y 985.
- Todas las propuestas de cambio de autobús propuestas son neutrales en cuanto a costos para MTS. Se propone que todo el servicio de autobús nuevo y ampliado sea reasignado de servicios existentes en la misma área general. No se propone ningún aumento o disminución neta en el servicio de autobús.
- Para obtener información más detallada:
  - o Consulte los detalles ruta por ruta de todas las propuestas de cambios importantes en la siguiente tabla.
  - o Los mapas de las rutas afectadas propuestas se encuentran dentro de este Tome Uno.
  - o Visite sdmts.com y haga clic en el enlace de propuestas de cambios importantes

Además, habrá pequeños ajustes de horario en muchas rutas de autobús para acomodar nuevos traslados y conexiones. No habrá cambios en los horarios de la Línea Verde Sycuan y la Línea Naranja.



REUNIONES PÚBLICAS PARA INFORMACIÓN Y DAR COMENTARIOS

Se invita al público a hacer preguntas y proporcionar comentarios al personal de MTS en dos reuniones de opinión pública en febrero de 2021. Debido a las precauciones de seguridad por Covid-19, estas reuniones se llevarán a cabo "virtualmente", y el público podrá escuchar y proporcionar información por computadora o teléfono:

Miércoles 10 de febrero de 2021 a las 12 p.m.

Martes 16 de febrero de 2021 a las 4 p.m.

Regístrese para las reuniones públicas y obtenga más información en

sdmts.com/Trolley-Extension



La Junta Directiva de MTS también sostendrá una audiencia pública en marzo del 2021 para considerar estas propuestas, antes de la aprobación de cualquier cambio importante en el servicio. Si desea comentar sobre alguna propuesta para la Audiencia Pública, puede hacerlo utilizando cualquiera de los siguientes métodos:

- Testimonio en la **AUDIENCIA PÚBLICA: jueves 11 de marzo de 2021, 9:00 a.m.** *Ver cuadro a la derecha.*
- Línea telefónica directa: **(619) 595-4912** (deje sus comentarios como mensaje en el buzón de voz)
- Correo electrónico: **mts.planning@sdmts.com**
- Nuestro sitio web, **sdmts.com/Trolley-Extension** incluye un formulario de comentarios
- Correo Postal de los EE.UU. Enviar a: **MTS Public Hearing Comments, 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101**

CÓMO PARTICIPAR EN LA AUDIENCIA PÚBLICA:

Si desea comentar en la Audiencia Pública del 11 de marzo, regístrese para la reunión en el enlace a continuación o escanee el código QR a la derecha.

sdmts.com/MarchPublicHearing

Los comentarios por teléfono, correo electrónico, sitio web o correo postal de EE. UU. deben recibirse en MTS antes de las 2:00 p.m. **el miércoles 10 de marzo del 2021**, para consideración de la Junta durante la Audiencia Pública.

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

DETALLES DE LAS PROPUESTAS DE CAMBIOS IMPORTANTES AL SERVICIO

LA RUTA	DESCRIPCIÓN DE LAS PROPUESTAS
La Línea Azul UC San Diego	La Línea Azul UC San Diego se extenderá desde America Plaza hasta UTC, a través del corredor de la Línea Verde Sycuan hasta Old Town, y luego serviría nuevas estaciones del Trolley en Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, UC San Diego campus (2 estaciones), Executive Drive y UTC Transit Center. La frecuencia de servicio al norte de America Plaza sería cada 15 minutos, los siete días de la semana, con una duración de servicio similar a la actual. La frecuencia hacia del sur desde America Plaza permanecería cada 7.5 minutos de lunes a viernes.
8	La Ruta 8 se extenderá desde el este de Pacific Beach hasta el nuevo Centro de Tránsito de Balboa Avenue, a través de Grand Avenue. La frecuencia aumentaría a cada 15 minutos durante la semana y a 20 minutos los fines de semana.
9	La Ruta 9 se acortaría en Pacific Beach los días de semana y los sábados para terminar en Ingraham St. y Garnet Ave. Servicio a lo largo de Garnet Ave. entre Ingraham St. y Mission Blvd. permanecería disponible en la Ruta 27. La frecuencia del servicio sería cada 20 minutos los días de semana y 30 minutos los sábados. El servicio de domingo seguiría siendo el mismo que el actual.
27	La ruta 27 se incrementaría para operar cada 30 minutos los siete días de la semana (con un nuevo servicio de domingo). Se conectaría al Trolley en el Centro de Tránsito de la Avenida Balboa y se cambiaría para operar entre la Avenida Balboa y Clairemont Mesa Blvd. en Kearny Villa Rd. en lugar de Convoy Street.
30	La ruta 30 se acortaría para operar al norte del Centro de Transporte de Old Town (OTTC, por sus siglas en ingles) únicamente. (El servicio entre OTTC y el centro de San Diego lo ofrecerían las líneas Azul UC San Diego y Verde Sycuan, con 8 viajes por hora en cada dirección). La ruta 30 también se ajustaría en University City para operar entre UC San Diego y UTC Transit Center a lo largo de Nobel Drive en lugar de La Jolla Village Drive. La ruta 30 continuaría operando cada 15 minutos durante la semana; la frecuencia de fin de semana sería cada 30 minutos en toda la ruta.
43	La nueva ruta 43* brindaría servicio entre el Centro de transporte de Kearny Mesa y el Centro de transporte de Balboa Avenue, a través de Clairemont Mesa Blvd., Clairemont Dr. y Balboa Avenue. Reemplazaría la Ruta 44 a lo largo de Clairemont Mesa Blvd. entre Convoy St. y Clairemont Drive. El servicio operaría cada 15 minutos de lunes a viernes y 30 minutos los fines de semana.
44	La Ruta 44 se cambiaría en el extremo norte para terminar en el Centro de Transporte de Kearny Mesa en lugar de Clairemont Square. La ruta serviría a Clairemont Mesa Blvd. al este de Convoy St. en lugar de al oeste de Convoy Street. Servicio en Clairemont Mesa Blvd. al oeste de Convoy St. sería reemplazado por la nueva Ruta 43, que operaría en Clairemont Dr. en el lado oeste de Clairemont Square. Servicio a lo largo de Clairemont Mesa Blvd. entre Kleefeld Ave. y Clairemont Dr. se suspendería a excepción de los viajes nocturnos y de fin de semana de la Ruta 105A.
50	La ruta 50 se suspendería. El servicio seguiría estando disponible en todos los segmentos de la calle de la ruta 50 a través de la ruta 41 (Genesee Ave.), la ruta 105 (Clairemont Dr.) y la ruta 105 redirigida (Regents Rd./Governor Dr.). El servicio entre el centro de San Diego y Clairemont estaría disponible a través de la Línea Azul UC San Diego y una transferencia a la ruta 105 en la estación Clairemont Dr. o la nueva ruta 43 en Balboa Avenue Transit Center.
105	El servicio de la Ruta 105 entre semana se cambiaría para operar a lo largo de Regents Rd. y el Governor Dr. entre Clairemont Dr. y Genesee Ave., reemplazando la Ruta 50 en este segmento. No se proponen cambios para el servicio de la Ruta 105 los fines de semana
140	La nueva Ruta Exprés 140* operaría entre el centro de tránsito de Balboa Avenue y el centro de La Jolla, a través de la Interestatal 5 y La Jolla Parkway. El servicio operaría cada 30 minutos, siete días a la semana, con una frecuencia adicional de 15 minutos durante las horas picos entre semana.
150	**La Ruta 150 se suspendería** y el servicio entre el centro de San Diego, Old Town, UC San Diego y UTC se reemplazaría por la Linea Azul UC San Diego.
201/202	La Ruta SuperLoop (Rapid 201/202) se cambiaría en el lado norte para operar en La Jolla Village Dr. entre UC San Diego y UTC Transit Center, en lugar de mediante Voigt Dr., Regents Rd. y Executive Drive. El servicio de transporte hacia el norte de University City sería reemplazado por la Linea Azul UC San Diego en las estaciones UC San Diego Health La Jolla y Executive Drive.
985	La nueva ruta 985* conectaría la Línea Azul de UC San Diego en la estación UC San Diego Central Campus con los parques comerciales fuera de North Torrey Pines Road, operando en horas pico de lunes a viernes con una frecuencia de cada 15-20 minutos.

*Según la política de MTS, las nuevas rutas se operan como piloto durante 12 meses mientras se evalúan el número de pasajeros y la eficacia. Al finalizar el período piloto, la acción de la Junta de MTS podría hacer que la ruta sea permanente, ajustar el servicio o interrumpir la ruta.

CONEXIONES NORTE Y ESTE

MTS no propone ningún cambio de servicio importante en las áreas y rutas enumeradas a continuación, que conectarán la extensión del Trolley con las áreas al norte y este de University City:

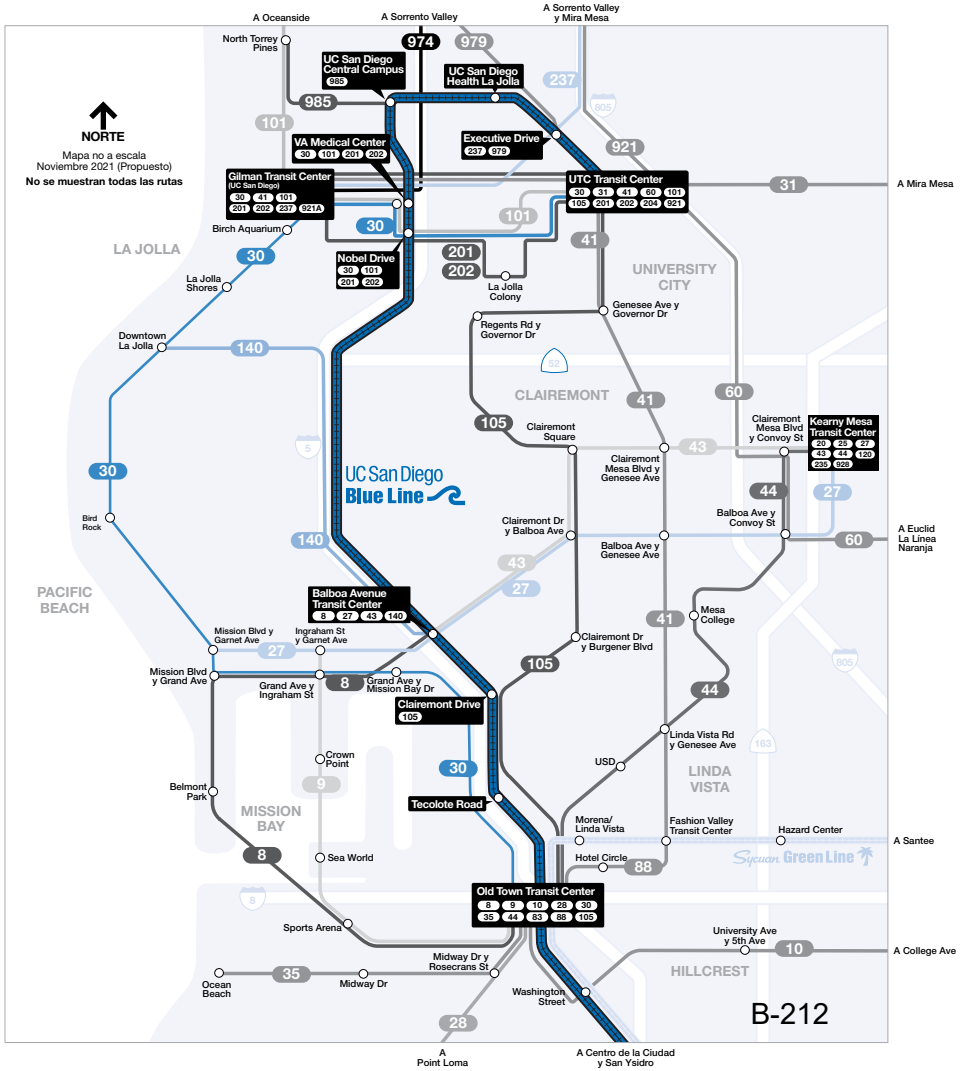
Estación COASTER de Sorrento Valley: **la ruta MTS 979** ofrecerá una conexión directa durante las horas pico entre semana entre la estación del Trolley Executive Drive y la estación COASTER de Sorrento Valley. Está programada para encontrarse con los trenes COASTER en dirección sur en los trenes matutinos en horas pico (AM Peak) y COASTER en dirección norte en horas picos vespertinas (PM Peak).

Área de Miramar Road: **la Ruta 31 de MTS** opera en períodos horas pico entre semana desde UTC a lo largo de Miramar Rd. a la estación de transporte de Miramar College.

Sorrento Valley, Sorrento Mesa, Mira Mesa Blvd.: **La Ruta MTS 921** opera los siete días de la semana entre University City y el Centro de Transporte de Miramar College mediante Sorrento Mesa y Mira Mesa Blvd. Las conexiones al Trolley se pueden hacer en UTC de lunes a viernes, y en La Jolla Village Dr. en Genesee Ave. (Estación del Trolley Executive Drive) los fines de semana. MTS Rapid 237 opera cada 15 minutos durante los picos entre semana entre UC San Diego y Centro de Transporte Miramar College, a través de Mira Mesa Blvd. Las conexiones al Trolley se pueden hacer en La Jolla Village Dr. en Genesee Ave. (Estación de Trolley Executive Drive).

Costa Norte: **La Ruta 101 del Distrito de Tránsito del Norte del Condado (NCTD)** se conectará al Trolley en UTC y da servicio a University City, Del Mar, Solana Beach, Encinitas, Carlsbad y Oceanside, a través de North Torrey Pines Rd. y Coast Hwy. (Carretera 101).

MAPA DE CAMBIOS DE RUTA PROPUESTOS



ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta	
Adult / Adulto	**$2.50**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

COMPASS CARDS / Tarjeta Compass
There is a $2 charge for Compass Cards, which can be reloaded for future use.
Hay un costo de $2 por la tarjeta Compass Card, la cual puede ser recargada para usos futuros.

COMPASS CLOUD
Download the free Compass Cloud app on your Apple or Android phone.
Descargue la aplicación gratis Compass Cloud en su teléfono Apple o Android.

Visit sdmts.com/fares for more info. Visite sdmts.com/fares para más información.

DIRECTORY / *Directorio*

MTS Information & Trip Planning *MTS Información y planeo de viaje*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
MTS Security *MTS Seguridad*	**(619) 595-4960**
Lost & Found *Objetos extraviados*	**(619) 233-3004**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 26, 2020

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Fashion Valley Transit Ctr. – Downtown La Mesa

via El Cajon Bl.

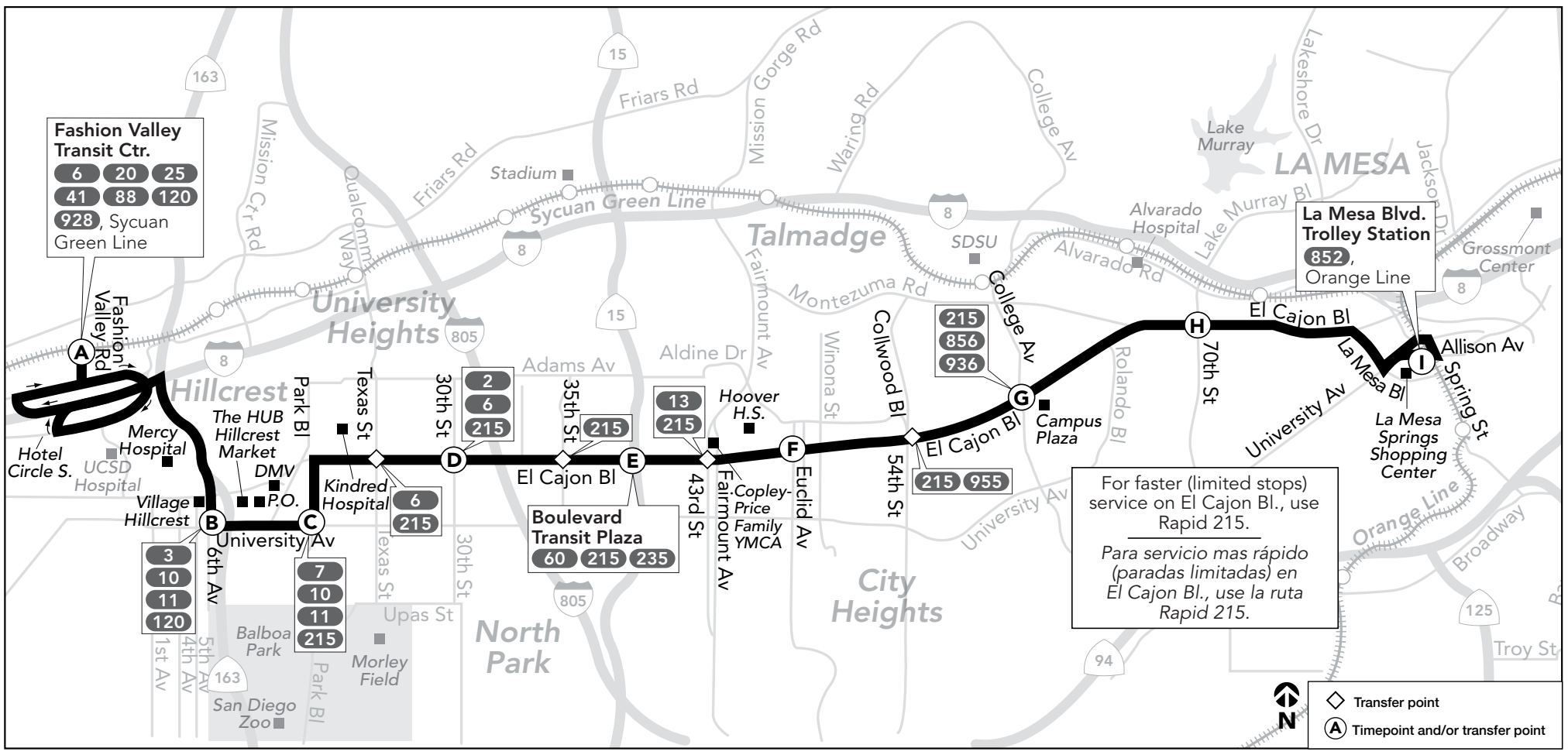
DESTINATIONS
- Campus Plaza
- Copley-Price Family YMCA
- Hillcrest DMV
- Hoover High School
- The HUB Hillcrest Market

TROLLEY CONNECTIONS
- La Mesa Bl.
- Fashion Valley

01/20

sdmts.com
Route Alerts, Updated Schedules, Connections & More

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 1 – Sunday / *domingo*

Fashion Valley ➡ City Heights ➡ La Mesa

Ⓐ FashionValley Transit Ctr. **DEPART**	Ⓑ University Av. & 6th Av.	Ⓒ Park Bl. & University Av.	Ⓓ El Cajon Bl. & 30th St.	Ⓔ El Cajon Bl. & I-15	Ⓕ El Cajon Bl. & Euclid Av.	Ⓖ El Cajon Bl. & College Av.	Ⓗ El Cajon Bl. & 70th St.	Ⓘ La Mesa Bl. Trolley Station **ARRIVE**
6:16a	6:22a	6:27a	6:33a	6:39a	6:45a	6:52a	6:57a	7:06a
7:10	7:16	7:22	7:29	7:36	7:43	7:50	7:56	8:06
8:10	8:16	8:22	8:29	8:36	8:43	8:50	8:56	9:06
8:37	8:43	8:50	8:57	9:04	9:11	9:19	9:25	9:35
9:07	9:13	9:20	9:27	9:34	9:41	9:49	9:55	10:05
9:37	9:43	9:50	9:57	10:04	10:11	10:19	10:25	10:35
10:07	10:13	10:20	10:28	10:35	10:43	10:51	10:58	11:08
10:40	10:47	10:54	11:02	11:09	11:17	11:26	11:34	11:45
11:10	11:17	11:24	11:32	11:39	11:47	11:56	**12:04p**	**12:15p**
11:40	11:47	11:54	**12:02p**	**12:09p**	**12:17p**	**12:26p**	**12:34**	**12:45**
12:08p	**12:16p**	**12:24p**	**12:33**	**12:41**	**12:49**	**12:58**	**1:06**	**1:17**
12:38	**12:46**	**12:54**	**1:03**	**1:11**	**1:19**	**1:28**	**1:36**	**1:47**
1:08	**1:16**	**1:24**	**1:33**	**1:41**	**1:49**	**1:58**	**2:06**	**2:17**
1:38	**1:46**	**1:54**	**2:03**	**2:11**	**2:19**	**2:28**	**2:36**	**2:47**
2:08	**2:16**	**2:24**	**2:33**	**2:41**	**2:49**	**2:58**	**3:06**	**3:17**
2:38	**2:46**	**2:54**	**3:03**	**3:11**	**3:19**	**3:28**	**3:36**	**3:47**
3:08	**3:16**	**3:24**	**3:33**	**3:41**	**3:49**	**3:58**	**4:06**	**4:17**
3:38	**3:46**	**3:54**	**4:03**	**4:11**	**4:19**	**4:28**	**4:36**	**4:47**
4:08	**4:16**	**4:24**	**4:33**	**4:41**	**4:49**	**4:58**	**5:06**	**5:17**
4:38	**4:46**	**4:54**	**5:03**	**5:11**	**5:19**	**5:28**	**5:36**	**5:47**
5:08	**5:16**	**5:24**	**5:33**	**5:41**	**5:49**	**5:58**	**6:06**	**6:17**
5:40	**5:48**	**5:56**	**6:05**	**6:13**	**6:21**	**6:29**	**6:36**	**6:47**
6:10	**6:18**	**6:26**	**6:35**	**6:43**	**6:50**	**6:57**	**7:04**	**7:14**
6:40	**6:48**	**6:56**	**7:05**	**7:13**	**7:20**	**7:27**	**7:34**	**7:44**
7:10	**7:17**	**7:25**	**7:34**	**7:41**	**7:48**	**7:55**	**8:02**	**8:12**
8:12	**8:19**	**8:26**	**8:35**	**8:41**	**8:48**	**8:55**	**9:01**	**9:10**

La Mesa ➡ City Heights ➡ Fashion Valley

Ⓘ La Mesa Bl. Trolley Station **DEPART**	Ⓗ El Cajon Bl. & 70th St.	Ⓖ El Cajon Bl. & College Av.	Ⓕ El Cajon Bl. & Euclid Av.	Ⓔ El Cajon Bl. & I-15	Ⓓ El Cajon Bl. & 30th St.	Ⓒ Park Bl. & University Av.	Ⓑ University Av. & 7th Av.	Ⓐ FashionValley Transit Ctr. **ARRIVE**
5:39a	5:45a	5:52a	5:57a	6:04a	6:08a	6:14a	6:18a	6:25a
6:45	6:51	6:58	7:04	7:11	7:16	7:23	7:27	7:35
7:45	7:53	8:00	8:06	8:13	8:19	8:27	8:32	8:41
8:20	8:28	8:36	8:43	8:51	8:57	9:05	9:10	9:19
8:50	8:58	9:06	9:13	9:21	9:27	9:35	9:40	9:49
9:20	9:28	9:36	9:43	9:51	9:57	10:05	10:10	10:19
9:50	9:58	10:06	10:13	10:21	10:27	10:35	10:40	10:49
10:20	10:28	10:36	10:43	10:51	10:57	11:05	11:10	11:19
10:50	10:58	11:06	11:13	11:21	11:27	11:35	11:40	11:49
11:18	11:26	11:34	11:42	11:50	11:56	**12:05p**	**12:10p**	**12:19p**
11:48	11:56	**12:04p**	**12:12p**	**12:20p**	**12:26p**	**12:35**	**12:40**	**12:49**
12:18p	**12:26p**	**12:34**	**12:42**	**12:50**	**12:56**	**1:05**	**1:10**	**1:19**
12:48	**12:56**	**1:04**	**1:12**	**1:20**	**1:26**	**1:35**	**1:40**	**1:49**
1:18	**1:26**	**1:34**	**1:42**	**1:50**	**1:56**	**2:05**	**2:10**	**2:19**
1:48	**1:56**	**2:04**	**2:12**	**2:20**	**2:26**	**2:35**	**2:40**	**2:49**
2:18	**2:26**	**2:34**	**2:42**	**2:50**	**2:56**	**3:05**	**3:10**	**3:19**
2:48	**2:56**	**3:04**	**3:12**	**3:20**	**3:26**	**3:35**	**3:40**	**3:49**
3:18	**3:26**	**3:34**	**3:42**	**3:50**	**3:56**	**4:05**	**4:10**	**4:19**
3:48	**3:56**	**4:04**	**4:12**	**4:20**	**4:26**	**4:35**	**4:40**	**4:49**
4:18	**4:26**	**4:34**	**4:42**	**4:50**	**4:56**	**5:05**	**5:10**	**5:19**
4:48	**4:56**	**5:04**	**5:12**	**5:20**	**5:26**	**5:35**	**5:40**	**5:49**
5:20	**5:28**	**5:36**	**5:43**	**5:50**	**5:56**	**6:05**	**6:10**	**6:19**
5:50	**5:58**	**6:06**	**6:13**	**6:20**	**6:26**	**6:35**	**6:40**	**6:49**
6:20	**6:28**	**6:36**	**6:43**	**6:50**	**6:56**	**7:05**	**7:10**	**7:19**
6:50	**6:58**	**7:06**	**7:13**	**7:20**	**7:26**	**7:35**	**7:40**	**7:49**
7:50	**7:57**	**8:05**	**8:11**	**8:18**	**8:24**	**8:32**	**8:37**	**8:45**

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 1 – Monday through Friday / *lunes a viernes*

Fashion Valley ➡ City Heights ➡ La Mesa

Ⓐ FashionValley Transit Ctr. **DEPART**	Ⓑ University Av. & 6th Av.	Ⓒ Park Bl. & University Av.	Ⓓ El Cajon Bl. & 30th St.	Ⓔ El Cajon Bl. & I-15	Ⓕ El Cajon Bl. & Euclid Av.	Ⓖ El Cajon Bl. & College Av.	Ⓗ El Cajon Bl. & 70th St.	Ⓘ La Mesa Bl. Trolley Station **ARRIVE**
5:03a	5:09a	5:14a	5:20a	5:25a	5:30a	5:36a	5:41a	5:49a
5:33	5:39	5:44	5:50	5:55	6:00	6:06	6:11	6:19
6:03	6:09	6:14	6:20	6:26	6:31	6:38	6:43	6:51
6:25	6:31	6:36	6:42	6:48	6:54	7:01	7:06	7:15
6:40	6:46	6:52	6:58	7:05	7:11	7:18	7:23	7:32
6:55	7:01	7:07	7:14	7:21	7:28	7:35	7:41	7:51
7:10	7:16	7:22	7:29	7:36	7:43	7:50	7:56	8:06
7:25	7:31	7:37	7:44	7:51	7:58	8:05	8:11	8:21
7:40	7:46	7:52	7:59	8:06	8:13	8:20	8:26	8:36
7:55	8:01	8:07	8:14	8:21	8:28	8:35	8:41	8:51
8:10	8:16	8:22	8:29	8:36	8:43	8:50	8:56	9:06
8:25	8:31	8:37	8:44	8:51	8:58	9:05	9:11	9:21
8:38	8:44	8:51	8:58	9:05	9:12	9:20	9:26	9:36
8:53	8:59	9:06	9:13	9:20	9:27	9:35	9:41	9:51
9:08	9:14	9:21	9:28	9:35	9:42	9:50	9:56	10:06
9:23	9:29	9:36	9:43	9:50	9:57	10:05	10:11	10:21
9:38	9:44	9:51	9:58	10:05	10:12	10:20	10:26	10:36
9:52	9:58	10:05	10:13	10:20	10:28	10:36	10:43	10:53
10:07	10:13	10:20	10:28	10:35	10:43	10:51	10:58	11:08
10:22	10:28	10:35	10:43	10:50	10:58	11:06	11:13	11:23
10:40	10:47	10:54	11:02	11:09	11:17	11:26	11:34	11:45
10:55	11:02	11:09	11:17	11:24	11:32	11:41	11:49	**12:00p**
11:10	11:17	11:24	11:32	11:39	11:47	11:56	**12:04p**	**12:15**
11:25	11:32	11:39	11:47	11:54	**12:02p**	**12:11p**	**12:19**	**12:30**
11:40	11:47	11:54	**12:02p**	**12:09p**	**12:17**	**12:26**	**12:34**	**12:45**
11:55	**12:02p**	**12:09p**	**12:17**	**12:24**	**12:32**	**12:41**	**12:49**	**1:00**
12:07p	**12:14**	**12:22**	**12:31**	**12:39**	**12:47**	**12:56**	**1:04**	**1:15**
12:22	**12:29**	**12:37**	**12:46**	**12:54**	**1:02**	**1:11**	**1:19**	**1:30**
12:37	**12:44**	**12:52**	**1:01**	**1:09**	**1:17**	**1:26**	**1:34**	**1:45**
12:52	**12:59**	**1:07**	**1:16**	**1:24**	**1:32**	**1:41**	**1:49**	**2:00**
1:07	**1:14**	**1:22**	**1:31**	**1:39**	**1:47**	**1:56**	**2:04**	**2:15**
1:22	**1:29**	**1:37**	**1:46**	**1:54**	**2:02**	**2:11**	**2:19**	**2:30**
1:37	**1:44**	**1:52**	**2:01**	**2:09**	**2:17**	**2:26**	**2:34**	**2:45**
1:53	**2:00**	**2:08**	**2:17**	**2:25**	**2:34**	**2:43**	**2:51**	**3:03**
2:08	**2:16**	**2:24**	**2:34**	**2:42**	**2:51**	**3:00**	**3:08**	**3:20**
2:23	**2:31**	**2:39**	**2:49**	**2:57**	**3:06**	**3:15**	**3:23**	**3:35**
2:38	**2:46**	**2:54**	**3:04**	**3:12**	**3:21**	**3:30**	**3:38**	**3:50**
2:53	**3:01**	**3:09**	**3:19**	**3:27**	**3:36**	**3:45**	**3:53**	**4:05**
3:08	**3:17**	**3:26**	**3:36**	**3:44**	**3:53**	**4:02**	**4:10**	**4:22**
3:23	**3:32**	**3:41**	**3:51**	**3:59**	**4:08**	**4:17**	**4:25**	**4:37**
3:38	**3:47**	**3:56**	**4:06**	**4:14**	**4:23**	**4:32**	**4:40**	**4:52**
3:53	**4:02**	**4:11**	**4:21**	**4:29**	**4:38**	**4:47**	**4:55**	**5:07**
4:08	**4:17**	**4:26**	**4:36**	**4:44**	**4:53**	**5:02**	**5:10**	**5:22**
4:23	**4:32**	**4:41**	**4:51**	**4:59**	**5:08**	**5:17**	**5:25**	**5:37**
4:38	**4:47**	**4:56**	**5:06**	**5:14**	**5:23**	**5:32**	**5:40**	**5:52**
4:53	**5:02**	**5:11**	**5:21**	**5:29**	**5:38**	**5:47**	**5:55**	**6:07**
5:06	**5:15**	**5:24**	**5:34**	**5:42**	**5:51**	**5:59**	**6:07**	**6:18**
5:21	**5:30**	**5:39**	**5:49**	**5:57**	**6:06**	**6:14**	**6:22**	**6:33**
5:36	**5:45**	**5:54**	**6:04**	**6:12**	**6:20**	**6:28**	**6:35**	**6:46**
5:51	**6:00**	**6:09**	**6:19**	**6:27**	**6:35**	**6:43**	**6:50**	**7:01**
6:10	**6:18**	**6:27**	**6:36**	**6:44**	**6:51**	**6:58**	**7:05**	**7:15**
6:25	**6:33**	**6:42**	**6:51**	**6:59**	**7:06**	**7:13**	**7:20**	**7:30**
6:40	**6:48**	**6:57**	**7:06**	**7:14**	**7:21**	**7:28**	**7:35**	**7:45**
7:05	**7:13**	**7:21**	**7:30**	**7:37**	**7:44**	**7:51**	**7:58**	**8:08**
7:40	**7:47**	**7:54**	**8:03**	**8:09**	**8:16**	**8:23**	**8:29**	**8:38**
8:10	**8:17**	**8:24**	**8:33**	**8:39**	**8:46**	**8:53**	**8:59**	**9:08**
8:42	**8:49**	**8:56**	**9:04**	**9:10**	**9:17**	**9:24**	**9:29**	**9:38**
9:14	**9:20**	**9:27**	**9:34**	**9:40**	**9:46**	**9:52**	**9:57**	**10:05**
9:44	**9:50**	**9:57**	**10:04**	**10:10**	**10:16**	**10:22**	**10:27**	**10:35**
10:16	**10:22**	**10:28**	**10:35**	**10:40**	**10:46**	**10:52**	**10:57**	**11:05**
10:46	**10:52**	**10:57**	**11:03**	**11:08**	**11:14**	**11:20**	**11:25**	**11:32**
11:16	**11:22**	**11:27**	**11:33**	**11:38**	**11:44**	**11:50**	**11:55**	12:02a

La Mesa ➡ City Heights ➡ Fashion Valley

Ⓘ La Mesa Bl. Trolley Station **DEPART**	Ⓗ El Cajon Bl. & 70th St.	Ⓖ El Cajon Bl. & College Av.	Ⓕ El Cajon Bl. & Euclid Av.	Ⓔ El Cajon Bl. & I-15	Ⓓ El Cajon Bl. & 30th St.	Ⓒ Park Bl. & University Av.	Ⓑ University Av. & 7th Av.	Ⓐ FashionValley Transit Ctr. **ARRIVE**
—	—	4:46a	4:51a	4:58a	5:02a	5:08a	5:12a	5:19a
5:03a	5:09a	5:16	5:21	5:28	5:32	5:38	5:42	5:49
5:33	5:39	5:46	5:52	6:00	6:04	6:11	6:15	6:22
6:00	6:07	6:15	6:22	6:30	6:35	6:42	6:46	6:54
6:20	6:27	6:35	6:42	6:51	6:57	7:05	7:10	7:18
6:35	6:42	6:50	6:57	7:06	7:12	7:20	7:25	7:33
6:50	6:57	7:05	7:12	7:21	7:27	7:35	7:40	7:48
7:05	7:13	7:21	7:28	7:37	7:43	7:51	7:56	8:05
7:20	7:28	7:36	7:43	7:52	7:58	8:06	8:11	8:20
7:35	7:43	7:51	7:58	8:07	8:13	8:21	8:26	8:35
7:50	7:58	8:06	8:13	8:22	8:28	8:36	8:41	8:50
8:05	8:13	8:21	8:28	8:36	8:42	8:50	8:55	9:04
8:20	8:28	8:36	8:43	8:51	8:57	9:05	9:10	9:19
8:35	8:43	8:51	8:58	9:06	9:12	9:20	9:25	9:34
8:50	8:58	9:06	9:13	9:21	9:27	9:35	9:40	9:49
9:05	9:13	9:21	9:28	9:36	9:42	9:50	9:55	10:04
9:20	9:28	9:36	9:43	9:51	9:57	10:05	10:10	10:19
9:35	9:43	9:51	9:58	10:06	10:12	10:20	10:25	10:34
9:50	9:58	10:06	10:13	10:21	10:27	10:35	10:40	10:49
10:05	10:13	10:21	10:28	10:36	10:42	10:50	10:55	11:04
10:20	10:28	10:36	10:43	10:51	10:57	11:05	11:10	11:19
10:35	10:43	10:51	10:58	11:06	11:12	11:20	11:25	11:34
10:50	10:58	11:06	11:13	11:21	11:27	11:35	11:40	11:49
11:05	11:13	11:21	11:29	11:37	11:43	11:52	11:57	**12:06p**
11:20	11:28	11:36	11:44	11:52	11:58	**12:07p**	**12:12p**	**12:21**
11:35	11:43	11:51	11:59	**12:07p**	**12:13p**	**12:22**	**12:27**	**12:36**
11:50	11:58	**12:06p**	**12:14p**	**12:22**	**12:28**	**12:37**	**12:42**	**12:51**
12:05p	**12:13p**	**12:21**	**12:29**	**12:37**	**12:43**	**12:52**	**12:57**	**1:06**
12:20	**12:28**	**12:36**	**12:44**	**12:52**	**12:58**	**1:07**	**1:12**	**1:21**
12:35	**12:43**	**12:51**	**12:59**	**1:07**	**1:13**	**1:22**	**1:27**	**1:36**
12:50	**12:58**	**1:06**	**1:14**	**1:22**	**1:28**	**1:37**	**1:42**	**1:51**
1:05	**1:13**	**1:21**	**1:29**	**1:37**	**1:43**	**1:52**	**1:57**	**2:06**
1:20	**1:28**	**1:36**	**1:44**	**1:52**	**1:58**	**2:07**	**2:12**	**2:21**
1:35	**1:43**	**1:51**	**1:59**	**2:07**	**2:13**	**2:22**	**2:27**	**2:36**
1:50	**1:58**	**2:06**	**2:14**	**2:22**	**2:28**	**2:37**	**2:42**	**2:51**
2:02	**2:11**	**2:19**	**2:27**	**2:36**	**2:43**	**2:52**	**2:57**	**3:06**
2:17	**2:26**	**2:34**	**2:42**	**2:51**	**2:58**	**3:07**	**3:12**	**3:21**
2:32	**2:41**	**2:49**	**2:57**	**3:06**	**3:13**	**3:22**	**3:27**	**3:36**
2:47	**2:56**	**3:04**	**3:12**	**3:21**	**3:28**	**3:37**	**3:42**	**3:51**
3:02	**3:11**	**3:19**	**3:27**	**3:36**	**3:43**	**3:52**	**3:57**	**4:06**
3:17	**3:26**	**3:34**	**3:42**	**3:51**	**3:58**	**4:07**	**4:12**	**4:21**
3:32	**3:41**	**3:49**	**3:57**	**4:06**	**4:13**	**4:22**	**4:27**	**4:36**
3:47	**3:56**	**4:04**	**4:12**	**4:21**	**4:28**	**4:37**	**4:42**	**4:51**
4:02	**4:11**	**4:19**	**4:27**	**4:36**	**4:43**	**4:52**	**4:57**	**5:06**
4:17	**4:26**	**4:34**	**4:42**	**4:51**	**4:58**	**5:07**	**5:12**	**5:21**
4:32	**4:41**	**4:49**	**4:57**	**5:06**	**5:13**	**5:22**	**5:27**	**5:36**
4:47	**4:56**	**5:04**	**5:12**	**5:21**	**5:28**	**5:37**	**5:42**	**5:51**
5:02	**5:11**	**5:19**	**5:27**	**5:36**	**5:43**	**5:52**	**5:57**	**6:06**
5:17	**5:25**	**5:33**	**5:40**	**5:48**	**5:55**	**6:04**	**6:09**	**6:18**
5:32	**5:40**	**5:48**	**5:55**	**6:03**	**6:10**	**6:19**	**6:24**	**6:33**
5:47	**5:55**	**6:03**	**6:10**	**6:18**	**6:25**	**6:34**	**6:39**	**6:48**
6:02	**6:10**	**6:18**	**6:25**	**6:33**	**6:40**	**6:49**	**6:54**	**7:03**
6:17	**6:25**	**6:33**	**6:40**	**6:48**	**6:55**	**7:04**	**7:09**	**7:18**
6:32	**6:40**	**6:48**	**6:55**	**7:03**	**7:10**	**7:19**	**7:24**	**7:33**
7:02	**7:10**	**7:18**	**7:25**	**7:33**	**7:40**	**7:49**	**7:54**	**8:03**
7:32	**7:39**	**7:47**	**7:53**	**8:00**	**8:06**	**8:14**	**8:19**	**8:27**
8:02	**8:09**	**8:16**	**8:22**	**8:29**	**8:34**	**8:41**	**8:45**	**8:53**
8:32	**8:39**	**8:46**	**8:52**	**8:59**	**9:04**	**9:11**	**9:15**	**9:23**
9:02	**9:09**	**9:16**	**9:22**	**9:29**	**9:34**	**9:41**	**9:45**	**9:53**
9:32	**9:38**	**9:45**	**9:51**	**9:58**	**10:03**	**10:10**	**10:14**	**10:21**
10:05	**10:11**	**10:17**	**10:22**	**10:29**	**10:33**	**10:40**	**10:44**	**10:51**
10:35	**10:41**	**10:47**	**10:52**	**10:59**	**11:03**	**11:10**	**11:14**	**11:21**
11:07	**11:13**	**11:19**	**11:24**	**11:30**	**11:34**	**11:40**	**11:44**	**11:51**
11:37	**11:43**	**11:49**	**11:54**	12:00a	12:04a	12:10a	12:14a	—

Route 1 – Saturday / *sábado*

Fashion Valley ➡ City Heights ➡ La Mesa

Ⓐ FashionValley Transit Ctr. **DEPART**	Ⓑ University Av. & 6th Av.	Ⓒ Park Bl. & University Av.	Ⓓ El Cajon Bl. & 30th St.	Ⓔ El Cajon Bl. & I-15	Ⓕ El Cajon Bl. & Euclid Av.	Ⓖ El Cajon Bl. & College Av.	Ⓗ El Cajon Bl. & 70th St.	Ⓘ La Mesa Bl. Trolley Station **ARRIVE**
5:22a	5:28a	5:33a	5:39a	5:44a	5:49a	5:55a	6:00a	6:08a
6:03	6:09	6:14	6:20	6:26	6:32	6:39	6:44	6:53
6:40	6:46	6:51	6:57	7:03	7:09	7:16	7:21	7:30
7:10	7:16	7:22	7:29	7:36	7:43	7:50	7:56	8:06
7:40	7:46	7:52	7:59	8:06	8:13	8:20	8:26	8:36
8:10	8:16	8:22	8:29	8:36	8:43	8:50	8:56	9:06
8:37	8:43	8:50	8:57	9:04	9:11	9:19	9:25	9:35
9:07	9:13	9:20	9:27	9:34	9:41	9:49	9:55	10:05
9:37	9:43	9:50	9:57	10:04	10:11	10:19	10:25	10:35
10:07	10:13	10:20	10:28	10:35	10:43	10:51	10:58	11:08
10:40	10:47	10:54	11:02	11:09	11:17	11:26	11:34	11:45
11:10	11:17	11:24	11:32	11:39	11:47	11:56	**12:04p**	**12:15p**
11:40	11:47	11:54	**12:02p**	**12:09p**	**12:17p**	**12:26p**	**12:34**	**12:45**
12:08p	**12:16p**	**12:24p**	**12:33**	**12:41**	**12:49**	**12:58**	**1:06**	**1:17**
12:38	**12:46**	**12:54**	**1:03**	**1:11**	**1:19**	**1:28**	**1:36**	**1:47**
1:08	**1:16**	**1:24**	**1:33**	**1:41**	**1:49**	**1:58**	**2:06**	**2:17**
1:38	**1:46**	**1:54**	**2:03**	**2:11**	**2:19**	**2:28**	**2:36**	**2:47**
2:08	**2:16**	**2:24**	**2:33**	**2:41**	**2:49**	**2:58**	**3:06**	**3:17**
2:38	**2:46**	**2:54**	**3:03**	**3:11**	**3:19**	**3:28**	**3:36**	**3:47**
3:08	**3:16**	**3:24**	**3:33**	**3:41**	**3:49**	**3:58**	**4:06**	**4:17**
3:38	**3:46**	**3:54**	**4:03**	**4:11**	**4:19**	**4:28**	**4:36**	**4:47**
4:08	**4:16**	**4:24**	**4:33**	**4:41**	**4:49**	**4:58**	**5:06**	**5:17**
4:38	**4:46**	**4:54**	**5:03**	**5:11**	**5:19**	**5:28**	**5:36**	**5:47**
5:08	**5:16**	**5:24**	**5:33**	**5:41**	**5:49**	**5:58**	**6:06**	**6:17**
5:40	**5:48**	**5:56**	**6:05**	**6:13**	**6:21**	**6:29**	**6:36**	**6:47**
6:10	**6:18**	**6:26**	**6:35**	**6:43**	**6:50**	**6:57**	**7:04**	**7:14**
6:40	**6:48**	**6:56**	**7:05**	**7:13**	**7:20**	**7:27**	**7:34**	**7:44**
7:10	**7:17**	**7:25**	**7:34**	**7:41**	**7:48**	**7:55**	**8:02**	**8:12**
7:42	**7:49**	**7:56**	**8:05**	**8:11**	**8:18**	**8:25**	**8:31**	**8:40**
8:12	**8:19**	**8:26**	**8:35**	**8:41**	**8:48**	**8:55**	**9:01**	**9:10**
8:42	**8:49**	**8:56**	**9:04**	**9:10**	**9:17**	**9:24**	**9:29**	**9:38**
9:14	**9:20**	**9:27**	**9:34**	**9:40**	**9:46**	**9:52**	**9:57**	**10:05**
9:44	**9:50**	**9:57**	**10:04**	**10:10**	**10:16**	**10:22**	**10:27**	**10:35**
10:16	**10:22**	**10:28**	**10:35**	**10:40**	**10:46**	**10:52**	**10:57**	**11:05**
10:46	**10:52**	**10:57**	**11:03**	**11:08**	**11:14**	**11:20**	**11:25**	**11:32**
11:16	**11:22**	**11:27**	**11:33**	**11:38**	**11:44**	**11:50**	**11:55**	12:02a

La Mesa ➡ City Heights ➡ Fashion Valley

Ⓘ La Mesa Bl. Trolley Station **DEPART**	Ⓗ El Cajon Bl. & 70th St.	Ⓖ El Cajon Bl. & College Av.	Ⓕ El Cajon Bl. & Euclid Av.	Ⓔ El Cajon Bl. & I-15	Ⓓ El Cajon Bl. & 30th St.	Ⓒ Park Bl. & University Av.	Ⓑ University Av. & 7th Av.	Ⓐ FashionValley Transit Ctr. **ARRIVE**
5:32a	5:38a	5:45a	5:50a	5:57a	6:01a	6:07a	6:11a	6:18a
6:15	6:21	6:28	6:34	6:41	6:46	6:53	6:57	7:05
6:45	6:51	6:58	7:04	7:11	7:16	7:23	7:27	7:35
7:15	7:22	7:29	7:35	7:42	7:48	7:55	7:59	8:07
7:45	7:53	8:00	8:06	8:13	8:19	8:27	8:32	8:41
8:20	8:28	8:36	8:43	8:51	8:57	9:05	9:10	9:19
8:50	8:58	9:06	9:13	9:21	9:27	9:35	9:40	9:49
9:20	9:28	9:36	9:43	9:51	9:57	10:05	10:10	10:19
9:50	9:58	10:06	10:13	10:21	10:27	10:35	10:40	10:49
10:20	10:28	10:36	10:43	10:51	10:57	11:05	11:10	11:19
10:50	10:58	11:06	11:13	11:21	11:27	11:35	11:40	11:49
11:18	11:26	11:34	11:42	11:50	11:56	**12:05p**	**12:10p**	**12:19p**
11:48	11:56	**12:04p**	**12:12p**	**12:20p**	**12:26p**	**12:35**	**12:40**	**12:49**
12:18p	**12:26p**	**12:34**	**12:42**	**12:50**	**12:56**	**1:05**	**1:10**	**1:19**
12:48	**12:56**	**1:04**	**1:12**	**1:20**	**1:26**	**1:35**	**1:40**	**1:49**
1:18	**1:26**	**1:34**	**1:42**	**1:50**	**1:56**	**2:05**	**2:10**	**2:19**
1:48	**1:56**	**2:04**	**2:12**	**2:20**	**2:26**	**2:35**	**2:40**	**2:49**
2:18	**2:26**	**2:34**	**2:42**	**2:50**	**2:56**	**3:05**	**3:10**	**3:19**
2:48	**2:56**	**3:04**	**3:12**	**3:20**	**3:26**	**3:35**	**3:40**	**3:49**
3:18	**3:26**	**3:34**	**3:42**	**3:50**	**3:56**	**4:05**	**4:10**	**4:19**
3:48	**3:56**	**4:04**	**4:12**	**4:20**	**4:26**	**4:35**	**4:40**	**4:49**
4:18	**4:26**	**4:34**	**4:42**	**4:50**	**4:56**	**5:05**	**5:10**	**5:19**
4:48	**4:56**	**5:04**	**5:12**	**5:20**	**5:26**	**5:35**	**5:40**	**5:49**
5:20	**5:28**	**5:36**	**5:43**	**5:50**	**5:56**	**6:05**	**6:10**	**6:19**
5:50	**5:58**	**6:06**	**6:13**	**6:20**	**6:26**	**6:35**	**6:40**	**6:49**
6:20	**6:28**	**6:36**	**6:43**	**6:50**	**6:56**	**7:05**	**7:10**	**7:19**
6:50	**6:58**	**7:06**	**7:13**	**7:20**	**7:26**	**7:35**	**7:40**	**7:49**
7:20	**7:27**	**7:35**	**7:41**	**7:48**	**7:54**	**8:02**	**8:07**	**8:15**
7:50	**7:57**	**8:05**	**8:11**	**8:18**	**8:24**	**8:32**	**8:37**	**8:45**
8:20	**8:27**	**8:34**	**8:40**	**8:47**	**8:52**	**8:59**	**9:03**	**9:11**
8:50	**8:57**	**9:04**	**9:10**	**9:17**	**9:22**	**9:29**	**9:33**	**9:41**
9:20	**9:26**	**9:33**	**9:39**	**9:46**	**9:51**	**9:58**	**10:02**	**10:09**
9:50	**9:56**	**10:02**	**10:07**	**10:14**	**10:18**	**10:25**	**10:29**	**10:36**
10:20	**10:26**	**10:32**	**10:37**	**10:44**	**10:48**	**10:55**	**10:59**	**11:06**
10:50	**10:56**	**11:02**	**11:07**	**11:14**	**11:18**	**11:25**	**11:29**	**11:36**
11:37	**11:43**	**11:49**	**11:54**	12:00a	12:04a	12:10a	12:14a	—

ONE-WAY FARES / Tarifas Sencillas

Exact fare, please / Favor de pagar la cantidad exacta

Adult / Adulto	**$2.50**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$1.25**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$2.50**

DAY PASS (Regional) / Pase diario (Regional)

Adult / Adulto	**$6.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$3.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$3.00**

MONTHLY PASSES / Pases mensual

Adult / Adulto	**$72.00**
Senior/Disabled/Medicare* Personas Mayores/con Discapacidades/Medicare*	**$23.00**
Youth (ages 6-18)* Jóvenes (edades 6-18)*	**$23.00**

*Proof of eligibility required. Senior Eligibility: Age 65+ or born on or before September 1, 1959.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+ o nacido en o antes del 1 de septiembre, 1959.

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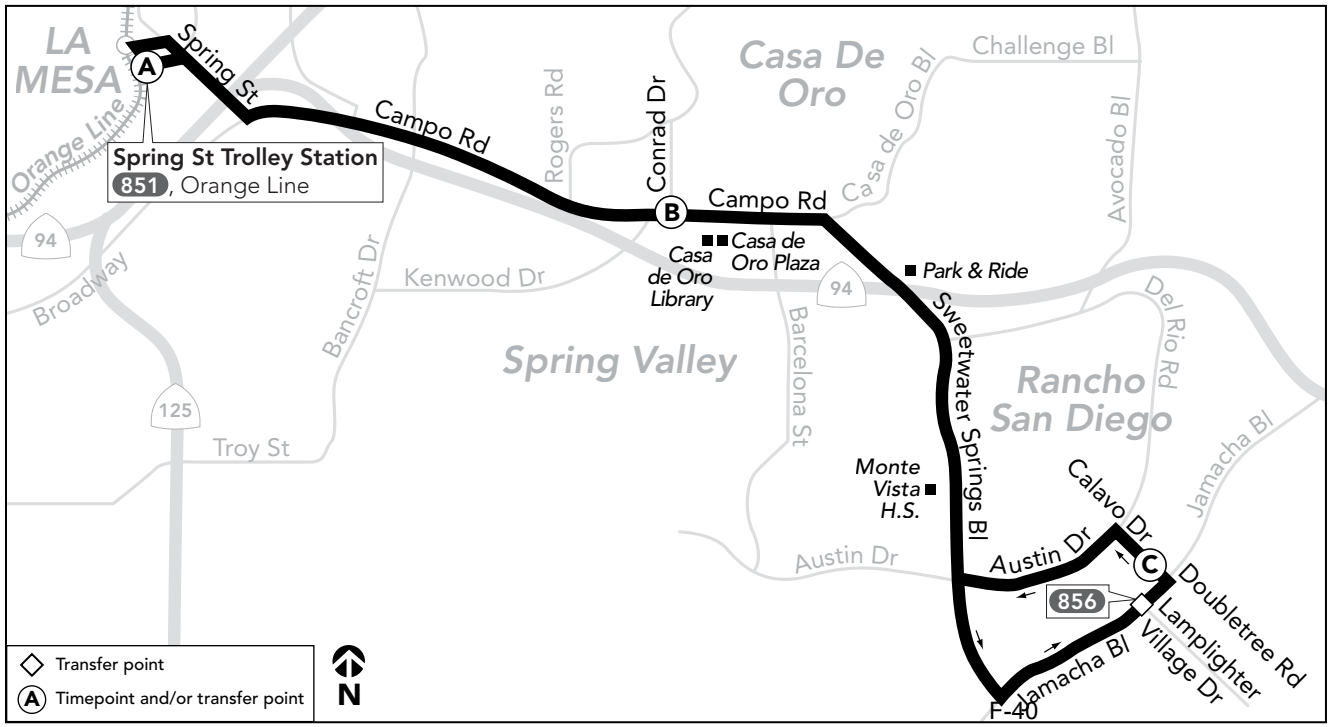
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Effective SEPTEMBER 1, 2019

Att. B;

855

Spring St. Trolley – Rancho San Diego

via Campo Rd.

DESTINATIONS
- Campo Road
- Casa de Oro Plaza
- Monte Vista High School
- Sweetwater Springs Bl.

TROLLEY CONNECTIONS
- Spring St.

09/19

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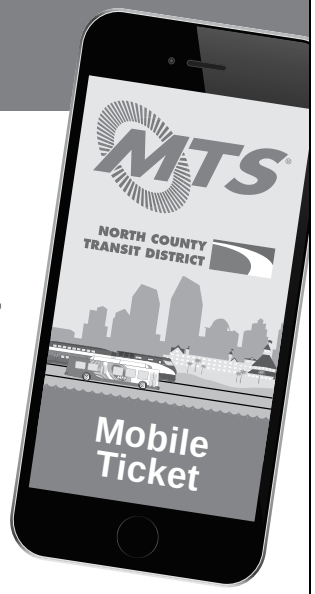
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Route 855 – Monday through Friday / *lunes a viernes*

Spring St. Trolley ➡ Rancho San Diego

Ⓐ Spring St. Trolley Station **DEPART**	Ⓑ Campo Rd. & Conrad Dr.	Ⓒ Calavo/Doubletree & Jamacha Bl. **ARRIVE**
6:04a	6:12a	6:24a
6:34	6:42	6:54
7:04	7:13	7:26
7:34	7:43	7:56
8:03	8:12	8:25
8:33	8:41	8:52
9:03	9:11	9:22
9:33	9:41	9:52
10:03	10:11	10:22
10:33	10:41	10:52
11:03	11:11	11:22
11:33	11:41	11:52
12:03p	**12:11p**	**12:24p**
12:33	**12:41**	**12:54**
1:03	**1:11**	**1:24**
1:33	**1:41**	**1:54**
2:03	**2:12**	**2:26**
2:33	**2:42**	**2:56**
3:03	**3:12**	**3:26**
3:33	**3:42**	**3:56**
4:03	**4:12**	**4:26**
4:34	**4:43**	**4:57**
5:04	**5:13**	**5:27**
5:34	**5:43**	**5:57**
6:04	**6:12**	**6:24**
6:34	**6:42**	**6:54**
7:34	**7:42**	**7:54**
8:35	**8:43**	**8:53**
9:35	**9:43**	**9:53**
10:35	**10:42**	**10:51**

Rancho San Diego ➡ Spring St. Trolley

Ⓒ Calavo/Doubletree & Jamacha Bl. **DEPART**	Ⓑ Campo Rd. & Conrad Dr.	Ⓐ Spring St. Trolley Station **ARRIVE**
5:02a	5:11a	5:19a
5:32	5:41	5:49
6:00	6:10	6:19
6:31	6:41	6:50
7:04	7:15	7:25
7:34	7:45	7:55
8:04	8:15	8:25
8:31	8:41	8:50
9:01	9:11	9:20
9:31	9:41	9:50
10:01	10:11	10:20
10:31	10:41	10:50
11:01	11:11	11:20
11:31	11:41	11:50
12:01p	**12:11p**	**12:20p**
12:31	**12:41**	**12:50**
1:01	**1:11**	**1:20**
1:36	**1:46**	**1:55**
2:03	**2:14**	**2:25**
2:33	**2:44**	**2:55**
3:03	**3:14**	**3:25**
3:33	**3:44**	**3:55**
4:03	**4:14**	**4:25**
4:33	**4:44**	**4:55**
5:05	**5:15**	**5:25**
5:35	**5:45**	**5:55**
6:05	**6:15**	**6:25**
7:00	**7:10**	**7:20**
8:01	**8:10**	**8:19**
9:01	**9:10**	**9:19**

Route 855 – Saturday / *sábado*

Spring St. Trolley ➡ Rancho San Diego

Ⓐ Spring St. Trolley Station **DEPART**	Ⓑ Campo Rd. & Conrad Dr.	Ⓒ Calavo/Doubletree & Jamacha Bl. **ARRIVE**
7:05a	7:13a	7:23a
8:05	8:13	8:23
9:03	9:11	9:23
10:03	10:11	10:23
11:03	11:11	11:23
12:03p	**12:11p**	**12:23p**
1:03	**1:11**	**1:23**
2:03	**2:11**	**2:23**
3:03	**3:11**	**3:23**
4:03	**4:11**	**4:23**
5:03	**5:11**	**5:23**
6:03	**6:11**	**6:23**
7:05	**7:13**	**7:23**
8:05	**8:13**	**8:23**
9:05	**9:13**	**9:23**

Rancho San Diego ➡ Spring St. Trolley

Ⓒ Calavo/Doubletree & Jamacha Bl. **DEPART**	Ⓑ Campo Rd. & Conrad Dr.	Ⓐ Spring St. Trolley Station **ARRIVE**
6:32a	6:41a	6:49a
7:32	7:41	7:49
8:32	8:41	8:49
9:31	9:41	9:50
10:31	10:41	10:50
11:31	11:41	11:50
12:31p	**12:41p**	**12:50p**
1:31	**1:41**	**1:50**
2:31	**2:41**	**2:50**
3:31	**3:41**	**3:50**
4:31	**4:41**	**4:50**
5:32	**5:41**	**5:49**
6:32	**6:41**	**6:49**
7:32	**7:41**	**7:49**
8:32	**8:41**	**8:49**

Route 855 – Sunday / *domingo*

Spring St. Trolley ➡ Rancho San Diego

Ⓐ Spring St. Trolley Station **DEPART**	Ⓑ Campo Rd. & Conrad Dr.	Ⓒ Calavo/Doubletree & Jamacha Bl. **ARRIVE**
8:05a	8:13a	8:23a
9:03	9:11	9:23
10:03	10:11	10:23
11:03	11:11	11:23
12:03p	**12:11p**	**12:23p**
1:03	**1:11**	**1:23**
2:03	**2:11**	**2:23**
3:03	**3:11**	**3:23**
4:03	**4:11**	**4:23**
5:03	**5:11**	**5:23**
6:03	**6:11**	**6:23**

Rancho San Diego ➡ Spring St. Trolley

Ⓒ Calavo/Doubletree & Jamacha Bl. **DEPART**	Ⓑ Campo Rd. & Conrad Dr.	Ⓐ Spring St. Trolley Station **ARRIVE**
7:32a	7:41a	7:49a
8:32	8:41	8:49
9:31	9:41	9:50
10:31	10:41	10:50
11:31	11:41	11:50
12:31p	**12:41p**	**12:50p**
1:31	**1:41**	**1:50**
2:31	**2:41**	**2:50**
3:31	**3:41**	**3:50**
4:31	**4:41**	**4:50**
5:32	**5:41**	**5:49**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

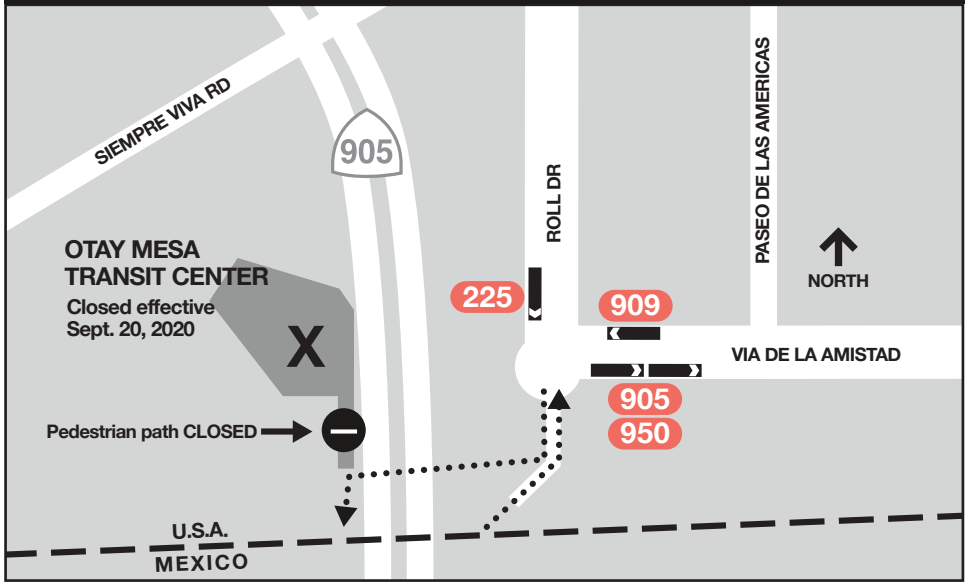
945	Route 945A service suspension continues until further notice. (No new timetable.)
950	**SEE MAP BELOW.** Otay Mesa Transit Center is closing for construction for approximately one year. Route 950 at Otay Mesa will be relocated to the east side of the 905 freeway, along eastbound Via de la Amistad. There will be associated route and schedule revisions, as shown in the new timetable.

OTAY MESA TRANSIT CENTER TEMPORARY CLOSURE

The Otay Mesa Transit Center will close for approximately one year for the construction of a new pedestrian ramp, which will greatly improve the connection for MTS riders from the port-of-entry to the transit center.

- During construction, all bus routes will relocate to the **east side** of the freeway to temporary stops on Via de la Amistad and Roll Drive.
- Pedestrians crossing the border northbound should stay on the east side of the freeway and walk directly north to Via de la Amistad/Roll Drive.
- Pedestrians accessing locations **west** of the freeway should use MTS Route 905 or walk via Siempre Viva Road. The pedestrian walkway between the transit center and the southbound border crossing is closed during construction. All access to Otay Mesa is only via Roll Drive.

Temporary Bus Stops



THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1466. The Metropolitan Transit System operators adhere to a nondiscrimination policy with regard to both services and facilities. MTS assures that no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any agency program or activity. To request additional information on MTS' nondiscrimination obligations or to file a complaint against MTS, please write to MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 or log on to **sdmts.com.**

945	La suspensión del servicio de la Ruta 945A continúa hasta nuevo aviso. (Sin horario impreso nuevo.)
950	**VEA MAPA ABAJO.** El Centro de Tránsito de Otay Mesa cerrará por construcción durante aproximadamente un año. La ruta 950 en Otay Mesa será reubicada al lado este de la autopista 905, a lo largo de la Via de la Amistad en dirección este. Habrá revisiones de rutas y horas tal como se muestra en el nuevo horario.

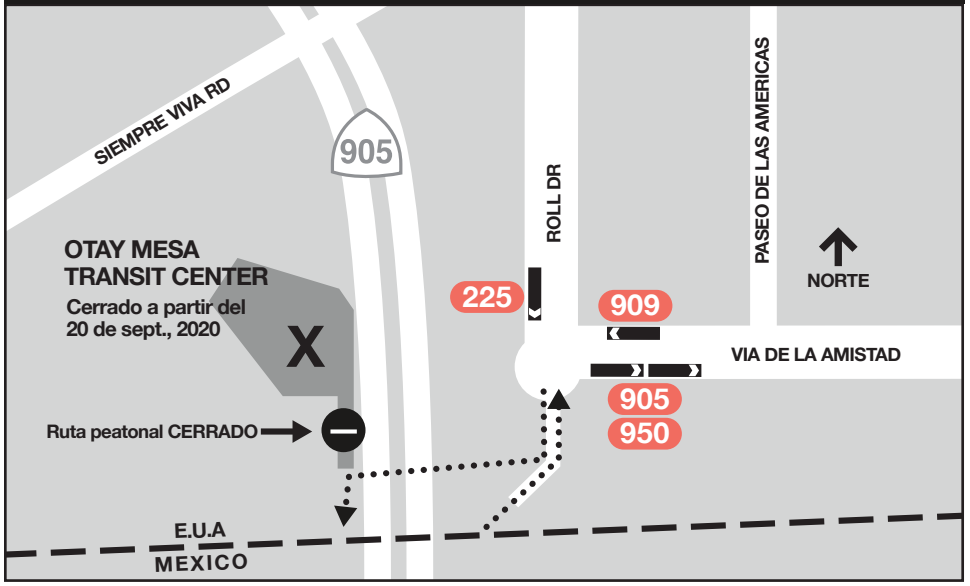
Att. B, Al 6, 05/06/2021

CIERRE TEMPORAL DEL CENTRO DE TRÁNSITO DE OTAY MESA

El Centro de Tránsito de Otay Mesa cerrará durante aproximadamente un año para la construcción de una nueva rampa para peatones, que mejorará en gran medida la conexión para los pasajeros de MTS desde el puerto de entrada al centro de tránsito.

- Durante la construcción, todas las rutas de autobús se trasladarán al **lado este** de la autopista a paradas temporales en Via de la Amistad y Roll Drive.
- Los peatones que cruzan la frontera en dirección norte deben permanecer en el lado este de la autopista y caminar directamente hacia el norte hasta Via de la Amistad / Roll Drive.
- Los peatones que se dirijan a lugares al **oeste** de la autopista deben usar la ruta MTS 905 o caminar por Siempre Viva Road. La vía peatonal entre el centro de tránsito y el cruce fronterizo en dirección sur estará cerrada durante la construcción. Todo acceso a Otay Mesa es solo a través de Roll Drive.

Paradas provisionales



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

Septiembre de 2020 Cambios en el servicio

September 2020 Service Changes

Tenga en cuenta los próximos cambios de las rutas de autobús de MTS que se harán efectivos el **domingo, 20 de septiembre de 2020**. Los nuevos horarios se indicarán en color rosa, del mismo color que este aviso.

Ruta	Descripción de los cambios
UC San Diego Blue Line	La frecuencia aumenta de cada 30 a cada 15 minutos de lunes a viernes entre las 9 p.m. y 11 p.m.
Orange Line	La frecuencia aumenta de cada 30 a cada 15 minutos los sábados entre las 7 a.m. y las 9 a.m.
Sycuan Green Line	La frecuencia aumenta de cada 30 a cada 15 minutos los domingos entre las 6:30 a.m. y las 7:30 a.m.
7	Los dos viajes adicionales en la tarde en dirección este desde City College hasta 54th St. están suspendidos hasta nuevo aviso.
14	Ajustes en el horario.
30	Ajustes en el horario para todos los dias.
120	Ajustes en el horario para todos los dias.
201/202	La frecuencia aumenta de cada 15 a cada 10 minutos entre semana y se reanuda el servicio nocturno.
225	**VEA MAPA INTERIOR.** El Centro de Tránsito de Otay Mesa cerrará por construcción durante aprox. un año. La ruta 225 en Otay Mesa será reubicada al lado este de la autopista 905 a lo largo de Roll Drive cerca de UETA. Habrá revisiones de rutas y horas tal como se muestra en el nuevo horario.
709	La suspensión del servicio de la ruta 709L continúa hasta nuevo aviso. (Sin horario impreso nuevo.)
712	La suspensión del servicio de la ruta 712L continúa hasta nuevo aviso. (Sin horario impreso nuevo.)
854	La suspensión del servicio de la ruta 854X continúa hasta nuevo aviso. (Sin horario impreso nuevo.)
905	**VEA MAPA INTERIOR.** El Centro de Tránsito de Otay Mesa cerrará por construcción durante aproximadamente un año. La ruta 905 en Otay Mesa será reubicada al lado este de la autopista 905, a lo largo de la Via de la Amistad en dirección este. Habrá revisiones de rutas y horas tal como se muestra en el nuevo horario.
909	**VEA MAPA INTERIOR.** El Centro de Tránsito de Otay Mesa se cerrará por construcción durante aproximadamente un año. La ruta 909 en Otay Mesa se trasladará al lado este de la autopista 905, a lo largo de la Via de la Amistad en dirección oeste, cerca de 7-11. Habrá revisiones de rutas y horas tal como se muestra en el nuevo horario.
933/934	La ruta cambiará a Calle 30 en lugar de Beyer Blvd. entre Iris Ave. y Del Sol Blvd. Se descontinuarán las paradas de la ruta 933/934 en Beyer Blvd.

Continúa dentro

Please note changes listed below to MTS services, effective **Sunday, September 20, 2020**. New timetables for the affected routes will be pink, matching the color of this notice.

Route	Description of Changes
UC San Diego Blue Line	Frequency increases from every 30 to every 15 minutes on weekdays between 9 p.m. and 11 p.m.
Orange Line	Frequency increases from every 30 to every 15 minutes on Saturdays between 7 a.m. and 9 a.m.
Sycuan Green Line	Frequency increases from every 30 to every 15 minutes on Sundays between 6:30 a.m. and 7:30 a.m.
7	The two extra eastbound afternoon trips from City College to 54th St. are suspended until further notice.
14	Schedule adjustments.
30	Schedule adjustments on all days.
120	Schedule adjustments on all days.
201/202	Frequency increases from every 15 to every 10 minutes on weekdays, and late night service resumes.
225	**SEE MAP INSIDE.** Otay Mesa Transit Center is closing for construction for approx. one year. Route 225 at Otay Mesa will be relocated to the east side of the 905 freeway along Roll Drive near UETA. There will be associated route and schedule revisions, as shown in the new timetable.
709	Route 709L service suspension continues until further notice. (No new timetable.)
712	Route 712L service suspension continues until further notice. (No new timetable.)
854	Route 854X service suspension continues until further notice. (No new timetable.)
905	**SEE MAP INSIDE.** Otay Mesa Transit Center is closing for construction for approximately one year. Route 905 at Otay Mesa will be relocated to the east side of the 905 freeway, along eastbound Via de la Amistad. There will be associated route and schedule revisions, as shown in the new timetable.
909	**SEE MAP INSIDE.** Otay Mesa Transit Center is closing for construction for approximately one year. Route 909 at Otay Mesa will be relocated to the east side of the 905 freeway, along westbound Via de la Amistad near 7-11. There will be associated route and schedule revisions, as shown in the new timetable.
933/934	Route change to 30th Street instead of Beyer Blvd. between Iris Ave. and Del Sol Blvd. Route 933/934 bus stops along Beyer Blvd. are discontinued.

Continued on inside

NOTICE

Post Until Att. B, AI 6, 05/07/21

Public Meetings for Input on Fare Change Proposals

MTS

NORTH COUNTY TRANSIT DISTRICT

SANDAG

The Metropolitan Transit System (MTS), North County Transit District (NCTD), and the San Diego Association of Governments (SANDAG) are proposing amendments to transit fares in 2021. If approved, these changes would take effect when the Compass Card system is replaced by the new regional PRONTO fare system in mid-2021. Two fare adjustment scenarios are under consideration and detailed in the table inside this Notice Both scenarios would:

- **Reduce one-way cash fares for Youth to align with the discounted Senior/Disabled/Medicare cash fares.**
- **Increase Adult one-way cash fares on most bus and light rail services from $2.50 to $2.75.**
- **Include "best-fare" capabilities for 1-day and Monthly passes (except NCTD COASTER) and eliminate the 30-day pass (see "How will PRONTO work" inset below).**
- **Increase MTS Access and NCTD LIFT fares from $5.00 to $5.50.**

Scenario B includes small increases to monthly products. Proposed changes allow MTS and NCTD to offer "best-value" fares (see PRONTO insert). Three public meetings will be held to get public input. If approved by MTS, NCTD, and SANDAG boards, the new fares would be implemented after May 1, 2021.

How will PRONTO work? This new fare system will automatically give riders the best-possible fare. Riders who load money into their PRONTO account will have a one-way fare deducted from their balance each time they board a public transit vehicle (COASTER requires the pre-purchase of Day and Month Passes). A rider will never be charged more than the value of a Day Pass or Monthly Pass once they have deducted the value of those passes over the course of a day or month. Riders may still purchase a calendar month pass in advance if they choose. Riders will be able to load money in their account online, in the new PRONTO mobile app, on ticket machines at stations, at the Transit Store or Customer Service Centers, and at participating retail outlets. It happens instantly! Learn more at **ridePRONTO.com**

PUBLIC INFORMATION & INPUT MEETINGS

Due to Covid-19 safety precautions, these meetings will be held "virtually," with the public able to listen and provide input by computer or telephone. See below for information on how to participate.

- **Saturday, January 9, 2021, 10 a.m.**
- **Tuesday, January 12, 2021, 1 p.m.**
- **Wednesday, January 13, 2021, 6 p.m.**

Register for the public meetings and learn more at



sdmts.com/fare-change

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons needing assistance to participate. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request the materials in an alternate format and/or additional language(s), please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905. **Spanish language interpretation is also available;** to request interpretation services in other languages, please call (619) 699-1900 at least 72 hours prior to the meeting time.

OTHER INPUT/FEEDBACK METHODS

To submit your comments in writing:

- Mail to: SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101
- Email to: pio@sandag.org
- Comments on webform: sandag.org/fares

Comments must be received no later than March 1, 2021. After public input is received and analyzed, a final recommendation will be considered by the MTS, NCTD, and SANDAG Boards of Directors, at which time the public can also make comments.

AVISO

Reuniones Públicas para Comentarios Sobre Propuestas de Cambio a Tarifas

MTS
NORTH COUNTY TRANSIT DISTRICT
SANDAG

El Sistema de Transporte Metropolitano (MTS, por sus siglas en inglés), el North County Transit District (NCTD, por sus siglas en inglés) y la Asociación de Gobiernos de San Diego (SANDAG, por sus siglas en inglés) proponen cambios a las tarifas de transporte público en el 2021. De ser aprobadas, estos cambios entrarían en vigor cuando se reemplace el sistema de Tarjetas Compass por el nuevo sistema regional de tarifas PRONTO a mediados del 2021. Hay dos escenarios de cambio a las tarifas bajo consideración, los cuales se detallan en la tabla dentro de este Aviso. Ambos escenarios harían:

- **Reducir las tarifas en efectivo de viajes sencillos para Jóvenes para alinearlas con las tarifas en efectivo con descuento para Personas Mayores/ con Discapacidades/Medicare.**
- **Aumentar las tarifas en efectivo de viajes sencillos para Adultos en la mayoría de los servicios de autobús y Trolley de $2.50 a $2.75.**
- **Incluir capacidades de "mejor tarifa" para pases de 1 Día y Mensuales (excepto NCTD COASTER) y eliminar el pase de 30 días (consulte el recuadro "Cómo funcionará PRONTO" a continuación).**
- **Aumentar las tarifas de MTS Access y NCTD LIFT de $5.00 a $5.50**

El escenario B incluye pequeños aumentos a los productos mensuales. Los cambios propuestos permitirían a MTS y NCTD ofrecer tarifas de "mejor valor" (consulte el recuadro de PRONTO). Se realizarán tres reuniones públicas para obtener opiniones del público. Si las juntas de MTS, NCTD, y SANDAG lo aprueban, las nuevas tarifas se implementarían después del 1 de mayo de 2021.

¿Cómo funcionará PRONTO? Este nuevo sistema de tarifas ofrecerá automáticamente a los pasajeros la mejor tarifa posible. A los pasajeros que carguen dinero en su cuenta PRONTO se les deducirá una tarifa de viaje sencillo de su saldo cada vez que aborden un vehículo de transporte público (COASTER requiere la compra anticipada de Pases de Día y Mes). Al pasajero nunca se le cobrará más que lo que cuesta un Pase de 1-Día o un Pase Mensual una vez que hayan pagado el valor de esos pases en el transcurso de un día o un mes. Los pasajeros aún pueden comprar un pase del mes por adelantado si así lo desean. Los pasajeros podrán cargar dinero en su cuenta en línea, en la nueva aplicación móvil PRONTO, en las máquinas expendedoras de boletos en estaciones, en la tienda Transit Store o en los Centros de Servicio al Cliente, y en los puntos de venta participantes. ¡Los fondos se cargan instantáneamente! Obtenga más información en **ridePRONTO.com**

REUNIONES INFORMATIVAS Y DE COMENTARIOS PUBLICOS

Debido a las precauciones de seguridad por COVID-19, estas reuniones se llevarán a cabo "virtualmente," y el público podrá escuchar y brindar información por computadora o por teléfono. Vea a continuación detalles de cómo participar.

- **Sábado, 9 de enero de 2021, 10 a.m.**
- **Martes, 12 de enero de 2021, 1 p.m.**
- **Miércoles, 13 de enero de 2021, 6 p.m.**

Regístrese para las reuniones públicas y obtenga más información en **sdmts.com/fare-change**



Para cumplir con la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), SANDAG acomodará a personas que necesiten ayuda para participar. Si requiere dicha asistencia, comuníquese con SANDAG al (619) 699-1900 al menos 72 horas antes de la reunión. Para solicitar los materiales en un formato alternativo y/o en otros idiomas, llame al (619) 699-1900, (619) 699-1904 (TTY) o envíe un fax al (619) 699-1905. **Servicios de interpretación en español también serán disponibles.** Para solicitar servicios de interpretación en otros idiomas, llame al (619) 699-1900 al menos 72 horas antes de la hora de la reunión.

OTRAS MANERAS DE DAR SU OPINION Y COMENTARIOS

Para enviar sus comentarios por escrito:

- Envíe su correo a SANDAG PIO, 401 B Street, Suite 800, San Diego, CA 92101
- Envíe un correo electrónico a: pio@sandag.org
- Comentarios en línea: sandag.org/fares

Los comentarios deben recibirse a más tardar el 1 de marzo del 2021. Después de recibir y analizar las opiniones del público, las juntas directivas de MTS, NCTD, y SANDAG considerarán una recomendación final, momento en el que el público también puede hacer comentarios.

PROPOSED FARE CHANGES

"**REGULAR SERVICES**" are the normal-fare, fixed-route bus and rail services most riders use on a daily basis. These include most MTS bus routes (including Rapid), MTS Trolley, NCTD BREEZE, and NCTD SPRINTER.

"REGULAR SERVICES" exclude: MTS *Rapid* Express, MTS Rural, MTS Access, NCTD COASTER, NCTD FLEX, and NCTD LIFT.

SDM = Discounted fare for **Seniors** (65+), qualifying **Disabled** individuals, and **Medicare** recipients.

PROPUESTOS CAMBIOS A LAS TARIFAS

Los **"SERVICIOS REGULARES"** son los servicios de autobús y tren de ruta fija con tarifas normales que la mayoría de los pasajeros utilizan a diario. Estos incluyen la mayoría de las rutas de autobús de MTS (incluyendo Rapid), Trolley de MTS, NCTD BREEZE y NCTD SPRINTER.

Los **"SERVICIOS REGULARES" excluyen**: MTS *Rapid* Express, MTS Rural, MTS Access, NCTD COASTER, NCTD FLEX y NCTD LIFT.

SDM = Tarifa con descuento para **Personas Mayores** (65+), Personas con **Discapacidades** que califiquen y beneficiarios de **Medicare**.

Fare/Pass *Tarifa/Producto*	**Service** *Servicio*	**Rider Type** *Tipo de Pasajero*	**Current** *Actual*	**SCENARIO A** *ESCENARIO A*	**SCENARIO B** *ESCENARIO B*
One-Way Cash Fare *Tarifas en Efectivo de Viaje Sencillo*	Regular Services *Servicios Regulares*	Adult / *Adulto*	$2.50	$2.75	$2.75
		Youth / *Jóvenes*	$2.50	$1.25	$1.25
		SDM	$1.25	No Change / *Sin cambios*	No Change / *Sin cambios*
	MTS *Rapid* Express (Routes/*Rutas* 280 & 290) NCTD FLEX	Adult / *Adulto*	$5.00	No Change / *Sin cambios*	No Change / *Sin cambios*
		Youth / *Jóvenes*	$5.00	$2.50	$2.50
		SDM	$2.50	No Change / *Sin cambios*	No Change / *Sin cambios*
	MTS Rural (Routes/*Rutas* 888, 891, 892, 894)	Adult / *Adulto*	$8.00	No Change / *Sin cambios*	No Change / *Sin cambios*
		Youth / *Jóvenes*	$8.00	$4.00	$4.00
		SDM	$4.00	No Change / *Sin cambios*	No Change / *Sin cambios*
	NCTD COASTER	Adult / *Adulto*	$5.00 - $6.50	No Change / *Sin cambios*	No Change / *Sin cambios*
		Youth / *Jóvenes,* SDM	$2.50 - $3.25	No Change / *Sin cambios*	No Change / *Sin cambios*
	MTS Access, NCTD LIFT	ADA	$5.00	$5.50	$5.50
Regional 1-Day Pass *Pase 1-Día Regional*	Regular Services *Servicios Regulares*	Adult / *Adulto*	$6.00	Add **Best Fare** of $6.00 per day / *Se agrega un Límite de Tarifa de $6.00 por día*	
		Youth / *Jóvenes,* SDM	$3.00	Add **Best Fare** of $3.00 per day / *Se agrega un Límite de Tarifa de $3.00 por día*	
Premium Regional 1-Day Pass / *Pase 1-Día*	Regular Services, plus MTS Rapid Express and NCTD FLEX (except FLEX 372), plus MTS Rural	Adult / *Adulto*	$12.00	Add **Best Fare** of $12.00 per day / *Se agrega un Límite de Tarifa de $12.00 por día*	
		Youth / *Jóvenes,* SDM	$6.00	Add **Best Fare** of $6.00 per day / *Se agrega un Límite de Tarifa de $6.00 por día*	
COASTER 1-Day Pass / *Pase 1-Día*	Regular Services, plus MTS Rapid Express, MTS Rural, NCTD FLEX, and NCTD COASTER	Adult / *Adulto*	$15.00	No Change / *Sin cambios*	No Change / *Sin cambios*
		Youth / *Jóvenes,* SDM	$7.50	No Change / *Sin cambios*	No Change / *Sin cambios*
Regional 30-Day Pass / *Pase 30-Días*	Regular Services *Servicios Regulares*	Adult / *Adulto*	$72.00	Eliminate / *Eliminar*	Eliminate / *Eliminar*
		Youth / *Jóvenes,* SDM	$23.00	Eliminate / *Eliminar*	Eliminate / *Eliminar*
Regional Monthly Pass *Pase Mensual Regional*	Regular Services *Servicios Regulares*	Adult / *Adulto*	$72.00	Add **Best Fare** of $72 per Calendar Month / *Se agrega un Límite de Tarifa de $72 por mes de calendario*	Increase price to (and add **Best Fare** of) **$75** per Calendar Month / *Se aumenta el precio a (y se agrega un límite de tarifa de)* ***$75*** *por mes de calendario*
		Youth / *Jóvenes,* SDM	$23.00	Add **Best Fare** of $23 per Calendar Month / *Se agrega un Límite de Tarifa de $23 por mes de calendario*	Increase price to (and add **Best Fare** of) **$24** per Calendar Month / *Se aumenta el precio a (y se agrega un límite de tarifa de)* ***$24*** *por mes de calendario*
Premium 30-Day Pass / *Pase 30-Días*	Regular Services, plus MTS *Rapid* Express and NCTD FLEX (except FLEX 372)	Adult / *Adulto*	$100.00	Eliminate / *Eliminar*	Eliminate / *Eliminar*
		Youth / *Jóvenes,* SDM	$32.00	Eliminate / *Eliminar*	Eliminate / *Eliminar*
Premium Monthly Pass *Pase Mensual Premium*	Regular Services, plus MTS *Rapid* Express and NCTD FLEX (except FLEX 372), plus MTS Rural	Adult / *Adulto*	$100.00	Add **Best Fare** of $100 per Calendar Month / *Se agrega un Límite de Tarifa de $100 por mes de calendario*	
		Youth / *Jóvenes,* SDM	$32.00	Add **Best Fare** of $32 per Calendar Month / *Se agrega un Límite de Tarifa de $32 por mes de calendario*	
COASTER 30-Day Pass / *Pase 30-Días*	Regular Services, plus MTS *Rapid* Express, MTS Rural, NCTD FLEX, and NCTD COASTER	Adult / *Adulto*	$140 - $182	Eliminate / *Eliminar*	Eliminate / *Eliminar*
		Youth / *Jóvenes,* SDM	$58.00	Eliminate / *Eliminar*	Eliminate / *Eliminar*
COASTER Monthly Pass / *Pase Mensual*	Regular Services, plus MTS *Rapid* Express, MTS Rural, NCTD FLEX, and NCTD COASTER	Adult / *Adulto*	$140 - $182	No Change / *Sin cambios*	No Change / *Sin cambios*
		Youth / *Jóvenes,* SDM	$58.00	No Change / *Sin cambios*	No Change / *Sin cambios*

MTS Att. B, AI 6, 05/06/2021



FARE POLICY

Always purchase a fare before riding!
Fares are required to ride MTS Trolleys and buses, and help MTS keep service levels high.

Adult/Youth One-way Fare	**$2.50**
Senior/Disabled/Medicare One-way Fare	**$1.25**
Adult Day Pass	**$6.00**
Senior/Disabled/Medicare/Youth Day Pass	**$3.00**

Effective September 1, 2020

If you receive a citation for riding without a fare, there are new ways to clear your ticket:

- If you have proof of a fare (*example: forgot it at home*) or that the ticket machine was broken, you may appeal your citation within 15 days to avoid any penalty.
- Complete 3 hours of community service or pay a $25 fine within 120 days.
- If your ticket is not cleared within 120 days, it will be sent to San Diego Superior Court for processing. Fines due to court costs may be $177.50 or more.

FOR MORE INFORMATION:
sdmts.com/fare-diversion
619-595-5636

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Att. B, AI 6, 05/06/2021

Política de Tarifas

¡Compre siempre una tarifa antes de abordar!
Se requiere una tarifa para viajar a bordo de autobuses y Trolleys de MTS, y así ayudar a mantener un alto nivel de servicio.

Tarifa de Viaje Sencillo para Adulto/Jóvenes	**$2.50**
Tarifa de Viaje Sencillo para Personas Mayores, con Discapacidades/Medicare	**$1.25**
Pase de 1 Día para Adulto	**$6.00**
Pase de 1 Día para Personas Mayores, con Discapacidades/Medicare y Jóvenes	**$3.00**

A partir del 1ro de septiembre del 2020

Si recibe una multa por viajar sin tarifa, hay nuevas formas de solucionar su infracción:

- Si puede demonstrar que contaba con una tarifa (*por ejemplo: si la olvidó en casa*) o que la máquina expendedora de boletos no servía, tiene 15 días para apelar su infracción para evitar cualquier penalidad.
- Cumpla con 3 horas de servicio comunitario, o pague una multa de $25 a MTS dentro de 120 días.
- Si su infracción no es pagada o solucionada dentro de los 120 días, será enviada a la Corte Superior de San Diego para su procesamiento. Las multas por costos judiciales pueden ser de $177.50 o más.

PARA MÁS INFORMACIÓN:
sdmts.com/fare-diversion
619-595-5636

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APPENDIX H

MTS Policies and Procedures No. 42

Metropolitan Transit System

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

Policies and Procedures No. 42

Board Approval: 9/15/16

SUBJECT:

TRANSIT SERVICE EVALUATION AND ADJUSTMENT

PURPOSE:

To establish:

(1) a process for evaluating and adjusting existing transit services to improve performance; and

(2) procedures for implementing service changes.

BACKGROUND:

On June 23, 2005, the MTS Board of Directors approved the following vision for MTS services.

A Vision for MTS Services

- Develop a **Customer-Focused** System: Provide services that reflect the travel needs and priorities of our customers.
- Develop a **Competitive** System: Provide services that are competitive with other travel options by meeting market segment expectations.
- Develop an **Integrated** System: Develop transit services as part of an integrated network rather than a collection of individual routes.
- Develop a **Sustainable** System: Provide appropriate types and levels of service that are consistent with market demands and are maintainable under current financial conditions.

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.

This policy establishes a process for evaluating existing transit services based on these vision statements. In addition, the policy outlines procedures for implementing minor and major service adjustments.

POLICY:

42.1 Categories of Transit Service

To ensure that transit services are evaluated against other similar services, routes are designated into eight service categories based on route characteristics. These categories include: Premium Express, Express, Light Rail, Urban Frequent, Urban Standard, Circulator, Rural, and Demand-Responsive, as defined below. These categories also ensure that fares are consistent with the type and characteristics of the service. Attachment A specifies the services within each category.

Fixed-Route Services

Premium Express – High-speed, point-to-point service geared towards commute markets. Service provided during weekday peak periods only and scheduled to meet primary work shift times. May use over-the-road coaches for maximum comfort and highway operations.

Express – High-speed service geared toward linking major subregional residential, employment, and activity centers. Service is generally provided throughout the weekday and possibly on weekends. Operates primarily on highways and major arterials.

Light Rail – High-frequency service (15 minutes or better during the base weekday) operating on exclusive railroad right-of-way. Serves multiple trip purposes and generally experiences high turnover along the line.

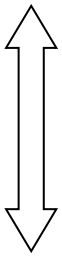
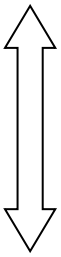
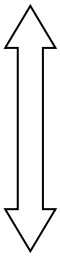
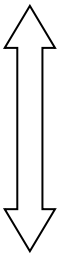
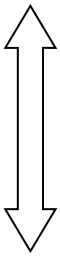
Rapid – High-frequency bus service (15 minutes or better during the base weekday) operating in a combination of HOV lanes, mixed-traffic lanes, and/or exclusive right-of-way. Serves multiple trip purposes and generally experiences high turnover along the line. Offers Traffic Signal Priority, enhanced station stops, and “Rapid” or other distinct branding. Service is subsidized by TransNet.

Urban Frequent – High-frequency service (15 minutes or better during the base weekday) primarily operated along major arterials in denser urban areas. Serves multiple trip purposes and generally experiences high turnover along the route. May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).

Urban Standard – Basic transit service with base weekday frequencies generally between 30 and 60 minutes. Operates in less dense urban and suburban areas. Serves multiple trip purposes and provides access to all stops.

Circulator – Neighborhood feeder/distributor to transfer stations or shuttle service to local destinations. Operates on arterials and local streets to provide access to residences, businesses, activity, and transfer centers.

Figure 1
Characteristics of Fixed-Route Services

	Trip Distance	Speed	Stop Spacing	Streamlined Routing	Fares
	Longer	*Faster*	*Greater*	*More*	*Higher*
Premium Express Express Light Rail Rapid Bus Urban Frequent Urban Standard Circulator					
	Shorter	*Slower*	*Lesser*	*Less*	*Lower*

Specialized Services

Rural – Lifeline service that provides a link between rural communities and the San Diego urban core. Very limited service levels; generally a few round-trips operating a few days per week given limited demand.

Demand-Responsive - Paratransit services that complement fixed-route services in accordance with the Americans with Disabilities Act (ADA), as well as services that provide transit access to areas difficult to serve by conventional fixed-routes (e.g., due to terrain, discontinuous street patterns, and extremely low densities).

42.2 Performance Indicators

The following performance indicators, summarized in Figure 2, ensure that the service evaluation is consistent with the vision statements established for MTS services.

Figure 2
Transit Service Performance Indicators

CUSTOMER FOCUSED / COMPETITIVE									INTEGRATED			SUSTAINABLE							
PRODUCTIVITY				QUALITY					CONNECTIVITY			RESOURCES			EFFICIENCY				
Total Passengers	Average Weekday Passengers	Passengers/Revenue Hour	**Passengers/In Service Hour**	Passenger Load Factor	On-Time Performance	Mean Distance between Failures	Accidents/100,000 Miles	Comments/100,000 Passengers	Route Headway	Span of Service Consistency	Service Availability	In-Service Miles	In-Service Hours	Peak Vehicle Requirement	In-Service Speeds	In-Service/Total Miles	In-Service/Total Hours	Farebox Recovery Ratio	**Subsidy/Passenger**

Bold – Key indicators used for ranking route performance.

Total Passengers – Total number of unlinked boardings.

Average Weekday Passengers – Average of weekday unlinked boardings excluding abnormal weekday boardings due to unusual circumstances, such as inclement weather, special events, and other unusual impacts to daily ridership levels.

Passengers per Revenue Hour – Total number of unlinked boardings divided by the sum of in-service and layover (including recovery) hours. Does not include pull and deadhead hours. Consistent with National Transit Database (NTD) definitions, this indicator is generally used to compare the productivity of MTS services with other agencies.

Passengers per In Service Hour – Total number of unlinked boardings divided by in-service hours. Does not include layover, recovery, pull, and deadhead hours. This indicator is a more accurate measure of service performance because it only includes scheduled hours available for loading, unloading, and transporting passengers.

Passenger Load Factor – Percent of trips exceeding the passenger load target.

On-Time Performance – Percent of service that is within zero minutes zero seconds (00m:00s) early and four minutes fifty nine seconds (04m:59s) late.

Mean Distance between Failures – Average distance (measured in total miles) between major mechanical failures.

Accidents per 100,000 Miles – Average number of collision accidents (preventable and nonpreventable) for every 100,000 miles operated (measured in total miles).

Comments per 100,000 Passengers – Average number of passenger comments for every 100,000 unlinked boardings.

Route Headway – Base weekday frequency of route.

Span of Service Consistency – Indication of consistency in service span for route groups that experience high levels of transfers between the services.

Service Availability – A general measure of the geographic distribution of service within the MTS service area.

In Service Miles – Scheduled miles of service available for loading, unloading, and transporting passengers (measured as scheduled miles between departure from the first stop and arrival to the last stop of a trip).

In-Service Hours – Scheduled hours of service available for loading, unloading, and transporting passengers (measured as scheduled hours between departure from the first stop and arrival to the last stop of a trip).

Peak Vehicle Requirement – Maximum number of vehicles available to provide scheduled service during the heaviest service period of the week.

In-Service Speed – Average scheduled speed of transit service between departure from the first stop and arrival to the last stop of a trip.

In-Service Miles/Total Miles – Percent of total miles operated that are attributed to service available for loading, unloading, and transporting passengers.

In-Service Hours/Total Hours – Percent of total hours operated that are attributed to service available for loading, unloading, and transporting passengers.

Farebox Recovery Ratio – Percent of total operating cost recovered through fare revenue.

Subsidy/Passenger – The amount of public subsidy required to provide service for each unlinked boarding (measured as total operating cost minus fare revenue divided by total passengers).

42.3 Performance Targets

Performance targets represent aggressive yet realistic service expectations based on service design, route characteristics, and operating environments. In addition to setting service expectations, targets are also used to flag and evaluate negative impacts that may occur when balancing an improvement in one aspect of performance at the expense of another aspect. Therefore, using targets ensures that service is designed to achieve the overall goals of the system through a balanced approach.

To ensure that targets are stable, yet reflect changes to market and operating conditions, they will be reviewed and adjusted, if needed, on a three-year basis. In addition to evaluating performance indicators against their targets, tracking the performance trend of each indicator will help ensure that no aspect of performance is unduly impacted over time as a result of overemphasizing other performance priorities. Attachment B presents the performance targets for each indicator.

42.4 Performance-Monitoring Process

Annual Service Evaluation - The MTS operating budget is adopted annually by the Board of Directors prior to the start of the fiscal year (July 1). This budget is developed around initial assumptions of service levels to be provided in the upcoming year, including anticipated service changes as well as expected performance in achieving the vision for MTS services.

The annual service evaluation will be conducted at the conclusion of each fiscal year to compare actual performance of the system with the targets outlined in Attachment B and to identify opportunities for adjustments and improvements based on this analysis.

Key indicators for flagging low-performing routes are passengers per revenue hour and subsidy per passenger. Routes on the bottom quartile of each route group for both of these indicators will be identified for further analysis on a segment basis (temporal and geographic) as well as closer look at other aspects of the route's performance.

Service Change Evaluation – The triannual service evaluation will be conducted at the conclusion of each regularly scheduled service change period. This evaluation will present initial results of service changes and provide an early indication of significant trends. The analysis also provides a basis for tracking the progress of performance throughout the year.

Attachment B identifies the key performance indicators that will be used for analysis during the triannual and annual service evaluations.

42.5 Service Changes

Changes to MTS bus and trolley services are implemented three times a year in the fall, winter, and summer. These regularly scheduled service changes provide an opportunity to: (1) improve the routing, operation, and schedules of the transit system consistent with service evaluation and customer comments, (2) implement changes as a result of service plans, including the implementation of new services, (3) optimize service according to the MTS service vision, and (4) adjust service levels according to budget constraints. Service changes can be classified into minor and major changes.

42.5a Minor Service Changes. Minor service changes generally include schedule adjustments for routes that are chronically late or to improve scheduling efficiencies or trip-level adjustments to address overcrowding and productivity improvements. Minor service changes can also include slight routing adjustments to serve a new trip generator, eliminate unproductive segments, or to streamline and optimize service.

Since minor service changes address service maintenance issues, it is important that they are implemented expeditiously. To streamline the process, these changes should not result in a significant impact to ridership. To ensure that impacts are minimized, minor service changes will not represent more than a 25 percent change in a route's weekly in service miles or hours. Therefore, no action will be required of the MTS Board for approval and implementation of these changes, unless a Title VI report requires Board action as specified in Section 42.6.

42.5b Major Service Changes. Major service changes represent a change that is greater than 25 percent of a route's weekly in-service miles or hours. These changes are generally a result of in-depth research and analyses to address a significant change in a route's demand, operating environment, or performance. Changes may include significant route realignment, changes in scheduled headways, or subarea restructuring.

Although these changes are strategically designed to maximize public benefit and minimize negative impacts, they often result in tradeoffs or reduction in benefits for some riders. Due to the significance and potential negative impacts, approval of these changes is contingent on a properly noticed public hearing.

42.5c New Service Implementation. All new services will be implemented on a trial basis for one year. New service can include new routes, increased frequency during a significant part of the service day, new days of operation, or a significant route extension. These services should perform to equal or better than the system average for passenger per revenue hour and subsidy per passenger within the first year of operation. For a new service to be continued beyond 12 months, a Title VI analysis must be completed and presented to the MTS Board of Directors, which must take action to approve the new service as regular service.

42.6 Title VI

MTS is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. This includes the planning and scheduling of routes and services.

42.6a Analysis: Except as provided in Section 42.5c, any of the following changes would require that a Title VI analysis be presented to the MTS Board of Directors before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25% of a route's Directional Route Miles and more than 25% of the route's bus stops.

42.6b Disparate Impacts and Disproportionate Burdens: MTS' Title VI analysis for a Major Service Change will include a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change.

- A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change.
- A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. *For example, if the total MTS service area average is 20% "low-income," then a proposed service*

change that benefits a population that is 90% or greater "non-low-income" would be defined as a disproportionate burden. If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

42.6c Complaints: Persons alleging violations of Title VI by MTS would follow the procedures outlined in MTS Policy No. 48.

Attachments: A. Service Categories
B. FY 2016 – FY 2020 Performance Targets

Original Policy Accepted on 4/8/93.
Policy Revised on 12/8/94.
Policy Repealed and Readopted on 1/13/00.
Policy Revised on 10/26/00.
Policy Revised on 12/14/00.
Policy Revised on 4/25/02.
Policy Revised on 4/29/04.
Policy Revised on 6/14/07.
Policy Revised on 9/20/12.
Policy Revised on 6/20/13.
Policy Revised on 9/15/16.

Attachment A
Service Categories/Modes & Service Standards

Category/Mode	Routes (subject to change)	*On-Time Performance Standard*	*Headway Standard (base wkdy)*	*Vehicle Load Factor (Standard = No more than 20% of trips exceed factor)*
Premium Express – High-speed, point-to-point service geared toward commute markets. Service provided during weekday peak periods only and scheduled to meet primary work shift times. May use over-the-road coaches for maximum comfort and highway operations.	280, 290	90%	30 min.	1.0
Express – High-speed service geared toward linking major subregional residential, employment, and activity centers. Service is generally provided throughout the weekday and possibly on weekends. Operates primarily on highways and major arterials.	20, 50, 60, 110, 150, , 870, 950	90%	30 min.	1.5*
Light Rail – High-frequency service operating on exclusive railroad right-of-way. Serves multiple-trip purposes and generally experiences high turnover along the line.	Blue Line, Orange Line, Green Line, Silver Line	90%	15 min.	3.0
Rapid – High-frequency service primarily operated along major arterials in denser urban areas. Serves multiple-trip purposes and generally experiences high turnover along the route. May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).	201/202, 204, 215, 235, 237, 225 (future South Bay Rapid 225)	85%	15 min.	1.5*
Urban Frequent – High-frequency service primarily operated along major arterials in denser urban areas. Serves multiple-trip purposes and generally experiences high turnover along the route. May be operated as regular (all stops) or limited (stopping only at major transfer points and activity centers).	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 13, 30, 41, 44, 120, 701, 709, 712, 901, 906/907, 929, 932, 933/934, 955, 961, 992	85%	15 min.	1.5*
Urban Standard – Basic transit	4, 27, 28, 31, 35,	90%	30 min.	1.5*

service along major arterials througout the MTS service area. Operates in less dense urban and suburban areas. Serves multiple-trip purposes and provides access to all stops.	105, 115, 703, 704, 705, 707, 815, 816, 832, 833, 834, 848, 854, 855, 856, 864, 871/872, 874/875, 904, 905, 916/917, 921, 923, 928, 936, 944, 945, 962, 963, 967, 968			
Circulator – Neighborhood feeder/distributor to transfer stations or shuttle service to local destinations. Operates on arterials and local streets to provide access to residences, businesses, activity, and transfer centers.	14, 18, 25, 83, 84, 88, 851, 964, 965, 972, 973, 978, 979	90%	60 min.	1.5*
Rural – Lifeline service that provides a link between rural communities and the San Diego urban core. Very limited service levels; generally a few round-trips operating a few days per week given limited demand.	888, 891, 892, 894	No specific goal	No specific goal	No specific goal
Demand-Responsive - Paratransit services that complement fixed-route services in accordance with the Americans with Disabilities Act (ADA) as well as services that provide transit access to areas difficult to serve by conventional fixed-routes (e.g., due to terrain, discontinuous street patterns, and extremely low densities).	MTS Access (ADA Paratransit)	No specific goal	n/a	No specific goal

*Load standard is 1.0 for routes operated with a minibus

Attachment B
FY 2016 – FY 2020 Performance Targets

Performance Indicator			Level of Analysis	Freq	Target
CUSTOMER FOCUSED/COMPETITIVE	PRODUCTIVITY	Total Passengers	**Sys**, Cat, Rt	A,Q	• Year-over-year improvement by route, category, and system
		Average Weekday Passengers	**Sys**, Cat, Rt	A, Q	• Year-over-year improvement by route, category, and system
		Passengers/Revenue Hour	Sys, **Cat,** Rt	A, Q	• Improve route category average
		Passengers/In-Service Hour	Sys, **Cat,** Rt	A, Q	• Improve route category average
	QUALITY	Passenger Load Factor	**Rt**	A	• No more than 20% of trips exceed vehicle load factor
		On-Time Performance	Sys, **Cat**, Rt	A, Q	• 85% for Urban Frequent and Rapid, and 90% for all other route categories
		Mean Distance between Failures	**Op**	A	• Improve operator average
		Accidents/100,000 Miles	**Op**	A	• Improve operator average
		Comments/100,000 Passengers	**Op**	A	• Improve operator average
INTEGRATED	CONNECTIVITY	Route Headway	**Rt**	A, Q	• Meet the target headway in each route's classification.
		Span of Service Consistency	**Sys**	Q+	• Improve for routes that share common transfers
		Service Availability	**Sys**	Q+	• 80% of residents or jobs within ½ mile of a bus stop or rail station in urban areas. • 100% of suburban residences within 5 miles of a bus stop or rail station. • One return trip at least 2 days/week to destinations from rural villages
SUSTAINABLE	RESOURCES	In-Service Miles	**Op**	Q, A	• Not to exceed budget
		In-Service Hours	**Op**	Q, A	• Not to exceed budget
		Peak Vehicle Requirement	**Op**	Q, A	• Not to exceed budget
	EFFICIENCY	In-Service Speeds	**Op**	Q, A	• Improve operator average
		In-Service/Total Miles	**Op**	Q, A	• Improve operator average
		In-Service/Total Hours	**Op**	Q, A	• Improve operator average
		Farebox Recovery Ratio	Sys, **Cat**, Rt	A	• TDA requirement of 31.9 percent system wide for fixed-route (excluding regional routes that have a 20 percent requirement)
		Subsidy/Passenger	Sys, **Cat**, Rt	A	• Improve route category average

Level of Analysis: Sys=System, Op=Operator, Cat=Route Category Rt=Route; Frequency: A=Annually, Q=Quarterly/Triannually
+ Staff analysis/Not included in Board report. **BOLD** indicates analysis level for the target.

APPENDIX I

MTS TRANSIT AMENITIES POLICY

TRANSIT AMENITIES POLICY • 2018



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Subject: TRANSIT AMENITIES POLICY

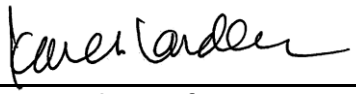
Effective Date: July 1, 2018

Promulgated this 1st day of July 2018.

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM



Paul Jablonski
Chief Executive Officer



Approved as to form:
General Counsel

1.0 Introduction

The Metropolitan Transit System (MTS) is the provider of public fixed-route bus and light rail transit services in the southern and eastern portions of San Diego County. MTS' area of jurisdiction is approximately 570 square miles of the urbanized areas of San Diego County as well as the rural parts of East County, 3240 total square miles, serving nearly 3 million people in San Diego County.

MTS can trace its roots back to 1886, when private companies began providing various rail transit services in San Diego. The current organization was created by the passage of California Senate Bill 101 and came into existence in January 1976 as the Metropolitan Transit Development Board (MTDB). In 2002, Senate Bill 1703 merged MTDB's long-range planning, financial programming, project development and construction functions into the regional metropolitan planning organization, the San Diego Association of Governments (SANDAG). In 2005, MTDB changed its name to MTS.

MTS directly or through private contractors operates 95 fixed bus routes, 4 light rail lines, and an Americans with Disabilities Act complementary paratransit service. All services are coordinated by MTS, which determines the routes, stops, frequencies and hours of operation. Light rail infrastructure includes 54 stations and 102.6 miles of rail. Various modes of bus routes are operated, including local, urban, express, Rapid, Rapid Express, and rural services.

Federal Transit Administration Circular FTA C 4702.1B requires that operators receiving federal financial assistance have policies ensuring the equitable distribution of vehicles and amenities as part of their compliance with Title VI of the Civil Rights Act of 1964.

This policy is established to ensure the equitable distribution of amenities across the MTS transit network. Details on amenities provided by mode follow below. It has been provided to MTS' outside contractors that install and maintain amenities.

This policy applies to amenities funded by or constructed by or at the direction of MTS. This policy does not limit or restrict outside parties from funding and constructing infrastructure improvements at or near MTS transit stations/stops for the benefit of MTS passengers.

2.0 Bus Stops

The installation of bus stop amenities is prioritized based on the number of passenger boardings at stops and stations along those routes. This prioritization can be adjusted by site constraints which may prevent installation of an amenity. MTS also works with local communities to ensure that installed amenities are an asset rather than nuisance, and may adjust siting and installations on a case-by-case basis accordingly.

2.1 Seating

MTS provides four types of seating at bus stops:

2.1.A Stand-alone benches: MTS maintains a contract with a vendor to install benches at bus stop locations, based on passenger volume or upon request. Space constraints on city sidewalks often limit the ability to install a bench. Some cities in MTS' service area install their own bus stop benches; While MTS works closely with the local jurisdictions, MTS does not have the ultimate authority over the placement, design, or location of these benches.

2.1.B Shelter benches: MTS maintains a contract with a vendor to install shelters and benches at bus stop locations. Typically a bench is installed at each shelter location, but MTS occasionally omits or removes the bench when working with local communities to resolve loitering issues, or to increase circulation and queuing space for passengers.

2.1.C Rapid/TransNet station benches: MTS maintains benches at Rapid and SuperLoop bus stops/stations with TransNet reimbursement for operating expenses.

2.1.D Transit Center benches: off-street transit centers maintained by MTS and shared with Trolley service have benches located at or near the bus stops for use by bus passengers.

Outside entities such as nearby institutions, cities, business improvement districts, and adjacent property owners sometimes install their own furniture at or near bus stops. MTS maintains some control of the immediate bus stop area for safety and ADA compliance, but the local jurisdiction has the ultimate authority over furniture placed within its right-of-way.

2.2 Shelters

MTS provides three kinds of shelters at its bus stops:

2.2.A Stand-alone shelters: MTS maintains a contract with a vendor to install shelters at bus stop locations, based primarily on passenger volume. MTS' current shelter design includes solar-powered lighting that does not require an external power source. MTS expects all older model shelters to be replaced by late 2018.

Potential locations require sufficient space for the shelter and suitable electrical conditions (sufficient lighting for solar generation, or a nearby power source and ability to ground the equipment). Space constraints on city sidewalks often limit

the ability to install a shelter. MTS offers two lengths of stand-alone shelters to accommodate smaller spaces where possible, or to provide more shelter area at busier stops, space permitting.

2.2.B Rapid/TransNet station shelters: MTS maintains shelters at Rapid and SuperLoop bus stops/stations with TransNet reimbursement for operating expenses.

2.2.C Transit Center shelters: off-street transit centers maintained by MTS and shared with Trolley service have shelters located at or near the bus stops for use by bus passengers.

Some cities in MTS' service area install their own bus stop shelters; While MTS works closely with the local jurisdictions, MTS does not have the ultimate authority over the placement, design, or location of these shelters.

Other outside entities, such as nearby institutions, business improvement districts, and adjacent property owners, sometimes install their own furniture at or near bus stops. MTS maintains some control of the immediate bus stop area for safety and ADA compliance, but the local jurisdiction has the ultimate authority over furniture placed within its right-of-way.

2.3 Passenger Information

2.3.A Static Displays

Each bus stop blade includes the following information: MTS logo, bus icon, list of routes serving the stop, and the individual stop number, allowing passengers to access stop-specific information on the internet or via smartphone. Blades installed at transit centers, major transfer points, and significant destinations include larger route decals with each route's destination also provided.

Bus stop pole displays showing the schedule for the route(s) serving the stop are installed at transit centers, major transfer points, significant destinations, and locations with high numbers of boardings.

Information kiosks are installed at off-street transit centers, selected busy on-street transfer locations, and along Broadway in Downtown San Diego. The information provided is customized to the location, but may include routes and destinations, fare information, local area maps, route maps, and "How to Ride" information.

Most shelters provided and serviced by MTS' vendor include an information panel for a schedule, route map, or other information, depending on the service and location.

2.3.B Electronic Displays

"Next-arrival" displays are provided at Rapid and SuperLoop bus stops/stations with TransNet reimbursement for operating expenses. These are installed as part

of the capital project, and maintained through the operating agreement with SANDAG.

Next-arrival signs were also installed in a few other transit center locations as part of a pilot to test the technology; the functionality of these signs is maintained to the extent possible, but the hardware is no longer supported and there are no plans to expand the program at this time.

2.4 Elevators/Escalators

2.4.A Elevators: Due to maintenance, security, and cleaning costs, elevators are only considered at locations where a fixed ramp could not meet Americans with Disabilities Act (ADA) requirements.

Currently, elevators are provided at only two bus stop locations (four platforms) apart from Trolley stations: the City Heights and Boulevard Transit Plazas in Mid-City San Diego. The elevators connect freeway level platforms with the surface street overpasses. Fixed ramps at these stations would not meet ADA requirements. Each of the two stations has two platforms, each with two elevators, for a total of eight elevators.

One other passenger facility with an MTS-owned elevator not also served by Trolley is the parking structure at the Sabre Springs/Peñasquitos Transit Station.

2.4.B Escalators: There are no escalators at any bus-only location.

2.5 Trash Receptacles

MTS provides or contracts for trash receptacles at the following bus stop locations:

2.5.A Transit centers served by both buses and Trolleys

2.5.B Rapid stations with TransNet reimbursement for operating expenses

2.5.C MTS-contracted bus shelter locations

At all other locations, trash receptacles (if provided) are installed, serviced, and controlled by an outside entity, typically a city, business improvement district, or adjacent property owner.

2.6 Restrooms

Passenger restrooms are available at a limited number of transit centers with rail service. These are covered in Section 3.6. MTS does not provide public or passenger restrooms at any bus-only facilities.

MTS provides secured restrooms for employees only at various bus route terminal locations. At some bus route terminals, MTS has an agreement with a nearby business to allow drivers (not passengers) to use their restroom.

2.7 Ticket Vending Machines

There are four bus stop locations with ticket vending machines (TVMs) apart from Trolley stations: the two terminals at San Diego International Airport, the Virginia Avenue Transit Center at the San Ysidro International Border, and (beginning in 2019) the new Otay Mesa Transit Center at the Otay Mesa International Border. These locations all have high volumes of cash riders and the TVMs are located on off-street sites in controlled right-of-way. A future MTS fare system, planned for 2021, could include the ability to place TVMs at more bus stops.

3.0 Rail Stations

Trolley station amenities, except where noted below, are generally standardized at all Trolley stations throughout the Trolley network. This standardization ensures equal distribution to all users, regardless of the location of the station. Quantities and siting of amenities are dependent on level of boardings and site-specific conditions.

3.1 Seating

MTS provides seating at all Trolley stations. Quantity and placement of benches is dependent on location, number of boardings, and station design and layout.

3.2 Shelters

MTS provides two kinds of shelters at its Trolley stations:

3.2.A Large canopies: Most Trolley stations have one large canopy, located on the platform with the most open area.

3.2.B Small canopies: Most Trolley stations have one or more small canopies, located on the narrower platform.

3.3 Passenger Information

3.3.A Static Displays: Each Trolley platform includes signage along its length indicating the station name, line of service, and terminal destination.

Information kiosks are installed on the platforms of all Trolley stations. The information provided includes Trolley schedules, fare information, local area maps, and “How to Ride” information. Bus transfer information is also included at busy transfer centers with bus service.

3.3.B Electronic Displays: “Next-arrival” displays are provided above all Trolley platforms. These indicate the line of service and the estimated time of arrival for subsequent trains.

3.4 Elevators/Escalators

3.4.A Elevators: Provided only at locations where a fixed ramp could not meet Americans with Disabilities Act (ADA) requirements. Currently, MTS provides and maintains elevators at the following Trolley stations: Fashion Valley Transit Center, Stadium, Grantville Transit Center, SDSU Transit Center, and Grossmont Transit Center.

3.4.B Escalators: The only MTS stop/station with escalators is the SDSU Transit Center, where peak volumes would exceed the capacity of the elevators. No other escalators are planned for the system at this time.

3.5 Trash Receptacles

MTS installs and services trash receptacles at all Trolley stations.

3.6 Restrooms

Four locations have MTS-owned restrooms available for passenger use: 12th & Imperial Transit Center, Old Town Transit Center, E Street Transit Center, and El Cajon Transit Center. All four locations have an outside vendor that maintains the restroom and controls access. Restroom hours correspond with the vendor's business hours. Other bus stops have nearby restrooms that can be used by passengers, but MTS does not reimburse the owner nor have any control over access.

3.7 Ticket Vending Machines

At least two ticket vending machines are provided at every Trolley station. Each machine accepts credit cards and dispenses tickets. At least one machine at each station also has the ability to dispense Compass Cards and load passes on Compass Cards.

3.8 Trolley System Map:



APPENDIX J

MTS VEHICLE ASSIGNMENT POLICY

VEHICLE ASSIGNMENT POLICY • 2018



SAN DIEGO METROPOLITAN TRANSIT SYSTEM

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Subject: VEHICLE ASSIGNMENT POLICY

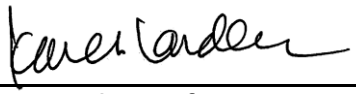
Effective Date: July 1, 2018

Promulgated this 1st day of July 2018.

SAN DIEGO METROPOLITAN
TRANSIT SYSTEM



Paul Jablonski
Chief Executive Officer



Approved as to form:
General Counsel

1.0 Introduction

The Metropolitan Transit System (MTS) is the provider of public fixed-route bus and light rail transit services in the southern and eastern portions of San Diego County. MTS' area of jurisdiction is approximately 570 square miles of the **urbanized** areas of San Diego County, plus the rural areas of East County. Our total service area is 3,240 square miles, serving a population of nearly 3 million.

MTS can trace its roots back to 1886, when private companies began providing various rail transit services in San Diego. The current organization was created by the passage of California Senate Bill 101 and came into existence in January 1976 as the Metropolitan Transit Development Board (MTDB). In 2002, Senate Bill 1703 merged MTDB's long-range planning, financial programming, project development and construction functions into the regional metropolitan planning organization, the San Diego Association of Governments (SANDAG). In 2005, MTDB changed its name to MTS.

MTS directly or through private contractors operates 95 fixed bus routes, 4 light rail lines, and an Americans with Disabilities Act complementary paratransit service. All services are coordinated by MTS, which determines the routes, stops, frequencies and hours of operation. Light rail infrastructure includes 54 stations and 102.6 miles of rail. Various modes of bus routes are operated, including local, urban, express, Rapid, Rapid Express, and rural services.

Federal Transit Administration Circular FTA C 4702.1B requires that operators receiving federal financial assistance have policies ensuring the equitable distribution of vehicles and amenities as part of their compliance with Title VI of the Civil Rights Act of 1964. This document provides the policy guidelines for the distribution and operation of MTS vehicles throughout the MTS service area. It has also been distributed to MTS' outside contractors that provide transit services.

2.0 Buses

MTS bus services board approximately 51 million passengers per year, 170,000 on an average weekday. The fleet consists of approximately 800 buses operating on 95 fixed-routes and paratransit service. Modes operated include motorbus, commuter bus, and demand response. Approximately half of the service is directly operated by MTS employees, the remaining half is operated by private contractors using buses provided by MTS and operating from divisions owned by MTS.

2.1 Bus Categories

2.1.A Standard Bus: Medium or Heavy-Duty urban transit buses manufactured by New Flyer, Gillig, etc. Passenger amenities are common throughout the fleet, with only minor year-to-year variations. All standard buses are powered by Compressed Natural Gas (CNG).



Standard MTS Bus

2.1.A.1 **Standard MTS**: The largest segment of MTS' fixed-route fleet. Buses are 32' or 40' long, with the shorter buses assigned to routes with lower ridership or operating in areas where a 40' bus is challenging.

Seating is a standard transit shell seat product with fabric inserts.



2.1.A.2 **Standard Rapid**: The Standard Rapid bus differs from the Standard MTS bus by exterior branding and installation of Transit Signal Priority (TSP) transmitters. All other features and amenities are the same.

2.1.B Articulated Bus: Articulated transit buses are 60' long and manufactured by New Flyer, NABI, etc. There are three distinct fleets, all CNG-powered:

2.1.B.1 **Urban**: MTS branded with passenger amenities similar to MTS standard buses. These are assigned to higher volume routes that require additional capacity when added frequency isn't practical, feasible, or cost-effective.



2.1.B.2 **Rapid**: Branded for Rapid service with passenger amenities similar to MTS standard buses. These are assigned to TransNet-funded Rapid routes that operate primarily on surface streets.



2.1.B.3 **Rapid Freeway**: Branded for Rapid service with an upgraded seating product. These are assigned to TransNet-funded Rapid routes that operate significant freeway segments, with the upgraded seating intended to improve the ride quality at higher speeds.

2.1.C Minibus: Single-door, high-floor, body-on-chassis cutaway buses, 29'-34' in length; generally fewer seats than standard buses; propane- or gasoline-powered; all are equipped with a wheelchair lift at the curbside rear. These are assigned to demand response service and fixed-routes with lower ridership. They are also used on other routes during lower-demand periods such as weekends.



2.1.D Over-the-Road Coach: Single-door, 45' long, high-floor highway coach; upgraded seating product and some additional passenger amenities such as parcel racks and reading lights; all are equipped with a curbside midship wheelchair lift. These are assigned to the higher-fare *Rapid* Express service on the Interstate 15 corridor.



2.1.E ADA Paratransit Minibus: All Americans with Disabilities Act (ADA) complementary paratransit buses are Type II cutaway minibuses. There is no variation in passenger amenities from year-to-year, and vehicles are dispatched equally throughout the region based on ride demands.



2.1.F Zero Emission Bus: MTS does not currently own or operate any zero-emission buses. However a pilot fleet of six standard electric buses will be acquired in mid-2019 for testing throughout the bus network. The deployment plan will be developed during FY2019 to determine where and how these buses will be operated to maximize our operational experience.



2.2 Divisions: MTS bus service is operated from five bus divisions:

2.2.A Imperial Avenue Division (IAD): Directly operated by MTS. Located at 100 Sixteenth Street, San Diego, CA 92101 (Downtown San Diego); operates standard and articulated buses. Fuels and maintains CNG-powered buses.

2.2.B Kearny Mesa Division (KMD): Directly operated by MTS. Located at 4630 Ruffner Street, San Diego, CA 92111 (Kearny Mesa); operates standard and articulated buses. Fuels and maintains CNG-powered buses.

2.2.C South Bay Division (SBD): Owned by MTS and operated by a contractor (currently Transdev). Located at 3650A Main Street, Chula Vista, CA 91911 (southern Chula Vista); operates standard and articulated buses. Fuels and maintains CNG-powered buses.

2.2.D East County Division (ECD). Owned by MTS and operated by a contractor (currently Transdev): 544 Vernon Way, El Cajon, CA 92020; operates standard buses, minibuses, and over-the-road coaches. Fuels and maintains CNG-, diesel-, and gasoline-powered buses.

2.2.E Copley Park Division (CPD): Owned by MTS and operated by a contractor (currently First Transit). Located at 7490 Copley Park Place, San Diego, CA 92111 (Kearny Mesa); operates minibuses. Fuels and maintains propane- and gasoline-powered buses.

2.3 Vehicle Amenities: Passenger amenities vary by bus type, as shown in the table below:

Vehicle Amenity	Standard Bus	Articulated Bus	Minibus	OTR Coach
Alternative Fuel-Powered	**X**	**X**	**X**	
Air conditioning	**X**	**X**	**X**	**X**
Lift for accessibility			**X**	**X**
Ramp for accessibility	**X**	**X**		
Wheelchair Tie-Down Locations	**2**	**2**	**2**	**2**
Bicycle Rack (2-positions)	**X**	**X**	**X**	
Bicycle Underfloor Storage				**X**
Seating: shell seats with fabric inserts	**X**	**X**		
Seating: standard transit padded seating			**X**	
Seating: upgraded high-back seats		**X**		**X**

2.4 Bus Assignments by Route: Bus types are assigned by route based on the following:

2.4.A Capacity needs: Articulated buses are assigned to higher volume routes that require additional capacity when added frequency isn't practical, feasible, or cost-effective. Shorter length standard buses are assigned to routes with lower ridership or operating in areas where a 40' standard bus is challenging. Minibuses are assigned to the lowest ridership fixed-routes – routes which generally could not be economically operated with a larger bus.

2.4.B Route type: Vehicles are assigned by route type in the specifications below. Temporary exceptions to these assignments may be made in an unanticipated, emergency, or standby situation when service would otherwise be lost.

2.4.B.1 *Rapid* Express routes between the Interstate 15 corridor and Downtown San Diego are assigned over-the-road coaches; these routes have a higher fare and pass price accordingly.

2.4.B.2 High-demand TransNet-funded Rapid/SuperLoop routes are assigned Rapid articulated buses. (These may be supplemented as needed with other MTS buses for capacity purposes.) Rapid routes or trips that operate significant freeway segments are assigned the Rapid "freeway" articulated buses, with upgraded seating intended to improve the ride quality at higher speeds.

2.4.B.3 Standard-demand TransNet-funded Rapid/SuperLoop routes are operated using Rapid articulated buses, Standard Rapid buses, or regular MTS-branded standard buses, depending on availability.

2.4.B.4 Urban Frequent routes are operated using MTS-branded articulated and standard buses.

2.4.B.5 Urban Standard, Circulator, and Rural routes are operated using MTS-branded standard buses and minibuses, depending on the capacity needs of the individual route.

2.5 Route Assignments by Division: Routes are assigned to each division based on the number and types of buses available, proximity to the service, and opportunities to complement other nearby routes for efficiency, interlining, driver familiarization, supervision, and incident response. State law limits MTS' ability to reassign directly-operated routes to divisions operated by MTS contractors.

2.6 Bus Assignments by Division: Bus types are assigned to each division based on division space capacity, and the capability of the division to fuel, operate, and maintain any specialized equipment (alternative fuels, articulated buses, etc.). Buses are currently assigned to the divisions according to the following table:

Bus Category	IAD	KMD	SBD	ECD	CPD
2.1.A.1 Standard MTS Bus	**X**	**X**	**X**	**X**	
2.1.A.2 Standard Rapid Bus		**X**			
2.1.B.1 Articulated Urban Bus	**X**	**X**	**X**		
2.1.B.2 Articulated Rapid Bus	**X**				
2.1.B.3 Articulated Rapid Freeway Bus		**X**	**X**		
2.1.C Minibus				**X**	**X**
2.1.D Over-the-Road Coach				**X**	
2.1.E ADA Paratransit Minibus					**X**
2.1.F Zero Emission Bus - ***TBD***					

2.7 Future Procurements: All heavy-duty buses are alternative fuel, hybrid-electric, or zero-emission; **or** replaced by alternative fuel, hybrid-electric, or zero-emission buses upon retirement. Heavy-duty buses will be low-floor, except for buses used for Rapid Express, standby, or tripper services, or on special or low-ridership routes.

3.0 Rail Vehicles

3.1 Trolley Car Categories: Three different types of cars are operated:

3.1.A High-Floor Cars: Siemens SD100 cars with high floors, steps inside the car to access 0"-8" station platform, wheelchair and bike space at the ends of each car, and a wheelchair lift next to the driver compartment in the lead car. These cars have a flip seat that allows space for three wheelchairs. These 52 cars were manufactured in 1995. Passenger amenities are identical on the fleet.



3.1.B Low-Floor Cars: Siemens S70 and S70US cars are 70% low-floor. They include inside steps only up to seating areas at far ends of the car, wheelchair and bike space in the middle of the car, and passenger-activated ramps at two of four doors on each side of each car. Cars were manufactured between 2005 and 2014. MTS will be taking delivery of 45 additional Siemens S70US cars, currently in production, beginning in late 2018 into 2020.



Passenger amenities are nearly identical for all models and vintages.

3.1.C Vintage Cars: MTS deploys two vintage Presidents Conference Car (PCC) cars on the Silver Line in Downtown San Diego. These are high-floor vehicles with a wheelchair lift and a high-density forward-facing seating arrangement.



3.2 Divisions: MTS operates one rail division, from which all light rail ("Trolley") service is operated: 1341 Commercial Street, San Diego, CA 92113 (Downtown San Diego).

3.3 Vehicle Amenities: Passenger amenities vary by car type, as shown in the table below:

Vehicle Amenity	High-Floor	Low-Floor	Vintage
Air conditioning	**X**	**X**	
Lift for accessibility	**X**		**X**
Ramps for accessibility		**X**	
Wheelchair Spaces	**3**	**Not limited**	**1**
Bicycle Spaces (limited by policy for safety)	**2**	**2**	**0**
Seating: shell seats with fabric inserts		**X**	
Seating: standard transit padded seating	**X**		**X**

3.4 Trolley Assignments by Line: Trolley cars are assigned primarily based on four factors:

3.4.A Station infrastructure limitations: Low floor cars require a minimum 8" station platform height in order for the ramp to maintain an ADA-compliant slope. All stations on all four lines now have 8" platforms.

3.4.B Fleet constraints: MTS currently owns 76 low-floor cars, but requires 96 cars for a full peak schedule. Currently, the difference is made up by inserting a high-floor car in the middle of three-car consists, and some tripper and special event service.

3.4.C Vintage Car constraints: Due to their high floor and limited capacity, the vintage PCC cars are used only on the Silver Line loop in Downtown San Diego, where they supplement other existing services.

3.5 Future Procurements: Except for vintage cars, all Trolley cars will be a minimum of 70% low-floor; existing high-floor cars will be replaced by low-floor cars upon retirement. An additional 45 Siemens S70US low-floor cars, currently in production, will be delivered to MTS from late 2018 into 2020 to support the Mid-Coast extension.

3.6 Trolley System Map:



4.0 MTS Fleet List (as of 7/1/2018)

Division	Quantity in Fleet	NTD Flt ID #	Fleet Series	Year	Make	Model	Vehicle Assignment Policy Category
Motorbus - Directly Operated							
IAD	10	NEW	1400	2017	Gillig	Low-Floor	Standard MTS Bus
KMD	23	344586	200	2015	Gillig	Low-Floor	Standard MTS Bus
KMD	13	344585	1300	2015	New Flyer	XN60	Articulated Bus - Urban
KMD	12	338442	900	2014	Gillig	Low-Floor	Standard MTS Bus
IAD	18	544438	1200	2013	New Flyer	XN60	Articulated Bus - Rapid
KMD	29	544438	1100	2013	New Flyer	XN60	Articulated Bus - Rapid Freeway
IAD	26	338441	800	2013	Gillig	Low-Floor	Standard MTS Bus
IAD	31	49048	700	2012	New Flyer	C40LFR	Standard MTS Bus
IAD	26	49047	600	2011	New Flyer	C40LFR	Standard MTS Bus
KMD	12	33993	339-350	2008	New Flyer	C40LF	Standard Rapid Bus
KMD	22	33993	317-338	2008	New Flyer	C40LF	Standard MTS Bus
IAD	16	33993	301-316	2008	New Flyer	C40LF	Standard MTS Bus
IAD	26	33994	1000	2008	NABI	60BRT	Articulated Bus - Urban
KMD	6	15224	400	2005	New Flyer	C40LF	Standard MTS Bus
Motorbus - Purchased Transportation							
SBD	17	NEW	7500	2017	New Flyer	XN60	Articulated Bus - Rapid Freeway
SBD	10	NEW	7400	2017	New Flyer	XN60	Articulated Bus - Urban
SBD	36	NEW	2100	2017	Gillig	Low-Floor	Standard MTS Bus
ECD	38	344589	8300	2016	Gillig	Low-Floor	Standard MTS Bus
CPD	31	350599	3100	2016	El Dorado Nat'l	AeroElite 320	Minibus
ECD	13	344588	8200	2015	Gillig	Low-Floor	Standard MTS Bus
SBD	14	344588	2000	2015	Gillig	Low-Floor	Standard MTS Bus
SBD	38	338448	2400	2014	Gillig	Low-Floor	Standard MTS Bus
CPD	6	338444	3000	2014	El Dorado Nat'l	AeroElite 320	Minibus
SBD	24	338447	2300	2013	Gillig	Low-Floor	Standard MTS Bus
SBD	22	54442	2900	2012	New Flyer	C40LFR	Standard MTS Bus
SBD	75	33997	2800/7300	2009	New Flyer	C40LF	Standard MTS Bus
ECD	3	38586	3500	2009	El Dorado Nat'l	AeroElite 290	Minibus
SBD	7	31120	2770	2008	El Dorado Nat'l	EZ Rider II	Standard MTS Bus
SBD	5	338446	7200	2008	New Flyer	C40LF	Standard MTS Bus
ECD	6	26339	2700	2005	New Flyer	C40LF	Standard MTS Bus
Commuter Bus - Purchased Transportation							
ECD	24	43777	8500	2007	Blue Bird	Express 4500	Over-the-Road Coach
Demand Response - Purchased Transportation							
CPD	26	NEW	3200	2017	Starcraft	AllStar	ADA Paratransit Minibus
CPD	46	350597	3300	2016	Starcraft	AllStar	ADA Paratransit Minibus
CPD	5	344587	3970	2015	Starcraft	AllStar	ADA Paratransit Minibus
CPD	55	338443	3900	2014	Starcraft	AllStar	ADA Paratransit Minibus
CPD	37	54437	3800	2012	Starcraft	AllStar	ADA Paratransit Minibus
CPD	3	49037	3700	2012	Starcraft	AllStar	ADA Paratransit Minibus
CPD	3	43784	3600	2011	Starcraft	AllStar	ADA Paratransit Minibus
Light Rail - Directly Operated							
SDTI	*45*	*NEW*	*5000*	*2020*	*SDU*	*S70US*	*Low-Floor Car*
SDTI	65	49044	4000	2011	SDU	S70US	Low-Floor Car
SDTI	11	25813	3000	2005	SDU	S70	Low-Floor Car
SDTI	52	25812	2000	1995	SDU	SD100	High-Floor Car
SDTI	1	43778	529	1946	SLC	PCC	Vintage Car
SDTI	1	347023	530	1946	SLC	PCC	Vintage Car

Shaded blocks indicate the same NTD Fleet.

APPENDIX K

FY 2020 Policy 42 Performance Monitoring Report

MTS Board of Directors Meeting Minutes, October 15, 2020

San Diego Metropolitan Transit System
POLICY 42 PERFORMANCE MONITORING REPORT
FY 2020: JULY 2019 - JUNE 2020

OBJECTIVE | Develop a Customer-Focused and Competitive System

The following measures of productivity and service quality are used to ensure that services are focused on providing competitive and attractive transportation that meets our customers' needs.

Total Passengers

Route Categories	FY 2018	FY 2019	FY 2020	# Change		% Change	
				FY18 - FY19	FY19 - FY20	FY18 - FY19	FY19 - FY20
Urban Frequent	29,510,050	30,415,325	24,452,815	905,275	(5,962,510)	3.1%	-19.6%
Urban Standard	9,265,348	7,454,910	6,129,760	(1,810,438)	(1,325,150)	-19.5%	-17.8%
Rapid	6,002,999	6,504,970	5,772,834	501,971	(732,136)	8.4%	-11.3%
Express	2,096,249	2,008,630	1,590,269	(87,619)	(418,361)	-4.2%	-20.8%
Circulator	670,006	821,636	669,608	151,630	(152,028)	22.6%	-18.5%
Premium/Rapid Express	283,135	281,240	207,372	(1,895)	(73,868)	-0.7%	-26.3%
Rural	80,771	84,552	54,435	3,781	(30,117)	4.7%	-35.6%
Fixed-Bus Subtotal	**47,908,558**	**47,571,263**	**38,877,093**	**(337,295)**	**(8,694,170)**	**-0.7%**	**-18.3%**
Light Rail (Blue, Orange, Green)	36,979,119	37,274,030	31,991,303	294,911	(5,282,727)	0.8%	-14.2%
Light Rail (Silver)	16,082	19,727	11,724	3,645	(8,003)	22.7%	-40.6%
Light Rail Subtotal	**36,995,201**	**37,293,757**	**32,003,027**	**298,556**	**(5,290,730)**	**0.8%**	**-14.2%**
ALL Fixed Route	**84,903,759**	**84,865,020**	**70,880,120**	**(38,739)**	**(13,984,900)**	**0.0%**	**-16.5%**
Demand-Resp. (MTS Access)	505,973	423,212	282,578	(82,761)	(140,634)	-16.4%	-33.2%
Demand-Resp. (Access Taxi)	-	69,263	61,382	69,263	(7,881)	100.0%	-11.4%
Demand-Resp. Subtotal	**505,973**	**492,475**	**343,960**	**(13,498)**	**(148,515)**	**-2.7%**	**-30.2%**
System	**85,409,732**	**85,357,495**	**71,224,080**	**(52,237)**	**(14,133,415)**	**-0.1%**	**-16.6%**

NOTES: After three years of ridership declines since an FY 2015 peak, overall passenger levels increased by 2.8% in the first six months of FY 2020 over the same period in FY 2019. **MTS was on track to carry nearly 89 million passengers in FY 2020**, but the impacts of Covid-19 resulted in a year-over-year decline of 14.1 million riders. This loss of passengers reverberates through many of the performance metrics below.

Average Weekday Passengers

Route Categories	FY 2018	FY 2019	FY 2020	# Change		% Change	
				FY18 - FY19	FY19 - FY20	FY18 - FY19	FY19 - FY20
Urban Frequent	96,883	99,521	78,864	2,638	(20,657)	2.7%	-20.8%
Urban Standard	31,423	25,567	20,771	(5,856)	(4,796)	-18.6%	-18.8%
Rapid	19,823	21,678	19,026	1,856	(2,652)	9.4%	-12.2%
Express	7,623	7,247	5,671	(376)	(1,576)	-4.9%	-21.7%
Circulator	2,564	2,947	2,393	384	(554)	15.0%	-18.8%
Premium/Rapid Express	1,117	1,112	813	(5)	(298)	-0.4%	-26.8%
Rural	319	334	213	15	(121)	4.7%	-36.1%
Fixed-Bus Subtotal	**159,751**	**158,406**	**127,752**	**(1,345)**	**(30,654)**	**-0.8%**	**-19.4%**
Light Rail (Blue, Orange, Green)	113,370	114,624	98,190	1,253	(16,434)	1.1%	-14.3%
Light Rail (Silver)	103	83	79	(20)	(4)	-19.7%	-4.6%
Light Rail Subtotal	**113,473**	**114,706**	**98,269**	**1,233**	**(16,437)**	**1.1%**	**-14.3%**
ALL Fixed Route	**273,224**	**273,112**	**226,021**	**(112)**	**(47,091)**	**0.0%**	**-17.2%**
Demand-Resp. (MTS Access)	1,815	1,523	1,004	(292)	(520)	-16.1%	-34.1%
Demand-Resp. (Access Taxi)	-	231	202	231	(29)	100.0%	-12.7%
Demand-Resp. Subtotal	**1,815**	**1,754**	**1,205**	**(61)**	**(549)**	**-3.4%**	**-31.3%**
System	**275,039**	**274,866**	**227,226**	**(173)**	**(47,640)**	**-0.1%**	**-17.3%**

NOTES: Similar to the overall passenger figures, **average weekday ridership increased by 2.5% in the first six months of FY 2020**, but Covid-19 impacts reduced MTS' overall fiscal year weekday average by nearly 50 thousand passengers. After a low point in mid-April 2020 of under 65 thousand daily riders, by the end of June 2020 the average weekday ridership had risen back up to over 110 thousand passengers.

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Passengers per Revenue Hour

The 'passengers per revenue hour' metric shows how any added or removed **revenue hours** (in-service hours plus layover hours) relate to ridership increases or decreases. Increasing riders per revenue hour would indicate that the system is more efficient, for example, carrying more passengers with the same number of buses.

Route Categories	FY 2018	FY 2019	FY 2020	% Change	
				FY18 - FY19	FY19 - FY20
Urban Frequent	28.2	26.8	22.6	-4.9%	-15.5%
Urban Standard	21.1	18.8	15.4	-10.9%	-18.0%
Rapid	32.5	31.4	26.3	-3.4%	-16.1%
Express	25.1	25.4	20.9	0.9%	-17.6%
Circulator	12.9	13.3	11.2	3.0%	-15.3%
Premium/Rapid Express	24.3	24.0	21.1	-1.2%	-12.0%
Rural	13.1	15.8	10.6	20.1%	-32.6%
Fixed-Bus Subtotal	**26.3**	**25.1**	**21.0**	**-4.5%**	**-16.1%**
Light Rail (Blue, Orange, Green)	215.4	216.7	180.9	0.6%	-16.5%
Light Rail (Silver)	23.6	21.6	19.5	-8.3%	-9.8%
Light Rail Subtotal	**214.6**	**215.7**	**180.4**	**0.5%**	**-16.4%**
ALL Fixed Route	**42.5**	**41.0**	**35.0**	**-3.6%**	**-14.6%**
Demand-Resp. (MTS Access)	2.0	2.0	1.8	0.1%	-8.3%
Demand-Resp. (Access Taxi)		3.32	3.3	100.0%	-0.9%
Demand-Resp. Subtotal	**2.0**	**2.1**	**2.0**	**6.0%**	**-6.0%**
System	**38.0**	**37.1**	**32.4**	**-2.4%**	**-12.6%**

NOTES: This metric is driven by overall ridership, so Covid-19 also negatively impacted this productivity measure. **Systemwide 'passengers per revenue hour' increased in the first six months of FY 2020 to 38.0**, but the ridership drop in the last four months of the year reduced the annual average by 12.6% compared to the year before.

*Light Rail uses '**train**' (not 'car') revenue hours to calculate Passengers per Revenue Hour.*

Weekday Passengers per In-Service Hour

The 'passengers per in-service hour' measure is related to the above 'passengers per revenue hour,' but shows how many passengers are carried while the vehicle is in-service picking up passengers, excluding layover time. Analyzing this figure helps MTS to understand how effective it is at providing the right level of service (instead of how efficiently MTS is grouping trips and breaks together for a vehicle to operate [revenue hours]).

Route Categories	FY 2018	FY 2019	FY 2020	% Change	
				FY18 - FY19	FY19 - FY20
Urban Frequent	28.6	33.8	28.8	18.1%	-14.7%
Urban Standard	21.3	26.1	21.2	22.4%	-18.7%
Rapid	34.7	41.3	35.0	19.1%	-15.2%
Express	26.2	33.4	27.4	27.7%	-18.1%
Circulator	12.8	17.4	14.8	35.7%	-15.0%
Premium/Rapid Express	24.2	26.6	23.5	9.9%	-11.9%
Rural	13.1	15.8	10.6	20.1%	-32.6%
Fixed-Bus Subtotal	**26.6**	**32.3**	**27.3**	**21.4%**	**-15.6%**
Light Rail (Blue, Orange, Green)	258.0	260.9	216.4	1.1%	-17.1%
Light Rail (Silver)	39.1	23.6	23.2	-39.6%	-1.8%
Light Rail Subtotal	**257.6**	**260.6**	**216.2**	**1.2%**	**-17.0%**
ALL Fixed Route	**42.4**	**51.1**	**44.0**	**20.5%**	**-14.0%**
Demand-Resp. (MTS Access)	2.0	2.0	1.9	N/A	N/A
Demand-Resp. (Access Taxi)	-	3.2	3.2	N/A	N/A
Demand-Resp. Subtotal	2.0	2.1	2.0	N/A	N/A
System	**37.5**	**44.6**	**39.6**	**18.9%**	**-11.3%**

NOTES: This metric followed the same trends as 'passengers per revenue hour.' **The figure increased by almost two percent in the first six months of FY 2020**, but the ridership drop in the last four months of the year reduced the annual average by over 11 percent compared to the year before.

*Light Rail uses **'train'** (not 'car') in-service hours to calculate Weekday Passengers per In-Service Hour.*

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On-Time Performance

On-time performance (OTP) is measured at each bus timepoint for every trip; buses departing timepoints within 0-5 minutes of the scheduled time are considered to be "on-time." Trolley trips arriving at their end terminal within 0-5 minutes of the scheduled time are considered to be "on-time." OTP is measured by service change period in order to show the results of scheduling changes. MTS' goal for on-time performance is 85% for Urban Frequent and Rapid bus routes, and 90% for Trolley and all other bus route categories. Each route is continually evaluated to determine if performance below the target is a result of issues that MTS controls, such as driver performance or scheduling, or situations outside MTS' direct control, such as construction, traffic congestion, and passenger issues. **Performance of fixed bus routes is heavily impacted by construction, stop signs and stop lights, and traffic when they travel through high density corridors.**

Route Categories	Service Change Period					*GOAL*
	Sept. 2018	Jan. 2019	June 2019	Sept. 2019	Jan. 2020	
Urban Frequent	82.5%	83.1%	83.5%	82.1%	86.6%	*85.0%*
Urban Standard	84.8%	86.0%	87.7%	86.2%	89.3%	*90.0%*
Rapid	83.3%	85.0%	87.5%	85.1%	88.1%	*85.0%*
Express	78.2%	79.3%	82.9%	82.3%	88.5%	*90.0%*
Circulator	87.5%	86.9%	85.1%	85.8%	88.1%	*90.0%*
Premium/Rapid Express	83.9%	85.1%	86.0%	82.0%	86.8%	*90.0%*
Rural	N/A	N/A	N/A	N/A	N/A	
Demand-Resp. (Access & Taxi)	N/A	N/A	N/A	N/A	N/A	
Light Rail (Blue, Orange, Green)	94.6%	93.8%	93.6%	92.6%	96.3%	*90.0%*
Light Rail (Silver)	98.8%	99.3%	98.3%	99.0%	99.6%	*90.0%*
System	**84.0%**	**84.7%**	**85.6%**	**84.0%**	**88.4%**	

NOTES: Less traffic congestion and fewer passengers in the second half of FY 2020, due to Covid-19, resulted in improved on-time performance across-the-board for MTS services. The January 2020 service change period includes several weeks before the Covid-19 shutdown, but by the end of FY 2020 every route category had met or exceeded its goal.

Preventable Accidents per 100,000 Miles

Preventable accidents are defined as those in which MTS safety staff determined that the bus or train operator did not do everything possible to avoid an accident. It does not necessarily indicate that the MTS operator was at-fault or cited.

Operator	FY 2018	FY 2019	FY 2020
MTS Directly-Operated Bus	1.16	1.09	0.91
MTS Contracted Fixed-Route Bus	1.19	1.24	1.36
Demand-Resp. (Access & Taxi)	1.28	0.76	0.51
MTS Rail	0.06	0.03	0.03

NOTES: In FY 2020, all modes maintained or improved on their FY 2019 preventable accident rate except for contracted fixed-route bus services, which showed a slight increase.

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Mean Distance Between Failures (MDBF)

In this metric, a higher number is better: it means the fleet is traveling farther between breakdowns. Consistent with the National Transit Database definition, a "failure" is a mechanical failure of a vehicle that prevents the start or completion of a trip due to safety, because vehicle movement is limited, or because policy requires removal from service. The average age of each mode's fleet from year to year impacts the annual change in MDBF.

Operator	FY 2018	FY 2019	FY 2020	% Change	
				FY18 - FY19	FY19 - FY20
MTS Directly-Operated Bus	10,980	3,937	4,816	-64.1%	22.3%
MTS Contracted Fixed-Route Bus	7,775	7,221	6,530	-7.1%	-9.6%
Demand-Resp. (Access & Taxi)	58,393	40,712	39,056	-30.3%	-4.1%
MTS Rail	9,239	10,392	12,874	12.5%	23.9%

NOTES: The accounting of mechanical failures for Directly-Operated Bus services changed from FY 2018 to FY 2019 for consistency with federal reporting definitions.

Complaints per 100,000 Passengers

This metric utilizes data from MTS' Customer Resource Management system, which tracks our customer service contacts.

Operator	FY 2018	FY 2019	FY 2020	% Change	
				FY18 - FY19	FY19 - FY20
MTS Directly-Operated Bus	4.7	5.3	5.5	11.7%	4.2%
MTS Contracted Fixed-Route Bus	5.8	7.3	9.5	24.3%	30.4%
Demand-Resp. (Access & Taxi)	106.5	112.1	145.4	5.2%	29.7%
MTS Rail	1.4	1.5	1.5	12.3%	-4.2%
System	**4.2**	**4.8**	**5.6**	**15.3%**	**15.5%**

NOTES: The FY 2020 complaint rate was on-par or slightly above FY 2019 for the first part of the year. However, in the last four months of FY 2020, complaints did not decrease at the same rate as ridership which caused the rate to spike on some modes, especially since Covid-19 generated new types of complaints related to crowding, passenger behavior, and rear-door boarding.

OBJECTIVE | Develop a Sustainable System

The following measures are used to ensure that transit resources are deployed efficiently and do not exceed budgetary constraints. These resources may be increased over the budgeted amounts in order to respond to heavy passenger loads, special events, or unplanned detours due to construction or route changes. They may be lower than budgeted if underperforming services are reduced, or if not all of the planned capacity is required to meet the ridership demand.

Revenue Hours

Operator	FY20 Budget	FY20 Actual	# Diff	% Diff
MTS Directly-Operated Bus	826,528	781,729	(44,799)	-5.4%
MTS Contracted Fixed-Route Bus	1,111,922	1,065,845	(46,077)	-4.1%
Demand-Resp (Access & Taxi)	219,978	171,400	(48,578)	-22.1%
MTS Rail	483,176	508,259	25,083	5.2%
System	**2,641,604**	**2,527,233**	**(114,371)**	**-4.3%**

NOTES: Trolley service increases implemented in January 2020 added overall annual miles and hours. Otherwise, reductions in all services between April and June 2020 due to Covid-19 impacts resulted in fewer miles and hours operated than budgeted. The demand-response MTS Access service had the largest drop in hours and miles compared to budget, as its service level is directly tied to [lower] ridership.

*MTS Rail shows **'car'** (not 'train) revenue hours and miles for budget and actual.*

Revenue Miles

Operator	FY20 Budget	FY20 Actual	# Diff	% Diff
MTS Directly-Operated Bus	9,784,494	9,236,042	(548,452)	-5.6%
MTS Contracted Fixed-Route Bus	11,707,356	11,182,076	(525,280)	-4.5%
Demand-Resp (Access & Taxi)	4,266,950	3,302,697	(964,253)	-22.6%
MTS Rail	8,820,704	9,210,076	389,372	4.4%
System	**34,579,504**	**32,930,893**	**(1,648,611)**	**-4.8%**

NOTES: See notes above for Revenue Hours.

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Scheduled Weekday Peak-Vehicle Requirement

This measure shows the maximum number of vehicles that are on the road at any one time (a weekday peak period) in order to provide the levels of service that have been scheduled.

Operator	June 2019	June 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	214	209	(5)
MTS Contracted Fixed-Route Bus	307	290	(17)
MTS Rail	97	103	6

NOTES: Trolley's peak car requirement increased during FY 2020 up to 103 with two Orange Line peak trips added midyear, but these were removed in April due to ridership reductions related to Covid-19. Peak bus requirements are down in June 2020 primarily due to reduced service on the commute-oriented Interstate 15 Rapid Express routes. Also, extra summer service typically provided on beach-area bus routes wasn't added in Summer 2020 due to beach closures and reduced demand.

Scheduled In-Service Speed (MPH) (Weekday)

Operator	June 2019	June 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	14.7	14.7	0.0%
MTS Contracted Fixed-Route Bus	13.8	13.6	-1.4%
MTS Rail	18.3	18.2	-0.5%

NOTES: In-service speeds have remained relatively flat year-over-year.

Scheduled In-Service Miles/Total Miles (Weekday)

The 'in-service miles per total miles' ratio is only calculated for MTS in-house operations, as contractors are responsible for bus and driver assignments (runcutting) for MTS Contract Services.

Operator	June 2019	June 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	87.6%	87.6%	0.0%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail	97.9%	98.5%	0.6%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

Scheduled In-Service Hours/Total Hours (Weekday)

As with the mileage statistic, 'in-service hours' per total hours are only calculated for MTS in-house operations.

Operator	June 2019	June 2020	% Change FY19 - FY20
MTS Directly-Operated Bus	76.3%	76.5%	0.3%
MTS Contracted Fixed-Route Bus	N/A	N/A	N/A
MTS Rail (Layover Included)	97.9%	97.3%	-0.6%

NOTES: Efficiency of scheduling has kept the ratio generally consistent over time.

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Farebox Recovery

This metric measures the percent of total operating cost recovered through fare revenue. The Transportation Development Act (TDA) has a requirement of 31.9 percent system-wide for fixed-route services (excluding regional routes which have a 20% requirement).

Operator	FY 2018	FY 2019	FY 2020	% Change	
				FY18 - FY19	FY19 - FY20
MTS Directly-Operated Bus	29.3%	22.5%	19.3%	-23.2%	-14.2%
MTS Contracted Fixed-Route Bus	49.8%	36.0%	28.4%	-27.7%	-21.1%
MTS Rail	49.6%	51.6%	41.1%	-2.7%	-20.4%
ALL Fixed Route	**36.2%**	**35.8%**	**29.1%**	**-1.1%**	**-18.6%**
Demand-Resp (Access & Taxi)	12.9%	14.8%	14.9%	-7.9%	1.0%
System	**34.4%**	**34.3%**	**28.3%**	**-0.3%**	**-17.4%**

For the first half of FY 2020, MTS' fixed-route farebox recovery percentage was 35.2%, well above the TDA requirement and an improvement over FY 2019. However, ridership and revenue losses in the second half of FY 2020 due to Covid-19 reduced this figure to 28.3%. MTS' cost recovery percentage still remains among the highest in the state. The role of public transportation has expanded since the TDA requirement was added in 1978, including added goals of improving social equity and reducing greenhouse gas emissions. In recognition of this, there are proposed reforms to the TDA legislation that include replacing the farebox recovery requirement with efficiency targets.

Subsidy Per Passenger

This metric is the amount of public subsidy required to provide service for each unlinked passengers boarding (measured as total operating cost minus fare revenue, divided by total passengers). MTS' goal is to improve route-category average year-over-year.

Route Categories	FY 2018	FY 2019	FY 2020	% Change	
				FY18 - FY19	FY19 - FY20
Urban Frequent	$ 2.26	$ 2.34	$ 3.18	3.5%	36.0%
Urban Standard	$ 2.11	$ 2.60	$ 3.60	23.2%	38.6%
Rapid	$ 2.72	$ 2.82	$ 3.86	3.7%	36.8%
Express	$ 3.87	$ 3.72	$ 5.13	-3.9%	37.9%
Circulator	$ 3.08	$ 3.05	$ 3.89	-1.0%	27.5%
Premium/Rapid Express	$ 4.27	$ 4.83	$ 7.21	13.1%	49.3%
Rural	$ 8.49	$ 8.43	$ 14.55	-0.7%	72.6%
Fixed-Bus Subtotal	**$ 2.39**	**$ 2.54**	**$ 3.48**	**6.3%**	**37.0%**
Light Rail (Blue, Orange, Green)	$ 1.07	$ 1.05	$ 1.63	-1.9%	55.0%
Light Rail (Silver)	$ 18.42	$ 20.67	$ 24.54	12.2%	18.7%
Light Rail Subtotal	**$ 1.08**	**$ 1.06**	**$ 1.64**	**-1.9%**	**54.3%**
ALL Fixed Route	**$ 1.82**	**$ 1.89**	**$ 2.65**	**3.8%**	**40.0%**
Demand-Resp. (MTS Access)	$ 34.62	$ 36.26	$ 43.32	4.7%	19.5%
Demand-Resp. (Access Taxi)	$ -	$ 19.94	$ 21.86	100.0%	9.6%
Demand Response Subtotal	**$ 34.62**	**$ 33.97**	**$ 39.49**	**-1.9%**	**16.2%**
System	**$ 2.01**	**$ 2.07**	**$ 2.82**	**3.0%**	**36.5%**

For the first half of FY 2020, MTS' subsidy per passenger was $2.13, increasing slightly approximately in line with inflation. However, ridership and revenue losses in the second half of FY 2020 due to Covid-19 caused this figure to jump to $2.82 for the whole fiscal year.

BASE STATISTICS													TITLE VI MONITORING ~									
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY19-20 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles	Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
Blue	**LRT**	3,8,**NC,CV**	15,722,390	(13.8%)	49,335	243.1	$ 2.06	$ 1.14	$ 0.92	55.3%	59,607	1,067,124	**Blue**	✓	*90%*	92%	*15 min.*	7.5	15	*3.00*	0%	No
Orange	**LRT**	3,4,8,9,**LG,LM,EC**	7,054,474	(15.5%)	21,983	142.3	$ 4.44	$ 1.14	$ 3.30	25.6%	49,239	873,929	**Orange**	✓	*90%*	94%	*15 min.*	15	15	*3.00*	0%	No
Green	**LRT**	2,3,7,9,**LM,EC,ST**	9,214,439	(13.7%)	26,873	147.2	$ 2.69	$ 1.14	$ 1.55	42.3%	63,208	1,206,964	**Green**		*90%*	94%	*15 min.*	15	15	*3.00*	0%	No
Silver	**LRT**	3	11,724	(40.6%)	79	19.5	$ 25.64	$ 1.10	$ 24.54	4.3%	912	5,708	**Silver**		*90%*	100%	*15 min.*	30	30	*3.00*	0%	No
1	**Frq**	3,7,9,**LM**	970,194	(12.3%)	3,137	20.4	$ 3.03	$ 1.00	$ 2.03	33.1%	49,750	445,286	**1**		*85%*	86%	*15 min.*	15	15	*1.50*	0%	No
2	**Frq**	3	667,428	(21.1%)	2,152	20.5	$ 6.39	$ 1.08	$ 5.31	16.8%	34,688	269,337	**2**		*85%*	89%	*15 min.*	12	15	*1.50*	0%	No
3	**Frq**	3,4,8,9	1,257,777	(20.3%)	4,123	24.7	$ 2.14	$ 1.03	$ 1.12	47.9%	54,188	421,851	**3**	✓	*85%*	83%	*15 min.*	12	12	*1.50*	0%	No
4	Std	3,4,8,9	539,162	(21.1%)	1,716	23.2	$ 5.64	$ 1.02	$ 4.62	18.0%	23,510	248,521	**4**	✓	*85%*	88%	*30 min.*	30	30	*1.50*	0%	No
5	**Frq**	3,4,8,9	578,330	(23.0%)	1,935	24.9	$ 2.14	$ 1.03	$ 1.11	47.9%	25,183	198,680	**5**	✓	*85%*	90%	*15 min.*	12	12	*1.50*	0%	No
6	**Frq**	3,7	280,719	(21.5%)	882	15.6	$ 8.38	$ 1.09	$ 7.29	13.0%	18,443	160,287	**6**		*85%*	90%	*15 min.*	15	15	*1.50*	0%	No
7	**Frq**	3,4,9	1,838,376	(15.5%)	5,525	25.6	$ 5.11	$ 1.01	$ 4.10	19.8%	74,675	575,342	**7**	✓	*85%*	88%	*15 min.*	10	10	*1.50*	0%	No
8	**Frq**	2,3	344,506	(17.9%)	908	18.5	$ 7.08	$ 1.01	$ 6.07	14.3%	19,235	198,815	**8**		*85%*	91%	*15 min.*	20	20	*1.50*	0%	No
9	**Frq**	2,3	300,845	(22.6%)	900	18.4	$ 7.09	$ 1.04	$ 6.05	14.7%	17,029	178,133	**9**		*85%*	91%	*15 min.*	20	20	*1.50*	0%	No
10	**Frq**	2,3,4,9	943,797	(19.7%)	3,040	25.0	$ 5.22	$ 1.04	$ 4.18	20.0%	39,967	368,175	**10**		*85%*	89%	*15 min.*	12	15	*1.50*	0%	No
11	**Frq**	3,9	570,331	(19.2%)	1,852	16.5	$ 7.94	$ 1.08	$ 6.86	13.6%	37,507	371,528	**11**		*85%*	87%	*15 min.*	15	15	*1.50*	0%	No
12	**Frq**	3,4,8,9	966,552	(15.4%)	3,115	23.5	$ 5.58	$ 1.04	$ 4.54	18.6%	43,552	421,752	**12**	✓	*85%*	90%	*15 min.*	7.5/15	15	*1.50*	0%	No
13	**Frq**	4,7,9,**NC**	1,537,853	(15.7%)	5,005	27.7	$ 4.73	$ 1.02	$ 3.70	21.6%	59,977	595,121	**13**	✓	*85%*	90%	*15 min.*	12	12	*1.50*	0%	No
14	Circ	7,9,**LM**	42,258	(14.9%)	166	6.5	$ 8.05	$ 1.08	$ 6.97	13.4%	6,477	63,732	**14**		*90%*	85%	*60 min.*	60	60	*1.00*	0%	No
18	Circ	3,7	21,776	(18.4%)	86	8.2	$ 6.38	$ 1.04	$ 5.34	16.3%	2,644	39,925	**18**		*90%*	91%	*60 min.*	30	30	*1.00*	0%	No
20	Exp	3,5,6,7	409,127	(23.4%)	1,352	12.5	$ 10.46	$ 1.06	$ 9.40	10.1%	34,867	651,942	**20**		*90%*	91%	*30 min.*	15/30	30	*1.50*	0%	No
25	Circ	6,7	50,287	(17.0%)	197	8.0	$ 6.57	$ 1.06	$ 5.51	16.2%	6,281	79,088	**25**		*90%*	88%	*60 min.*	60	60	*1.00*	0%	No
27	Std	2,6	163,789	(26.3%)	584	10.7	$ 5.61	$ 1.05	$ 4.56	18.7%	15,270	138,047	**27**		*85%*	87%	*30 min.*	30	30	*1.50*	0%	No
28	Std	2,3	278,529	(20.4%)	903	22.5	$ 2.09	$ 1.02	$ 1.07	48.7%	12,795	87,608	**28**		*85%*	93%	*30 min.*	15/30	30	*1.50*	0%	No
30	**Frq**	1,2,3	1,228,896	(22.2%)	3,862	18.5	$ 7.09	$ 1.09	$ 6.00	15.3%	70,280	882,784	**30**		*85%*	87%	*15 min.*	15	15	*1.50*	0%	No
31	Std	1,6	91,668	(14.1%)	359	19.4	$ 6.76	$ 1.09	$ 5.67	16.2%	4,904	59,333	**31**	✓	*85%*	90%	*30 min.*	30	-	*1.50*	0%	No
35	Std	2,3	453,697	(20.9%)	1,403	21.3	$ 1.97	$ 1.00	$ 0.97	50.6%	22,668	140,568	**35**		*85%*	92%	*15 min.*	15	15	*1.50*	0%	No
41	**Frq**	1,6,7	911,243	(18.1%)	3,075	27.4	$ 4.78	$ 1.14	$ 3.65	23.8%	36,775	466,674	**41**		*85%*	90%	*15 min.*	7.5/15	15	*1.50*	0%	No
44	**Frq**	2,3,6,7	796,891	(21.7%)	2,561	23.2	$ 5.63	$ 1.06	$ 4.57	18.9%	37,461	417,974	**44**	✓	*85%*	88%	*15 min.*	7.5/15	15	*1.50*	0%	No
50	Exp	1,2,3,6	106,233	(24.3%)	417	13.9	$ 9.39	$ 1.09	$ 8.30	11.6%	7,635	115,913	**50**		*90%*	90%	*30 min.*	30	-	*1.50*	0%	No
60	Exp	1,3,4,6,9	71,235	(13.9%)	279	21.6	$ 6.07	$ 1.04	$ 5.03	17.1%	3,277	59,420	**60**		*90%*	79%	*30 min.*	20/30	-	*1.50*	0%	No
83	Circ	3	22,619	(8.6%)	89	7.0	$ 7.50	$ 1.05	$ 6.45	14.0%	3,239	26,051	**83**		*90%*	96%	*60 min.*	60	60	*1.00*	0%	No
84	Circ	2	21,817	(10.1%)	86	7.2	$ 7.27	$ 1.05	$ 6.22	14.5%	3,022	35,715	**84**		*90%*	93%	*60 min.*	60	60	*1.00*	0%	No
88	Circ	3,7	69,409	(13.7%)	232	14.7	$ 3.57	$ 1.00	$ 2.57	27.9%	4,727	52,443	**88**		*90%*	90%	*60 min.*	30	30	*1.00*	0%	No
105	Std	1,2,3,6	262,214	(6.2%)	881	18.9	$ 6.91	$ 1.06	$ 5.86	15.3%	13,976	176,045	**105**		*85%*	91%	*30 min.*	30	30	*1.50*	0%	No
110	Exp	3,6	27,409	(31.5%)	107	14.9	$ 8.76	$ 1.05	$ 7.71	12.0%	1,838	40,346	**110**		*90%*	87%	*30 min.*	20/30	-	*1.50*	0%	No
115	Std	7,9,**LM,EC**	207,932	(9.1%)	735	12.3	$ 5.88	$ 1.14	$ 4.74	19.3%	16,946	196,285	**115**		*85%*	89%	*30 min.*	30	30	*1.50*	0%	No
120	**Frq**	3,6,7	544,850	(21.4%)	1,751	16.8	$ 7.80	$ 1.06	$ 6.74	13.6%	34,082	359,307	**120**		*85%*	90%	*15 min.*	15/30	15/30	*1.50*	0%	No
150	Exp	1,2,3	680,658	(17.4%)	2,512	29.4	$ 4.44	$ 1.15	$ 3.29	25.9%	24,608	402,119	**150**		*90%*	83%	*30 min.*	7.5/15/30	30	*1.50*	0%	No
201/202^	**Rpd**	1	2,191,068	(13.2%)	7,586	51.1	$ 2.56	$ 1.23	$ 1.33	48.2%	45,020	432,343	**201/202^**		*85%*	89%	*15.min.*	5	10	*1.50*	0%	No
204^	**Rpd**	1	62,566	(15.1%)	245	15.1	$ 8.66	$ 1.22	$ 7.44	14.1%	4,134	31,809	**204^**		*85%*	89%	*15.min.*	30	30	*1.50*	0%	No
215^	**Rpd**	3,9	1,565,004	(18.0%)	4,732	26.7	$ 4.90	$ 1.00	$ 3.90	20.4%	60,961	592,715	**215^**		*85%*	87%	*15.min.*	10	15	*1.50*	0%	No
225^	**Rpd**	3,8,**CV**	509,713	115.9%	1,652	12.5	$ 10.47	$ 1.01	$ 9.46	9.7%	43,329	875,516	**225^**	✓	*85%*	89%	*15.min.*	15	30	*1.50*	0%	No
235^	**Rpd**	3,5,6,9,**Esc**	1,254,240	(16.1%)	4,064	20.3	$ 6.44	$ 1.04	$ 5.40	16.2%	66,327	1,562,708	**235^**		*85%*	88%	*15.min.*	15	15	*1.50*	0%	No
237^	**Rpd**	1,6	190,243	(29.0%)	746	17.3	$ 7.56	$ 1.20	$ 6.37	15.8%	11,801	146,051	**237^**	✓	*85%*	94%	*15.min.*	15	-	*1.50*	0%	No
280	RpEx	3,5,**Esc**	92,042	(21.2%)	361	18.8	$ 12.60	$ 3.38	$ 9.22	26.9%	5,806	179,877	**280**		*90%*	84%	*30 min.*	15	-	*1.00*	0%	No
290	RpEx	3,5	115,330	(29.9%)	452	23.3	$ 8.98	$ 3.36	$ 5.61	37.5%	6,026	166,127	**290**		*90%*	89%	*30 min.*	10	-	*1.00*	0%	No

BASE STATISTICS													TITLE VI MONITORING ~									
Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY19-20 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles	Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
701	**Frq**	**CV**	426,234	(24.0%)	1,503	17.8	$ 3.80	$ 1.00	$ 2.80	26.3%	25,881	259,333	**701**	✓	*85%*	88%	*15 min.*	15	15	*1.50*	0%	No
704	Std	**CV**	351,884	(22.1%)	1,219	16.9	$ 4.38	$ 1.00	$ 3.38	22.8%	21,153	226,354	**704**	✓	*85%*	87%	*30 min.*	30	30	*1.50*	0%	No
705	Std	**CV**	180,273	(25.4%)	653	15.9	$ 3.79	$ 0.98	$ 2.81	25.8%	11,656	101,252	**705**	✓	*85%*	95%	*30 min.*	30/60	30/60	*1.50*	0%	No
707	Std	**CV**	92,623	41.3%	363	10.4	$ 5.98	$ 1.01	$ 4.98	16.8%	10,022	89,821	**707**	✓	*85%*	92%	*30 min.*	30	30	*1.50*	0%	No
709	**Frq**	**CV**	688,834	(22.3%)	2,461	24.3	$ 3.08	$ 1.00	$ 2.08	32.6%	31,071	341,394	**709**	✓	*85%*	87%	*15 min.*	7.5/15	15	*1.50*	0%	No
712	**Frq**	**CV**	600,562	(16.0%)	2,117	26.1	$ 2.70	$ 1.01	$ 1.69	37.5%	25,137	259,210	**712**	✓	*85%*	89%	*15 min.*	15	15	*1.50*	0%	No
815	**Frq**	**EC**	389,434	(9.8%)	1,280	24.6	$ 2.03	$ 1.03	$ 1.00	50.9%	17,136	127,107	**815**		*85%*	90%	*15 min.*	15	15	*1.50*	0%	No
816	Std	**EC,Cty**	127,233	(3.9%)	499	14.6	$ 5.04	$ 1.07	$ 3.97	21.3%	8,690	95,498	**816**		*85%*	92%	*30 min.*	30	30	*1.50*	0%	No
832	Std	**ST**	28,223	(25.0%)	92	10.5	$ 6.21	$ 1.11	$ 5.10	17.9%	2,682	28,103	**832**		*85%*	91%	*30 min.*	60	60	*1.50*	0%	No
833	Std	**EC,ST**	84,401	(21.8%)	284	11.2	$ 4.68	$ 1.03	$ 3.65	22.0%	7,402	73,351	**833**		*85%*	81%	*30 min.*	35-45	35-45	*1.50*	0%	No
834	Std	**ST**	21,658	6.9%	87	8.9	$ 7.72	$ 1.08	$ 6.63	14.0%	2,428	24,898	**834**		*85%*	84%	*30 min.*	60	60	*1.50*	0%	No
838	Std	**Cty**	85,026	(14.1%)	256	8.1	$ 6.47	$ 1.00	$ 5.48	15.4%	10,356	155,895	**838**		*85%*	84%	*30 min.*	60	60	*1.50*	0%	No
848	Std	**EC,Cty**	252,791	(25.6%)	788	15.8	$ 4.09	$ 1.02	$ 3.07	25.0%	16,040	154,088	**848**		*85%*	90%	*30 min.*	30	30	*1.50*	0%	No
851	Circ	**LM,Cty**	53,759	(15.5%)	212	15.3	$ 3.43	$ 1.02	$ 2.41	29.6%	3,527	40,996	**851**	✓	*90%*	91%	*60 min.*	60	60	*1.00*	0%	No
852	Std	4,9,**LM**	233,664	(18.8%)	735	12.6	$ 4.86	$ 1.05	$ 3.81	21.6%	18,631	168,659	**852**		*85%*	92%	*30 min.*	30	30	*1.50*	0%	No
854	Std	7,**LM**	82,081	(24.6%)	322	15.1	$ 4.87	$ 1.17	$ 3.70	24.0%	5,953	65,448	**854**		*85%*	97%	*30 min.*	30/60	30/60	*1.50*	0%	No
855	Std	**LM,Cty**	172,824	(20.7%)	584	18.9	$ 3.31	$ 1.03	$ 2.28	31.2%	9,148	86,255	**855**		*85%*	93%	*30 min.*	30	30	*1.50*	0%	No
856	Std	4,9,**LG,Cty**	422,278	(18.8%)	1,471	18.4	$ 3.91	$ 1.06	$ 2.85	27.1%	23,897	255,920	**856**	✓	*85%*	85%	*30 min.*	30	30	*1.50*	0%	No
864	Std	**EC,Cty**	247,071	(16.1%)	776	15.9	$ 3.64	$ 0.98	$ 2.66	27.1%	15,528	133,062	**864**		*85%*	89%	*30 min.*	30	30	*1.50*	0%	No
872	Exp	**EC**	36,193	(14.5%)	142	10.8	$ 4.26	$ 1.05	$ 3.20	24.7%	3,348	22,935	**872**		*85%*	97%	*30 min.*	30	30	*1.50*	0%	No
874/875	Std	**EC**	305,130	(17.9%)	1,020	17.7	$ 3.65	$ 1.02	$ 2.64	27.8%	17,251	165,980	**874/875**		*85%*	89%	*30 min.*	30	30	*1.50*	0%	No
888	Rural	**EC,Cty**	1,725	(16.5%)	15	3.3	$ 64.64	$ 2.19	$ 62.45	3.4%	557	17,666	**888**									
891	Rural	**EC,Cty**	963	(17.1%)	15	3.3	$ 64.15	$ 2.83	$ 61.33	4.4%	330	9,168	**891**									
892	Rural	**EC,Cty**	880	9.0%	16	3.6	$ 61.31	$ 3.15	$ 58.16	5.1%	330	8,784	**892**									
894	Rural	**EC,Cty**	50,867	(36.8%)	199	12.5	$ 14.11	$ 2.83	$ 11.29	20.0%	5,551	102,556	**894**									
901	**Frq**	3,8,**IB,Cor**	604,635	(23.3%)	1,924	15.0	$ 6.10	$ 0.99	$ 5.11	16.3%	42,191	564,234	**901**		*85%*	82%	*15 min.*	15	30	*1.50*	0%	No
904*	Circ	**Cor**	125,541	(26.9%)	324	20.4	$ 1.68	$ 0.12	$ 1.55	7.4%	7,559	37,732	**904***		*90%*	92%	*60 min.*	60	60	*1.50*	0%	No
905	Std	8	378,552	(14.3%)	1,284	25.0	$ 3.79	$ 0.92	$ 2.87	24.4%	15,266	214,233	**905**	✓	*85%*	92%	*30 min.*	15/30	30	*1.50*	0%	No
906/907	**Frq**	8	1,316,706	(31.5%)	4,212	29.9	$ 1.59	$ 0.90	$ 0.69	56.8%	43,868	306,194	**906/907**	✓	*85%*	86%	*15 min.*	15	15	*1.50*	0%	No
909	Circ	8	45,171	(7.3%)	177	12.5	$ 7.08	$ 0.83	$ 6.25	11.7%	3,601	46,757	**909**	✓	*90%*	93%	*60 min.*	60+	60+	*1.5*	0%	No
916/917	Std	4,**LG**	137,211	(14.3%)	481	12.2	$ 6.15	$ 1.02	$ 5.13	16.6%	11,626	133,712	**916/917**	✓	*85%*	83%	*30 min.*	30/60	30/60	*1.50*	0%	No
921	Std	1,6	200,910	(20.4%)	649	12.6	$ 4.85	$ 1.10	$ 3.75	22.6%	15,933	155,292	**921**	✓	*85%*	88%	*30 min.*	30	30	*1.50*	0%	No
923	Std	2,3	167,014	(21.3%)	655	12.3	$ 5.08	$ 1.00	$ 4.08	19.7%	13,574	123,930	**923**		*85%*	90%	*30 min.*	30	30	*1.50*	0%	No
928	Std	6,7	232,726	(13.8%)	836	15.0	$ 4.69	$ 1.09	$ 3.61	23.2%	15,488	162,649	**928**		*85%*	85%	*30 min.*	30	30	*1.50*	0%	No
929	**Frq**	3,8,**CV,NC**	1,696,665	(18.7%)	5,449	27.3	$ 2.51	$ 0.98	$ 1.53	39.1%	63,128	629,649	**929**	✓	*85%*	80%	*15 min.*	12	15	*1.00*	0%	No
932	**Frq**	8,**CV,NC**	901,113	(19.9%)	3,027	23.5	$ 2.82	$ 0.97	$ 1.85	34.5%	40,460	395,585	**932**	✓	*85%*	86%	*15 min.*	15	15	*1.50*	0%	No
933/934	**Frq**	8,**IB**	1,283,916	(19.4%)	4,213	23.8	$ 3.42	$ 0.99	$ 2.42	29.1%	57,533	683,840	**933/934**	✓	*85%*	75%	*15 min.*	12	15	*1.50*	0%	No
936	Std	4,9,**LG,Cty**	379,832	(16.8%)	1,113	18.1	$ 3.25	$ 1.00	$ 2.25	30.8%	21,000	183,238	**936**	✓	*85%*	85%	*30 min.*	30	30	*1.50*	0%	No
944	Std	5,**PW**	51,170	(18.3%)	186	6.6	$ 7.99	$ 1.03	$ 6.96	12.8%	7,793	83,888	**944**		*85%*	96%	*30 min.*	30	30	*1.00*	0%	No
945	Std	5,**PW**	97,417	(23.1%)	347	8.1	$ 6.52	$ 1.05	$ 5.47	16.1%	12,133	168,883	**945**		*85%*	88%	*30 min.*	30	30	*1.50*	0%	No
945A	Std	**PW**	6,566	(47.0%)	37	8.6	$ 6.11	$ 1.04	$ 5.07	17.1%	988	14,175	**945A**		*85%*	90%	*30 min.*	30	30	*1.50*	0%	No
950	Exp	8	295,607	(23.7%)	1,004	39.2	$ 2.98	$ 0.89	$ 2.10	29.8%	7,736	132,551	**950**	✓	*90%*	97%	*30 min.*	12/20	20	*1.50*	0%	No
955	**Frq**	4,8,9,**NC**	1,097,230	(17.3%)	3,571	23.9	$ 2.64	$ 0.99	$ 1.65	37.5%	49,215	454,981	**955**	✓	*85%*	87%	*15 min.*	12	12	*1.50*	0%	No
961	**Frq**	4,**NC**	447,502	(24.2%)	1,433	19.6	$ 3.55	$ 1.01	$ 2.54	28.5%	23,469	241,219	**961**	✓	*85%*	89%	*15 min.*	15/30	15/30	*1.50*	0%	No
962	**Frq**	4,**NC,Cty**	461,001	(11.7%)	1,464	19.2	$ 3.60	$ 0.98	$ 2.62	27.3%	25,979	262,803	**962**	✓	*85%*	87%	*15 min.*	15	15	*1.50*	0%	No
963	Std	4,**NC**	141,457	(13.0%)	454	14.9	$ 3.74	$ 0.94	$ 2.81	25.1%	9,526	78,045	**963**	✓	*85%*	91%	*30 min.*	30	30	*1.50*	0%	No

BASE STATISTICS

Route	Cat	Jurisdiction (#=SD Dist.)	Annual Passengers	FY19-20 % Change	Avg. Wkdy. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery	Budgeted Rev.Svc. Hours	Budgeted Rev.Svc. Miles
964	Circ	5,6	106,229	(20.5%)	417	10.3	$ 5.11	$ 1.03	$ 4.08	20.1%	10,345	98,937
965	Circ	9	45,992	(13.6%)	159	9.7	$ 5.40	$ 1.06	$ 4.33	19.7%	4,734	48,166
967	Std	4,**NC**	29,277	(25.8%)	115	8.1	$ 6.48	$ 1.06	$ 5.42	16.3%	3,621	32,232
968	Std	**NC**	40,981	(16.3%)	161	9.8	$ 7.06	$ 1.00	$ 6.05	14.2%	4,177	42,067
972**	Circ	1,6	22,080	(32.4%)	92	19.5	$ 2.95	$ 1.00	$ 1.95	33.8%	1,318	16,015
973**	Circ	1,6	12,211	(32.0%)	50	10.6	$ 5.44	$ 1.00	$ 4.44	18.3%	1,339	19,668
974 ***	Circ	1	3,979	100.0%	37	11.2	$ 5.15	$ 1.00	$ 4.16	19.4%	536	5,639
978**	Circ	1	12,187	(24.6%)	55	10.9	$ 5.28	$ 1.00	$ 4.28	18.9%	1,311	15,516
979**	Circ	1	14,293	(17.8%)	59	13.1	$ 4.41	$ 1.00	$ 3.42	22.6%	1,260	11,789
992	Frq	2,3	346,698	(17.5%)	984	16.0	$ 3.40	$ 0.94	$ 2.46	27.7%	23,161	183,205
Access	D.R.	ALL	282,578	(33.2%)	1,004	1.8	$ 50.36	$ 7.04	$ 43.32	14.0%		
Taxi	D.R.	ALL	61,382	n/a	202	3.3	$ 28.30	$ 6.44	$ 21.86	22.8%		
TOTAL			**71,224,080**	(16.6%)	**227,226**	**32.4**	**$ 3.94**	**$ 1.12**	**$ 2.82**	**28.3%**	**2,111,419**	**24,645,575**

TITLE VI MONITORING ~

Route	Minority Route	On-Time Perf. Goal	On-Time Perf. Actual	Weekday Headway Goal	Weekday Headway Peak	Weekday Headway Base	Vehicle Load Factor ~~ Goal	Vehicle Load Factor ~~ % trips over VLF	Vehicle Load Factor ~~ > 20%?
964	✓	90%	91%	60 min.	30	30	1.00	0%	No
965	✓	90%	86%	60 min.	35-45	35-45	1.00	0%	No
967	✓	85%	93%	30 min.	60	60	1.50	0%	No
968	✓	85%	90%	30 min.	60+	60+	1.50	0%	No
972**							1.00	0%	No
973**	✓						1.00	0%	No
974 ***							1.00	0%	No
978**							1.00	0%	No
979**							1.00	0%	No
992		85%	81%	15 min.	15	15	1.50	0%	No

*FTA defines **Minority** persons to include the following: (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, (5) Native Hawaiian or Other Pacific Islander.*

*FTA defines **Minority Route** as one with at least 1/3 of its total mileage in a census block(s) with a percentage of minority population that exceeds the percentage of minority population in the entire MTS service area.*

Source: https://www.transit.dot.gov/sites/fta.dot.gov/files/dovs/FTA_Title_VI_FINAL.pdf

Route Category	Annual Passengers	FY19-20 % Change	Avg. Wkday. Psgrs.	Psgrs./ Rev. Hr.	Cost/ Psgr.	Average Fare	Subsidy/ Psgr.	Farebox Recovery
Urban Frequent	24,452,815	-19.6%	78,864	22.6	$ 4.20	$ 1.02	$ 3.18	24.2%
Urban Standard	6,129,760	-17.8%	20,771	15.4	$ 4.63	$ 1.03	$ 3.60	22.2%
Rapid ^	5,772,834	-11.3%	19,026	26.3	$ 4.97	$ 1.11	$ 3.86	22.3%
Express	1,590,269	-20.8%	5,671	20.9	$ 6.20	$ 1.07	$ 5.13	17.2%
Circulator	669,608	-18.5%	2,393	11.2	$ 4.74	$ 0.85	$ 3.89	17.9%
Premium/Rapid Express	207,372	-26.3%	813	21.1	$ 10.59	$ 3.37	$ 7.21	31.9%
Rural ^^	54,435	-35.6%	213	10.6	$ 17.36	$ 2.81	$ 14.55	16.2%
Fixed Bus Subtotal	**38,877,093**	**-18.3%**	**127,752**	**21.0**	**$ 4.53**	**$ 1.05**	**$ 3.48**	**23.1%**
Light Rail (B,O,G)	31,991,303	-14.2%	98,190	180.9	$ 2.77	$ 1.14	$ 1.63	41.2%
Light Rail (Silver)	11,724	-40.6%	79	19.5	$ 25.64	$ 1.10	$ 24.54	4.3%
Light Rail Subtotal	**32,003,027**	**-14.2%**	**98,269**	**180.4**	**$ 2.78**	**$ 1.14**	**$ 1.64**	**41.1%**
ALL Fixed-Route	**70,880,120**	**-16.5%**	**226,021**	**35.0**	**$ 3.74**	**$ 1.09**	**$ 2.65**	**29.1%**
MTS Access	282,578	-18.7%	1,004	1.8	$ 50.36	$ 7.04	$ 43.32	14.0%
Access Taxi	61,382	n/a	202	3.3	$ 28.30	$ 6.44	$ 21.86	22.8%
Demand-Resp Subtotal	**343,960**		**1,205**	**2.0**	**$ 46.42**	**$ 6.94**	**$ 39.49**	**14.9%**
System Total	**71,224,080**	**-16.6%**	**227,226**	**32.4**	**$ 3.94**	**$ 1.12**	**$ 2.82**	**28.3%**

* City of Coronado subsidized fares for summer service on Route 904 in Summer 2019 (not 2020).
** SVCC Fares and one-half of the subsidy are paid for by NCTD.
*** Route 974 SVCC connection to UCSD service started January 2020.
^ SANDAG reimburses MTS for net operating costs for Routes 201-237 (TransNet funds).
^^ Routes 888, 891, 892, and 894 receive federal rural operating subsidy.
& Rural and Demand Response services have no specific Policy 42 goals for on-time performance, headway, or vehicle load.

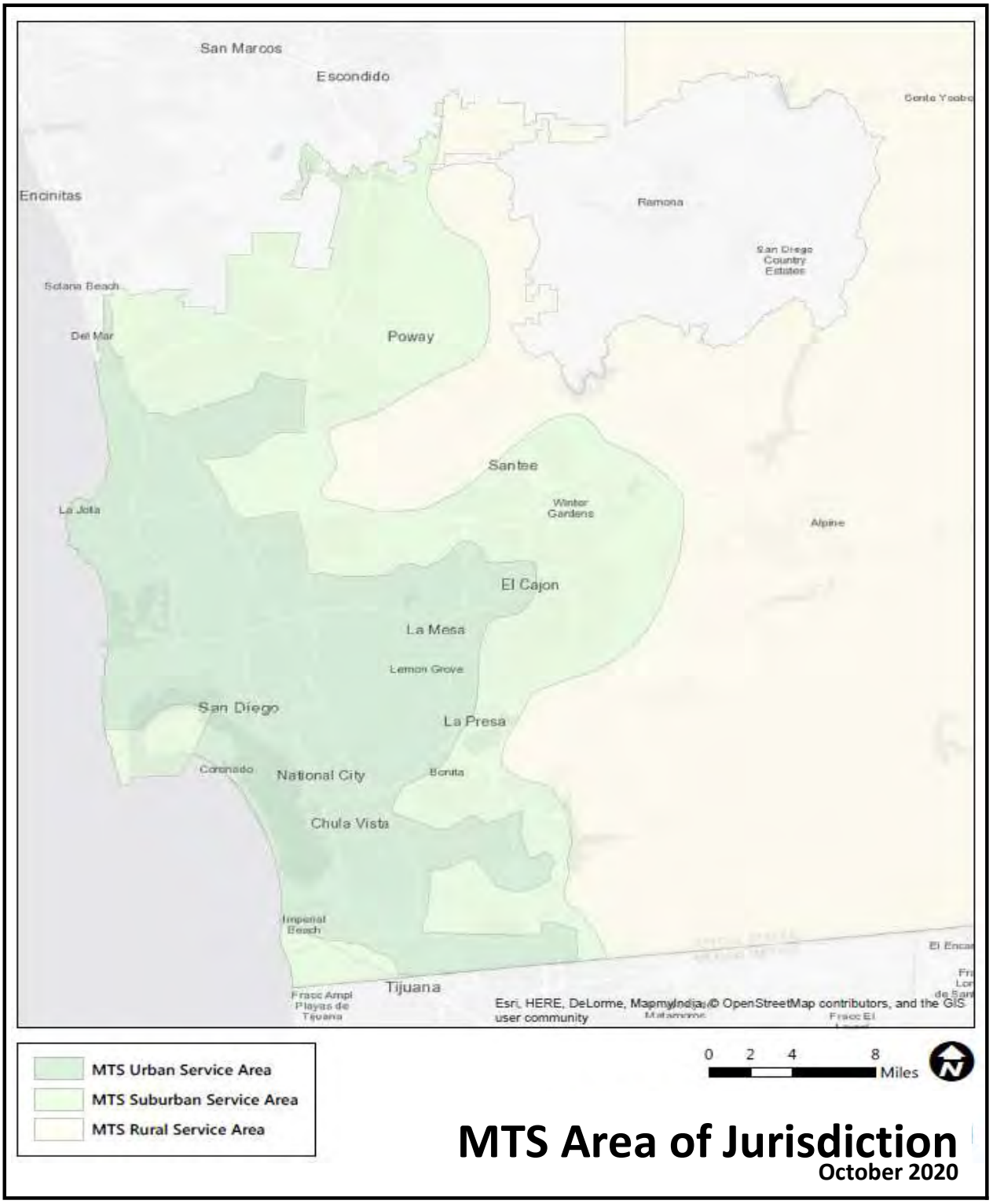
NC=National City, CV=Chula Vista
IB=Imperial Beach, LG=Lemon Grove, LM=La Mesa
EC=El Cajon, ST=Santee, PW=Poway
Cor=Coronado, Cty=County Uninc., Esc=Escondido
SD Dist.=City of San Diego Council District

SERVICE AVAILABILITY

Goal	Actual	
80% of residents or jobs within ½ mile of a bus stop or rail station in urban area	*% of **residents** within 1/2 mile of a bus stop or rail station in urban areas:* **99.0%**	*% of **jobs** within 1/2 mile of a bus stop or rail station in urban areas:* **99.2%**
100% of suburban residences within 5 miles of a bus stop or rail station.	% of suburban residents within 5 miles of a bus stop or rail station: **100.0%**	
One return trip at least 2 days/week to destinations from rural villages (defined as Lakeside and Alpine).	*Available Service:* ***Route 848 serves Lakeside seven days a week and Route 838 serves Alpine seven days a week.***	

See attached map entitled 'Metropolitan Transit System Area of Jurisdiction.'

~ Title VI Monitoring statistics are updated on an annual basis
~~ No trips averaged above the vehicle load factor target (1.5 for most bus routes, 3.0 for Trolley).


San Marcos
Escondido
Encinitas
Ramona
San Diego Country Estates
Solana Beach
Del Mar
Poway
Santee
La Jolla
Winter Gardens
Alpine
El Cajon
La Mesa
Lemon Grove
San Diego
La Presa
Coronado
National City
Bonita
Chula Vista
Imperial Beach
Tijuana
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community
MTS Urban Service Area
MTS Suburban Service Area
MTS Rural Service Area
0 2 4 8 Miles
MTS Area of Jurisdiction
October 2020

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

MINUTES

October 15, 2020

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

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. Approval of Minutes

   Chair Fletcher moved to approve the minutes of the September 17, 2020 MTS Board of Directors meeting. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Board Member McClellan and Board Member Arambula absent.

3. Public Comment

   There were no Public Comments.

CONSENT ITEMS

6. Approve Fiscal Year 2020-21 State Transit Assistance (STA) Claim

   Action would adopt Resolution No. 20-19 approving the Fiscal Year (FY) 2020-21 STA claim.

7. Adoption of the 2021 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule

   Action would adopt the 2021 Executive Committee and Board of Directors meeting schedule.

8. Traction Power Substations Buildings Repair – Work Order Under A Job Order Contract (JOC) Award

   Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC312-01 under MTS Doc. No. PWL312.0-20 with HMS Construction, Inc. (HMS) for the repair of exteriors and roofs of seven (7) traction power substations (TPSS) along the Green and Orange Trolley lines in the amount of $134,992.78 plus the payment of applicable JOC administrative fees, for a total cost of $137,368.65.

9. Supply of Rail Noise Suppression Lubricant – Contract Award

   Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1544.0-20, with Synco Chemical Corporation (Synco) for the supply of rail noise suppression lubricant in the amount of $869,330.45.

10. Regional Transit Management System (RTMS) Radio Post-Warranty Maintenance Services Contract Amendment

    Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1887.3-16 (Amendment 3) with Motorola Solutions Inc. to extend the RTMS post-warranty radio system maintenance agreement from January 1, 2021 through December 31, 2021 in the amount of $419,984.75.

11. Transit Bus Driver Barriers – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0720.0-21 with The Aftermarket Parts Company, LLC (Aftermarket Parts) for the purchase of up to 508 driver protection barriers with options for installation in the amount of $2,750,515.25

12. Fare Validator Infrastructure Construction – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. PWG316.0-20, with Chula Vista Electric Co., a Small Business (SB), for the construction of new fare validator infrastructure at various trolley stations for the Fare System Upgrade Project in the amount of $1,354,714.00; and 2) Approve a 15% contingency for change orders in the amount of $203,207.10.

13. Beech Street Double Crossover Construction – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. PWL315.0-20, with Herzog Technologies, Inc. for the Beech Street Double Crossover Construction in the amount of $3,935,686.84; and 2) Approve a 15% contingency for change orders in the amount of $590,353.03.

14. El Cajon Third Track Project– Award Work Order Contract

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1951-AE-61 under MTS Doc No. G1951.0-17, with Mott MacDonald, Inc. (MM) totaling $719,944.69 for design services for the construction of an additional track and platform for the El Cajon Third Track Project.

15. Iris Rapid – Charging Infrastructure At South Bay Maintenance Facility (SBMF) - Additional Engineering Services - Work Order Amendment

Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA2075-AE-50.01 under MTS Doc No. G2075.0-18 with Dokken Engineering (Dokken) in the amount of $663,346.87 to provide additional engineering services for Phase I of the SBMF electric bus charging infrastructure project.

16. San Diego Metropolitan Transit System (MTS) Internet Website Upgrade – Sole Source Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2431.0-21 (in substantially the same format as Attachment A) with The Steer Group, in the amount of $159,000.

17. Beyer Blvd Track and Slope – Fund Transfer

Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 98 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the Beyer Blvd Track and Slope Repair project in the amount of $590,200.00.

18. Point Loma Telecommunications Site Sublease with the State of California

Action would authorize the Chief Executive Officer (CEO) to execute the sublease agreement G2433.0-21, with the State of California for 8 years and 8 months in the amount of $125,647.57.

19. Sycuan Casino Green Line Naming Rights - Contract Amendment

Action would authorize the Chief Executive Officer (CEO) to amend the Sycuan Green Line Naming Rights agreement, MTS Doc. No. G2066.0-18, modifying the term and the compensation owed to MTS.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 – 19. Board Member Sandke seconded the motion, and the vote was 13 to 0 in favor with Board Member Sandke and Board Member Arambula absent.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS (TAKEN PRIOR TO CLOSED SESSION)

30. Fiscal Year 2020 Final Budget Comparison (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Supervisor, presented on the Fiscal Year 2020 Final Budget Comparison. He outlined the Federal Transit Administration (FTA) CARES Act funding; total operating revenues; total operating expenses; total operating variance; subsidy revenue category descriptions; total non-operating revenue; total revenues less expenses; contingency reserve balance; and the staff recommendation.

Action Taken

Vice Chair Sotelo-Solis moved to approve the allocation of $4.1M in FY 2020 excess net operating subsidy as follows: (a) allocate $1.5M to Contingency Reserve balance to remain at 12.5% target; and (b) transfer $2.6M to CIP to reflect Board's decision to accelerate Zero Emission Bus (ZEB) purchases in FY 2022. Board Member Sandke seconded the motion, and the vote was 14 to 0 in favor with Board Member Arambula absent.

REPORT ITEMS (TAKEN PRIOR TO CLOSED SESSION)

45. SANDAG 2021 Regional Plan (Hasan Ikhrata, Ray Major, Jennifer Williamson and Coleen Clementson)

Hasan Ikhrata, Ray Major, Jennifer Williamson and Coleen Clementson with SANDAG presented on the 2021 Regional Plan. They discussed the following items: the vision for the 2021 Regional Plan; three challenges; congestion in the San Diego region; state and federal legislative mandates; data- driven planning; making critical connections; 5 Big Moves; initial commuter rail routes; refining proposed commuter rail routes; initial transit leap network; proposed transit leap network; mobility hub network; flexible fleet services; and next steps.

Board Member Sandke asked why the jobs at the Navy base in Coronado are classified as activity centers. Board Member Sandke noted the Navy had introduced an intra-base shuttle and asked to get better rapid service to the mobility hub located at the base gate on North Island. Board Member Sandke voiced his enthusiasm for the ferry boat initiative. He also commented that the trolley to the airport project was missing from the presentation. Board Member Sandke noted he liked the planning hubs throughout the region and asked that the smaller hubs be instituted first to have the projects be active sooner.

Mr. Ikhrata responded that the trolley to the airport project is one of the four alternatives. He also noted there are 31 mobility hubs throughout the region all with various sizes and they are

open to looking into phasing alternatives. Mr. Ikhrata noted that Assembly Bill 2731 was signed into law last week and the region will not have to wait 30 years to see the projects implemented.

Vice Chair Sotelo-Solis commented about ensuring there is significant public engagement during this process. Mr. Ikhrata noted that the goal is to engage the public and community stakeholders in various ways. He noted that MTS did not go forward with a ballot measure, but MTS made big strides with community engagement efforts. Mr. Ikhrata stated that they will work collaboratively with MTS on continuing public engagement efforts.

Chair Fletcher commented that is important to have a collaborative effort between SANDAG and MTS and looks forward to successfully advancing the whole region forward.

Action Taken

No action taken. Informational item only.

46. Fiscal Year (FY) 2020 Performance Monitoring Report (Denis Desmond, Mike Wygant, Wayne Terry)

Denis Desmond, MTS Director of Planning; Michael Wygant, MTS Chief Operating Officer – Transit Services; and Wayne Terry, MTS Chief Operating Officer – Rail, presented on the FY 2020 Performance Monitoring Report. Mr. Desmond outlined Policy 42 evaluation criteria, and discussed results for annual total passengers; ridership; passengers per revenue hour; on-time performance; other various metrics; farebox recovery; and performance monitoring.

Mr. Wygant discussed the following items related to transit services: COVID-19; FY 2020 highlights; safety camera system highlights; pedestrian detection beta testing; Support Services highlights; fleet highlights; MTS Access Service highlights; South Bay Rapid 225; passenger amenities; and the ZEB Pilot Program.

Mr. Terry discussed the following items related to rail operations: master concessionaire services; FY 2020 event statistics; LRV maintenance facility flash flood damages; annual capital program – state-of-good-repair; operations control center (OCC) refresh; Euclid Avenue parking lot; Euclid Avenue channel; Dairy Mart Road fencing project; Sampson Street fencing project; Cleveland Avenue freight track removal; F Street freight track removal; Eighth Avenue crossing replacement; 65th Street crossing replacement; High Street crossing replacement; Taylor Street crossing replacement; Washington Street crossing replacement; Palm Avenue crossing replacement; I-8 bridge tie and rail replacement in La Mesa; Amaya Station track replacement; Grossmont Station track replacement; Hill Street retaining wall construction in El Cajon; San Ysidro/Beyer track replacement; rail grinding program; new traction power substations; SD 9 procurement; new vehicle upholstery; SD-10 procurement and replacement of the SD-100 high floor LRVs; INIT ticket vending machine test lab; 62nd Street Station mural restoration; LRV 1001 restoration; early warning device for track worker safety; Old Town signal cutover; MTS response to COVID-19; and COVID-19 Impacts.

Board Member Montgomery thanked staff for the presentation and the work that has been done over the past year. She acknowledged that there are still needed repairs and upgrades in areas of her jurisdiction and looks forward to addressing those in the future.

Action Taken

No action taken. Informational item only.

47. Summary of Senior/Disabled/Medicare (SDM) Discount Fare Program and Recent Updates to Eligibility Forms (Sharon Cooney)

Sharon Cooney, MTS Chief Executive Officer, presented on the SDM discount fare program and recent updates to the eligibility forms. She provided information related to regional fares; ridership and fare revenue significance; rider dependency rates; discounted fares; boardings and fare revenue shares; reduced fare IDs on Compass Cards; methods for obtaining a Compass ID Card; and recent changes to the form and program.

Action Taken

No action taken. Informational item only.

48. Semi-Annual Security Report (January 1, 2020 Through June 30, 2020) (Tim Curran)

The Board waived the staff report for this item.

Action Taken

No action taken. Informational item only.

OTHER ITEMS (TAKEN PRIOR TO CLOSED SESSION)

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

Janelle Sisting – A local business owner from Pacific Beach provided a written and verbal statement to the Board during the meeting. Sisting provided a written statement of her comments, which are included in the final meeting packet and posted on the MTS website.

64. Next Meeting Date

The next regularly scheduled Board meeting is November 12, 2020.

CLOSED SESSION – TAKEN OUT OF ORDER

24. Closed Session Items

The Board convened to Closed Session at 11:05 a.m.

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

b. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: Assessor's Parcel Number (APN) 549-181-05; 6645 Imperial Avenue, San Diego, California
Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: CRP Affordable Housing and Community Development
Under Negotiation: Price and Terms of Payment

The Board reconvened to Open Session at 11:14 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

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

b. The Board received a report from staff and gave instructions to real property negotiators.

65. Adjournment

The meeting was adjourned at 11:19 a.m.

/S/ Nathan Fletcher
Chairperson
San Diego Metropolitan Transit System

Approved as to form:

Filed by:

/S/ Dalia Gonzalez
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):	October 15, 2020	CALL TO ORDER (TIME):	9:03AM
RECESS:		RECONVENE:	
CLOSED SESSION:	11:05AM	RECONVENE:	11:14AM
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	11:19AM

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	☒	(Spriggs)	☐	9:03 AM	11:19AM
ARAMBULA	☐	(Mendoza)	☐	-	-
FAULCONER	☐	(Moreno)	☒	9:03 AM	11:19AM
FLETCHER	☒	(Cox)	☐	9:03 AM	11:19AM
FRANK	☒	(Mullin)	☐	9:03 AM	11:19AM
GALVEZ	☒	(Diaz)	☐	9:03 AM	11:19AM
GOMEZ	☐	(Campbell)	☒	9:03 AM	11:00 AM
HALL	☒	(McNelis)	☐	9:03 AM	11:19AM
MCCLELLAN	☒	(Goble)	☐	9:10AM	11:19AM
MONTGOMERY	☒	(Bry)	☐	9:03 AM	11:19AM
SALAS	☒	(Diaz)	☐	9:03 AM	9:59AM
SANDKE	☒	(Donovan)	☐	9:03 AM	11:19AM
SOTELO-SOLIS	☒	(Quintero)	☐	9:03 AM	11:00AM
WARD	☒	(Kersey)	☐	9:03 AM	11:19AM
WEBER	☒	(Arapostathis)	☐	9:03 AM	10:50AM

SIGNED BY THE CLERK OF THE BOARD:

CONFIRMED BY THE GENERAL COUNSEL:

APPENDIX L

MTS Minority and Non-Minority Load Factor, Headway, and On-Time Performance Data

Appendix L
MTS Minority and Non-Minority Load Factor, Headways, and On-Time Performance (OTP)

Minority Peak Load Factor Data						
Route	**Time Period**	**Service Type**	**Mode**	**Sum Passenger Miles**	**Sum Seat Miles**	**Load Factor**
Route #950	AM Peak	Corridor	Express	1,151.9	6,358.6	0.18
Route #950	PM Peak	Corridor	Express	1,373.0	4,573.2	0.30
			Average:	**2,524.9**	**10,931.8**	**0.23**
Route #510 Blue Line	AM Peak	Corridor	Light Rail	36,946.6	146,455.6	0.25
Route #510 Blue Line	PM Peak	Corridor	Light Rail	50,649.6	146,671.5	0.35
Route #520 Orange Line	AM Peak	Corridor	Light Rail	14,346.9	97,114.1	0.15
Route #520 Orange Line	PM Peak	Corridor	Light Rail	18,599.6	95,725.9	0.19
			Average:	**120,542.6**	**485,967.1**	**0.25**
Route #225	AM Peak	Corridor	*Rapid*	2,775.6	33,604.9	0.08
Route #225	PM Peak	Corridor	*Rapid*	3,595.1	36,697.4	0.10
Route #237	AM Peak	Corridor	*Rapid*	436.9	7,453.4	0.06
Route #237	PM Peak	Corridor	*Rapid*	604.7	7,784.6	0.08
			Average:	**7,412.2**	**85,540.3**	**0.09**
Route #3	AM Peak	Local	Urban Frequent	1,235.4	10,144.4	0.12
Route #3	PM Peak	Local	Urban Frequent	1,386.9	9,792.8	0.14
Route #5	AM Peak	Local	Urban Frequent	435.1	4,642.7	0.09
Route #5	PM Peak	Local	Urban Frequent	586.6	4,955.5	0.12
Route #7	AM Peak	Local	Urban Frequent	1,386.6	16,910.7	0.08
Route #7	PM Peak	Local	Urban Frequent	2,141.9	15,513.9	0.14
Route #12	AM Peak	Local	Urban Frequent	767.4	9,833.8	0.08
Route #12	PM Peak	Local	Urban Frequent	963.7	9,994.0	0.10
Route #13	AM Peak	Local	Urban Frequent	1,767.0	13,657.1	0.13
Route #13	PM Peak	Local	Urban Frequent	2,047.9	13,167.7	0.16
Route #44	AM Peak	Local	Urban Frequent	1,111.8	9,008.0	0.12
Route #44	PM Peak	Local	Urban Frequent	1,205.2	9,393.9	0.13
Route #701	AM Peak	Local	Urban Frequent	476.6	7,320.7	0.07
Route #701	PM Peak	Local	Urban Frequent	391.6	6,675.7	0.06
Route #709	AM Peak	Local	Urban Frequent	916.8	8,111.5	0.11
Route #709	PM Peak	Local	Urban Frequent	846.0	8,434.8	0.10
Route #712	AM Peak	Local	Urban Frequent	467.3	6,579.7	0.07
Route #712	PM Peak	Local	Urban Frequent	525.5	5,794.5	0.09
Route #906	AM Peak	Local	Urban Frequent	284.0	2,986.0	0.10
Route #906	PM Peak	Local	Urban Frequent	471.1	3,226.9	0.15
Route #907	AM Peak	Local	Urban Frequent	216.7	2,623.2	0.08
Route #907	PM Peak	Local	Urban Frequent	599.8	3,306.5	0.18
Route #929	AM Peak	Local	Urban Frequent	2,099.5	15,071.3	0.14
Route #929	PM Peak	Local	Urban Frequent	2,564.3	17,932.3	0.14
Route #932	AM Peak	Local	Urban Frequent	981.7	9,342.9	0.11
Route #932	PM Peak	Local	Urban Frequent	1,116.9	8,940.2	0.12
Route #933	AM Peak	Local	Urban Frequent	845.8	8,033.7	0.11
Route #933	PM Peak	Local	Urban Frequent	899.6	6,873.9	0.13
Route #934	AM Peak	Local	Urban Frequent	729.2	8,661.4	0.08
Route #934	PM Peak	Local	Urban Frequent	1,010.5	8,056.2	0.13
Route #955	AM Peak	Local	Urban Frequent	1,205.7	10,265.9	0.12
Route #955	PM Peak	Local	Urban Frequent	1,307.1	10,279.7	0.13
Route #961	AM Peak	Local	Urban Frequent	396.3	5,505.9	0.07
Route #961	PM Peak	Local	Urban Frequent	626.9	5,779.7	0.11
			Average:	**34,014.2**	**296,817.1**	**0.11**
Route #4	AM Peak	Local	Urban Standard	391.1	5,810.1	0.07
Route #4	PM Peak	Local	Urban Standard	664.3	5,676.6	0.12
Route #31	AM Peak	Local	Urban Standard	321.2	3,057.1	0.11
Route #31	PM Peak	Local	Urban Standard	337.0	3,326.1	0.10
Route #704	AM Peak	Local	Urban Standard	467.7	5,682.3	0.08

Route #704	PM Peak	Local	Urban Standard	579.9	5,692.8	0.10
Route #705	AM Peak	Local	Urban Standard	176.2	2,490.4	0.07
Route #705	PM Peak	Local	Urban Standard	261.1	2,832.1	0.09
Route #707	AM Peak	Local	Urban Standard	138.0	2,375.0	0.06
Route #707	PM Peak	Local	Urban Standard	165.2	2,840.9	0.06
Route #856	AM Peak	Local	Urban Standard	590.7	5,812.1	0.10
Route #856	PM Peak	Local	Urban Standard	732.2	5,881.0	0.12
Route #905	AM Peak	Local	Urban Standard	1,257.0	5,641.8	0.22
Route #905	PM Peak	Local	Urban Standard	1,415.0	5,725.5	0.25
Route #916	AM Peak	Local	Urban Standard	88.5	2,009.2	0.04
Route #916	PM Peak	Local	Urban Standard	136.8	1,842.3	0.07
Route #917	AM Peak	Local	Urban Standard	121.5	1,814.1	0.07
Route #917	PM Peak	Local	Urban Standard	161.0	1,813.6	0.09
Route #921	AM Peak	Local	Urban Standard	193.7	3,784.7	0.05
Route #921	PM Peak	Local	Urban Standard	297.3	3,784.7	0.08
Route #936	AM Peak	Local	Urban Standard	371.6	3,579.2	0.10
Route #936	PM Peak	Local	Urban Standard	478.7	3,579.2	0.13
Route #962	AM Peak	Local	Urban Standard	705.8	6,833.5	0.10
Route #962	PM Peak	Local	Urban Standard	730.0	6,293.4	0.12
Route #963	AM Peak	Local	Urban Standard	105.1	1,983.3	0.05
Route #963	PM Peak	Local	Urban Standard	130.8	1,983.8	0.07
Route #967	AM Peak	Local	Urban Standard	124.4	837.3	0.15
Route #967	PM Peak	Local	Urban Standard	86.0	691.1	0.12
Route #968	AM Peak	Local	Urban Standard	40.5	921.3	0.04
Route #968	PM Peak	Local	Urban Standard	64.8	1,116.4	0.06
			Average:	**11,332.8**	**105,710.9**	**0.11**
Route #851	AM Peak	Community	Circulator	83.1	895.7	0.09
Route #851	PM Peak	Community	Circulator	71.1	895.7	0.08
Route #909	AM Peak	Local	Circulator	123.8	1,259.8	0.10
Route #909	PM Peak	Local	Circulator	91.5	1,519.9	0.06
Route #964	AM Peak	Local	Circulator	77.0	2,254.9	0.03
Route #964	PM Peak	Local	Circulator	92.0	2,254.9	0.04
Route #965	AM Peak	Local	Circulator	49.8	777.8	0.06
Route #965	PM Peak	Local	Circulator	52.5	622.2	0.08
			Average:	**640.8**	**10,480.9**	**0.06**
			Average Peak Minority Route Load Factor:	**176,467.5**	**995,448.1**	**0.18**
Minority Off Peak Load Factor Data						
Route:	**Time Period:**	**Service Type**	**Mode:**	**Sum Passenger Miles**	**Sum Seat Miles**	**Load Factor:**
Route #950	AM Early	Corridor	Express	1,034.7	3,428.2	0.30
Route #950	Midday	Corridor	Express	1,469.4	7,480.6	0.20
Route #950	PM Late	Corridor	Express	507.9	3,560.4	0.14
			Average:	**3,012.1**	**14,469.2**	**0.21**
Route #510 Blue Line	AM Early	Corridor	Light Rail	27,186.1	87,137.6	0.31
Route #510 Blue Line	Midday	Corridor	Light Rail	77,637.4	292,904.4	0.27
Route #510 Blue Line	Other	Corridor	Light Rail	766.0	5,810.8	0.13
Route #510 Blue Line	PM Late	Corridor	Light Rail	33,648.0	153,604.2	0.22
Route #520 Orange Line	AM Early	Corridor	Light Rail	5,751.6	52,395.3	0.11
Route #520 Orange Line	Midday	Corridor	Light Rail	29,110.8	195,970.2	0.15
Route #520 Orange Line	Other	Corridor	Light Rail	670.5	12,210.1	0.05
Route #520 Orange Line	PM Late	Corridor	Light Rail	15,309.9	136,334.8	0.11
			Average:	**190,080.3**	**936,367.4**	**0.20**
Route #225	AM Early	Corridor	*Rapid*	2,216.2	13,443.9	0.16
Route #225	Midday	Corridor	*Rapid*	4,413.4	42,802.6	0.10
Route #225	PM Late	Corridor	*Rapid*	2,305.8	32,397.3	0.07
Route #237	AM Early	Corridor	*Rapid*	28.4	379.8	0.07
Route #237	Midday	Corridor	*Rapid*	197.9	2,610.9	0.08
Route #237	PM Late	Corridor	*Rapid*	211.5	2,958.1	0.07

				Average:	**9,373.1**	**94,592.6**	**0.10**
Route #3	AM Early	Local	Urban Frequent	273.4	2,808.3	0.10
Route #3	Midday	Local	Urban Frequent	3,224.5	21,023.6	0.15
Route #3	PM Late	Local	Urban Frequent	705.2	8,337.4	0.08
Route #5	AM Early	Local	Urban Frequent	72.9	1,050.9	0.07
Route #5	Midday	Local	Urban Frequent	1,141.6	10,273.1	0.11
Route #5	PM Late	Local	Urban Frequent	282.5	4,128.0	0.07
Route #7	AM Early	Local	Urban Frequent	387.5	6,342.7	0.06
Route #7	Midday	Local	Urban Frequent	4,144.2	32,295.5	0.13
Route #7	Other	Local	Urban Frequent	107.1	2,304.6	0.05
Route #7	PM Late	Local	Urban Frequent	1,579.0	17,576.4	0.09
Route #12	AM Early	Local	Urban Frequent	262.3	2,446.1	0.11
Route #12	Midday	Local	Urban Frequent	1,664.6	17,393.8	0.10
Route #12	PM Late	Local	Urban Frequent	672.8	8,698.8	0.08
Route #13	AM Early	Local	Urban Frequent	647.6	6,178.4	0.10
Route #13	Midday	Local	Urban Frequent	4,061.8	27,742.1	0.15
Route #13	PM Late	Local	Urban Frequent	1,119.6	10,363.3	0.11
Route #44	AM Early	Local	Urban Frequent	177.2	1,951.0	0.09
Route #44	Midday	Local	Urban Frequent	2,677.2	19,200.3	0.14
Route #44	PM Late	Local	Urban Frequent	785.6	7,462.2	0.11
Route #701	AM Early	Local	Urban Frequent	63.9	636.7	0.10
Route #701	Midday	Local	Urban Frequent	1,135.8	15,322.4	0.07
Route #701	PM Late	Local	Urban Frequent	206.2	4,148.1	0.05
Route #709	AM Early	Local	Urban Frequent	132.7	1,351.4	0.10
Route #709	Midday	Local	Urban Frequent	1,633.8	16,215.9	0.10
Route #709	PM Late	Local	Urban Frequent	462.7	6,078.1	0.08
Route #712	AM Early	Local	Urban Frequent	52.8	693.7	0.08
Route #712	Midday	Local	Urban Frequent	990.1	13,853.0	0.07
Route #712	PM Late	Local	Urban Frequent	242.2	3,872.1	0.06
Route #906	AM Early	Local	Urban Frequent	161.2	1,127.7	0.14
Route #906	Midday	Local	Urban Frequent	1,056.5	6,310.1	0.17
Route #906	Other	Local	Urban Frequent	133.2	504.0	0.26
Route #906	PM Late	Local	Urban Frequent	273.7	3,536.8	0.08
Route #907	AM Early	Local	Urban Frequent	155.9	668.0	0.23
Route #907	Midday	Local	Urban Frequent	1,021.9	6,170.1	0.17
Route #907	Other	Local	Urban Frequent	27.2	602.9	0.05
Route #907	PM Late	Local	Urban Frequent	295.6	3,262.3	0.09
Route #929	AM Early	Local	Urban Frequent	636.8	5,731.6	0.11
Route #929	Midday	Local	Urban Frequent	6,301.5	33,279.9	0.19
Route #929	Other	Local	Urban Frequent	175.4	2,006.7	0.09
Route #929	PM Late	Local	Urban Frequent	1,585.2	16,884.0	0.09
Route #932	AM Early	Local	Urban Frequent	234.4	2,323.1	0.10
Route #932	Midday	Local	Urban Frequent	2,524.9	19,102.1	0.13
Route #932	PM Late	Local	Urban Frequent	495.0	8,592.2	0.06
Route #933	AM Early	Local	Urban Frequent	238.4	3,424.8	0.07
Route #933	Midday	Local	Urban Frequent	2,231.2	16,046.0	0.14
Route #933	PM Late	Local	Urban Frequent	582.6	6,280.5	0.09
Route #934	AM Early	Local	Urban Frequent	262.8	3,441.1	0.08
Route #934	Midday	Local	Urban Frequent	1,888.1	14,976.6	0.13
Route #934	PM Late	Local	Urban Frequent	515.9	6,664.0	0.08
Route #955	AM Early	Local	Urban Frequent	281.5	3,590.6	0.08
Route #955	Midday	Local	Urban Frequent	3,125.7	22,388.3	0.14
Route #955	PM Late	Local	Urban Frequent	730.6	8,813.0	0.08
Route #961	AM Early	Local	Urban Frequent	143.8	1,774.2	0.08
Route #961	Midday	Local	Urban Frequent	1,182.5	11,210.5	0.11
Route #961	PM Late	Local	Urban Frequent	361.8	4,858.4	0.07
				Average:	**55,529.8**	**483,317.4**	**0.11**
Route #4	AM Early	Local	Urban Standard	102.8	1,598.9	0.06

Route #4	Midday	Local	Urban Standard	1,178.8	9,814.3	0.12
Route #4	PM Late	Local	Urban Standard	447.1	6,437.0	0.07
Route #31	AM Early	Local	Urban Standard	28.2	554.6	0.05
Route #31	Midday	Local	Urban Standard	76.2	828.5	0.09
Route #31	PM Late	Local	Urban Standard	38.8	563.7	0.07
Route #704	AM Early	Local	Urban Standard	138.4	1,391.1	0.10
Route #704	Midday	Local	Urban Standard	1,370.9	11,930.7	0.11
Route #704	PM Late	Local	Urban Standard	242.0	3,680.8	0.07
Route #705	Midday	Local	Urban Standard	437.1	5,672.9	0.08
Route #705	PM Late	Local	Urban Standard	106.7	2,142.4	0.05
Route #707	AM Early	Local	Urban Standard	14.2	501.5	0.03
Route #707	Midday	Local	Urban Standard	325.0	5,927.6	0.05
Route #707	PM Late	Local	Urban Standard	49.2	1,413.8	0.03
Route #856	AM Early	Local	Urban Standard	197.5	2,251.6	0.09
Route #856	Midday	Local	Urban Standard	1,418.1	11,759.1	0.12
Route #856	PM Late	Local	Urban Standard	345.0	4,754.3	0.07
Route #905	AM Early	Local	Urban Standard	853.2	2,488.9	0.34
Route #905	Midday	Local	Urban Standard	2,539.6	9,663.4	0.26
Route #905	PM Late	Local	Urban Standard	517.5	4,220.3	0.12
Route #916	AM Early	Local	Urban Standard	6.9	156.4	0.04
Route #916	Midday	Local	Urban Standard	217.0	2,690.4	0.08
Route #916	PM Late	Local	Urban Standard	57.3	1,454.2	0.04
Route #917	AM Early	Local	Urban Standard	6.7	196.6	0.03
Route #917	Midday	Local	Urban Standard	264.5	2,683.9	0.10
Route #917	PM Late	Local	Urban Standard	54.9	1,652.9	0.03
Route #921	AM Early	Local	Urban Standard	40.8	315.6	0.13
Route #921	Midday	Local	Urban Standard	810.0	7,569.5	0.11
Route #921	PM Late	Local	Urban Standard	74.8	1,576.8	0.05
Route #936	AM Early	Local	Urban Standard	67.5	1,209.9	0.06
Route #936	Midday	Local	Urban Standard	1,024.4	7,158.4	0.14
Route #936	PM Late	Local	Urban Standard	266.3	3,562.4	0.07
Route #962	AM Early	Local	Urban Standard	85.7	1,084.8	0.08
Route #962	Midday	Local	Urban Standard	1,691.9	13,131.7	0.13
Route #962	PM Late	Local	Urban Standard	327.6	3,602.1	0.09
Route #963	AM Early	Local	Urban Standard	11.2	200.4	0.06
Route #963	Midday	Local	Urban Standard	227.2	3,523.7	0.06
Route #963	PM Late	Local	Urban Standard	80.4	1,845.9	0.04
Route #967	Midday	Local	Urban Standard	224.6	1,382.2	0.16
Route #967	PM Late	Local	Urban Standard	23.5	375.9	0.06
Route #968	AM Early	Local	Urban Standard	18.2	435.2	0.04
Route #968	Midday	Local	Urban Standard	109.7	2,039.5	0.05
Route #968	PM Late	Local	Urban Standard	34.6	1,125.6	0.03
			Average:	**16,152.0**	**146,569.4**	**0.11**
Route #851	AM Early	Community	Circulator	13.5	298.6	0.05
Route #851	Midday	Community	Circulator	136.3	1,791.5	0.08
Route #851	PM Late	Community	Circulator	19.4	298.6	0.06
Route #909	AM Early	Local	Circulator	23.1	420.9	0.05
Route #909	Midday	Local	Circulator	129.8	2,543.3	0.05
Route #909	PM Late	Local	Circulator	21.2	606.0	0.03
Route #964	AM Early	Local	Circulator	13.4	194.2	0.07
Route #964	Midday	Local	Circulator	174.1	4,509.7	0.04
Route #964	PM Late	Local	Circulator	36.8	873.7	0.04
Route #965	AM Early	Local	Circulator	23.7	311.1	0.08
Route #965	Midday	Local	Circulator	121.8	1,711.1	0.07
Route #965	PM Late	Local	Circulator	31.8	777.8	0.04
			Average:	**744.9**	**14,336.5**	**0.05**
			Average Minority Off Peak Load Factor:	**274,892.2**	**1,689,652.5**	**0.16**

Non-Minority Peak Load Factor Data						
Route:	**Time Period:**	**Service Type**	**Mode:**	**Sum Passenger Miles**	**Sum Seat Miles**	**Load Factor:**
Route #280	AM Peak	Regional	*Rapid* Express	888.2	7,139.8	0.12
Route #280	PM Peak	Regional	*Rapid* Express	1,118.3	7,104.2	0.16
Route #290	AM Peak	Regional	*Rapid* Express	557.0	3,995.1	0.14
Route #290	PM Peak	Regional	*Rapid* Express	639.9	5,297.3	0.12
			Average:	**3,203.4**	**23,536.4**	**0.14**
Route #20	AM Peak	Corridor	Express	1,622.9	14,275.2	0.11
Route #20	PM Peak	Corridor	Express	1,562.4	14,763.4	0.11
Route #50	AM Peak	Corridor	Express	613.3	5,836.6	0.11
Route #50	PM Peak	Corridor	Express	328.2	5,256.9	0.06
Route #60	AM Peak	Corridor	Express	551.2	2,575.1	0.21
Route #60	PM Peak	Corridor	Express	593.8	3,213.4	0.18
Route #110	AM Peak	Corridor	Express	349.9	2,816.7	0.12
Route #110	PM Peak	Corridor	Express	275.8	2,853.2	0.10
Route #150	AM Peak	Corridor	Express	460.4	6,684.8	0.07
Route #150	PM Peak	Corridor	Express	991.6	6,545.3	0.15
			Average:	**7,349.4**	**64,820.6**	**0.11**
Route #530 Green Line	AM Peak	Corridor	Light Rail	16,676.5	115,981.5	0.14
Route #530 Green Line	PM Peak	Corridor	Light Rail	21,506.0	115,686.1	0.19
			Average:	**38,182.5**	**231,667.6**	**0.16**
Route #201	AM Peak	Local	*Rapid*	191.1	4,562.1	0.04
Route #201	PM Peak	Local	*Rapid*	185.7	4,573.7	0.04
Route #202	AM Peak	Local	*Rapid*	207.1	4,559.4	0.05
Route #202	PM Peak	Local	*Rapid*	200.8	4,588.3	0.04
Route #204	AM Peak	Local	*Rapid*	46.8	839.2	0.06
Route #204	PM Peak	Local	*Rapid*	24.1	839.2	0.03
Route #215	AM Peak	Corridor	*Rapid*	1,629.6	19,133.6	0.09
Route #215	PM Peak	Corridor	*Rapid*	2,393.1	20,845.7	0.11
Route #235	AM Peak	Corridor	*Rapid*	20,846.6	55,268.1	0.38
Route #235	PM Peak	Corridor	*Rapid*	21,430.1	51,826.9	0.41
			Average:	**47,154.9**	**167,036.2**	**0.28**
Route #1	AM Peak	Local	Urban Frequent	1,142.9	10,230.6	0.11
Route #1	PM Peak	Local	Urban Frequent	1,530.3	10,209.5	0.15
Route #2	AM Peak	Local	Urban Frequent	399.3	6,094.1	0.07
Route #2	PM Peak	Local	Urban Frequent	526.2	6,127.7	0.09
Route #6	AM Peak	Local	Urban Frequent	147.6	3,576.1	0.04
Route #6	PM Peak	Local	Urban Frequent	306.3	3,594.6	0.09
Route #8	AM Peak	Local	Urban Frequent	310.9	2,500.6	0.12
Route #8	PM Peak	Local	Urban Frequent	436.4	3,751.7	0.12
Route #9	AM Peak	Local	Urban Frequent	270.2	2,817.9	0.10
Route #9	PM Peak	Local	Urban Frequent	306.4	3,657.8	0.08
Route #10	AM Peak	Local	Urban Frequent	1,156.1	13,684.6	0.08
Route #10	PM Peak	Local	Urban Frequent	1,355.0	13,398.3	0.10
Route #11	AM Peak	Local	Urban Frequent	563.3	8,452.7	0.07
Route #11	PM Peak	Local	Urban Frequent	742.5	8,699.3	0.09
Route #30	AM Peak	Local	Urban Frequent	2,210.1	17,676.1	0.13
Route #30	PM Peak	Local	Urban Frequent	2,394.9	16,577.1	0.14
Route #41	AM Peak	Local	Urban Frequent	728.6	5,057.4	0.14
Route #41	PM Peak	Local	Urban Frequent	814.2	5,033.6	0.16
Route #120	AM Peak	Local	Urban Frequent	674.3	7,017.1	0.10
Route #120	PM Peak	Local	Urban Frequent	927.9	7,176.9	0.13
Route #901	AM Peak	Local	Urban Frequent	1,911.5	14,322.7	0.13
Route #901	PM Peak	Local	Urban Frequent	1,884.7	14,340.9	0.13
Route #992	AM Peak	Local	Urban Frequent	364.3	3,049.3	0.12
Route #992	PM Peak	Local	Urban Frequent	271.0	2,858.2	0.09
			Average:	**21,374.8**	**189,904.8**	**0.11**
Route #27	AM Peak	Local	Urban Standard	312.0	3,508.8	0.09

Route #27	PM Peak	Local	Urban Standard	434.4	3,508.8	0.12
Route #28	AM Peak	Local	Urban Standard	213.3	2,544.0	0.08
Route #28	PM Peak	Local	Urban Standard	225.5	1,888.1	0.12
Route #35	AM Peak	Local	Urban Standard	298.0	3,154.1	0.09
Route #35	PM Peak	Local	Urban Standard	435.7	3,450.9	0.13
Route #105	AM Peak	Local	Urban Standard	334.3	4,262.2	0.08
Route #105	PM Peak	Local	Urban Standard	428.0	4,247.4	0.10
Route #115	AM Peak	Local	Urban Standard	379.0	3,951.6	0.10
Route #115	PM Peak	Local	Urban Standard	287.4	3,965.6	0.07
Route #815	AM Peak	Local	Urban Standard	295.6	3,197.9	0.09
Route #815	PM Peak	Local	Urban Standard	338.2	2,922.6	0.12
Route #816	AM Peak	Local	Urban Standard	146.0	2,718.4	0.05
Route #816	PM Peak	Local	Urban Standard	158.7	2,968.3	0.05
Route #832	AM Peak	Local	Urban Standard	54.4	774.6	0.07
Route #832	PM Peak	Local	Urban Standard	25.6	582.1	0.04
Route #833	AM Peak	Local	Urban Standard	107.4	1,289.5	0.08
Route #833	PM Peak	Local	Urban Standard	143.4	1,552.7	0.09
Route #834	AM Peak	Local	Urban Standard	58.9	788.7	0.07
Route #834	PM Peak	Local	Urban Standard	74.1	788.7	0.09
Route #838	AM Peak	Local	Urban Standard	651.0	2,254.1	0.29
Route #838	PM Peak	Local	Urban Standard	711.0	2,254.1	0.32
Route #848	AM Peak	Local	Urban Standard	481.5	3,406.1	0.14
Route #848	PM Peak	Local	Urban Standard	539.5	3,406.1	0.16
Route #852	AM Peak	Local	Urban Standard	248.4	3,034.3	0.08
Route #852	PM Peak	Local	Urban Standard	303.2	2,580.5	0.12
Route #854	AM Peak	Local	Urban Standard	42.0	1,111.9	0.04
Route #854	PM Peak	Local	Urban Standard	43.3	1,111.9	0.04
Route #855	AM Peak	Local	Urban Standard	182.4	1,994.2	0.09
Route #855	PM Peak	Local	Urban Standard	227.2	1,994.2	0.11
Route #864	AM Peak	Local	Urban Standard	623.6	2,878.0	0.22
Route #864	PM Peak	Local	Urban Standard	778.8	2,878.0	0.27
Route #872	AM Peak	Community	Urban Standard	32.7	615.3	0.05
Route #872	PM Peak	Community	Urban Standard	48.4	735.8	0.07
Route #874	AM Peak	Local	Urban Standard	171.7	1,889.2	0.09
Route #874	PM Peak	Local	Urban Standard	297.5	2,052.9	0.14
Route #875	AM Peak	Local	Urban Standard	225.3	2,153.4	0.10
Route #875	PM Peak	Local	Urban Standard	247.2	2,051.3	0.12
Route #904	PM Peak	Community	Urban Standard	8.9	543.2	0.02
Route #923	AM Peak	Local	Urban Standard	385.8	3,682.0	0.10
Route #923	PM Peak	Local	Urban Standard	422.6	4,001.8	0.11
Route #928	AM Peak	Local	Urban Standard	552.2	4,004.7	0.14
Route #928	PM Peak	Local	Urban Standard	448.7	4,004.7	0.11
Route #944	AM Peak	Local	Urban Standard	118.5	1,671.6	0.07
Route #944	PM Peak	Local	Urban Standard	135.2	1,671.6	0.08
Route #945	AM Peak	Local	Urban Standard	235.5	3,264.3	0.07
Route #945	PM Peak	Local	Urban Standard	253.7	3,264.3	0.08
			Average:	**13,165.4**	**116,574.5**	**0.11**
Route #14	AM Peak	Local	Circulator	160.1	1,483.9	0.11
Route #14	PM Peak	Local	Circulator	175.0	1,483.9	0.12
Route #18	AM Peak	Local	Circulator	50.9	775.4	0.07
Route #18	PM Peak	Local	Circulator	44.1	969.3	0.05
Route #25	AM Peak	Local	Circulator	79.5	1,622.3	0.05
Route #25	PM Peak	Local	Circulator	160.4	1,932.5	0.08
Route #83	AM Peak	Local	Circulator	17.2	682.3	0.03
Route #83	PM Peak	Local	Circulator	22.5	619.9	0.04
Route #84	AM Peak	Local	Circulator	106.7	646.5	0.17
Route #84	PM Peak	Local	Circulator	68.4	821.6	0.08
Route #88	AM Peak	Local	Circulator	66.6	861.6	0.08

Route #88	PM Peak	Local	Circulator	80.6	861.6	0.09
			Average:	**1,032.0**	**12,760.8**	**0.08**
Route #888	PM Peak	Rural	Rural	129.0	2,190.1	0.06
Route #891	AM Peak	Rural	Rural	166.7	2,264.2	0.07
Route #892	AM Peak	Rural	Rural	762.6	4,380.1	0.17
Route #894	AM Peak	Rural	Rural	2,438.4	5,346.0	0.46
Route #894	PM Peak	Rural	Rural	1,426.4	1,696.1	0.84
			Average:	**4,923.1**	**15,876.5**	**0.31**
			Average Non-Minority Peak Load Factor:	**136,385.5**	**822,177.4**	**0.17**

Non-Minority Off Peak Load Factor Data						
Route:	**Time Period:**	**Service Type**	**Mode:**	**Sum Passenger Miles**	**Sum Seat Miles**	**Load Factor:**
Route #280	AM Early	Regional	*Rapid* Express	395.7	1,785.0	0.22
Route #280	Midday	Regional	*Rapid* Express	247.7	1,776.1	0.14
Route #290	AM Early	Regional	*Rapid* Express	265.8	2,663.4	0.10
Route #290	Midday	Regional	*Rapid* Express	154.6	1,324.3	0.12
			Average:	**1,063.7**	**7,548.8**	**0.14**
Route #20	AM Early	Corridor	Express	651.2	4,856.2	0.13
Route #20	Midday	Corridor	Express	2,783.9	23,622.3	0.12
Route #20	PM Late	Corridor	Express	624.3	8,800.0	0.07
Route #50	AM Early	Corridor	Express	162.5	1,601.4	0.10
Route #50	Midday	Corridor	Express	218.9	2,637.4	0.08
Route #50	PM Late	Corridor	Express	53.6	1,062.4	0.05
Route #60	AM Early	Corridor	Express	394.1	1,938.0	0.20
Route #60	PM Late	Corridor	Express	50.1	643.8	0.08
Route #150	AM Early	Corridor	Express	63.1	411.4	0.15
Route #150	Midday	Corridor	Express	1,209.9	15,887.2	0.08
Route #150	PM Late	Corridor	Express	397.4	8,084.5	0.05
			Average:	**6,608.9**	**69,544.6**	**0.10**
Route #530 Green Line	AM Early	Corridor	Light Rail	6,503.9	64,160.7	0.10
Route #530 Green Line	Midday	Corridor	Light Rail	38,007.2	231,619.5	0.16
Route #530 Green Line	PM Late	Corridor	Light Rail	18,266.5	154,465.3	0.12
Route #530 Green Line	Other	Corridor	Light Rail	719.9	7,551.2	0.10
			Average:	**63,497.4**	**457,796.7**	**0.14**
Route #201	AM Early	Local	*Rapid*	14.5	382.4	0.04
Route #201	Midday	Local	*Rapid*	436.5	9,130.9	0.05
Route #201	PM Late	Local	*Rapid*	176.1	6,458.7	0.03
Route #202	AM Early	Local	*Rapid*	10.7	382.4	0.03
Route #202	Midday	Local	*Rapid*	508.5	9,120.8	0.06
Route #202	PM Late	Local	*Rapid*	179.3	6,467.4	0.03
Route #204	AM Early	Local	*Rapid*	5.3	139.9	0.04
Route #204	Midday	Local	*Rapid*	78.4	1,682.3	0.05
Route #204	PM Late	Local	*Rapid*	36.4	1,118.9	0.03
Route #215	AM Early	Corridor	*Rapid*	577.1	7,328.6	0.08
Route #215	Midday	Corridor	*Rapid*	3,729.4	30,796.0	0.12
Route #215	PM Late	Corridor	*Rapid*	1,870.7	21,436.7	0.09
Route #215	Other	Corridor	*Rapid*	140.5	2,910.1	0.05
Route #235	AM Early	Corridor	*Rapid*	7,799.3	21,899.9	0.36
Route #235	Midday	Corridor	*Rapid*	34,208.9	110,356.3	0.31
Route #235	PM Late	Corridor	*Rapid*	12,242.9	51,742.8	0.24
			Average:	**3,875.9**	**17,584.6**	**0.22**
Route #1	AM Early	Local	Urban Frequent	177.0	2,038.3	0.09
Route #1	Midday	Local	Urban Frequent	3,467.5	20,428.8	0.17
Route #1	PM Late	Local	Urban Frequent	968.5	10,569.3	0.09
Route #2	AM Early	Local	Urban Frequent	60.5	1,469.3	0.04
Route #2	Midday	Local	Urban Frequent	1,087.5	10,695.4	0.10
Route #2	PM Late	Local	Urban Frequent	339.9	6,585.0	0.05
Route #2	Other	Local	Urban Frequent	8.8	430.2	0.02

Route #6	AM Early	Local	Urban Frequent	18.6	287.7	0.06
Route #6	Midday	Local	Urban Frequent	522.2	7,655.2	0.07
Route #6	PM Late	Local	Urban Frequent	199.0	3,272.2	0.06
Route #8	AM Early	Local	Urban Frequent	47.0	416.9	0.11
Route #8	Midday	Local	Urban Frequent	774.0	7,505.6	0.10
Route #8	PM Late	Local	Urban Frequent	341.0	5,174.6	0.07
Route #8	Other	Local	Urban Frequent	14.1	215.4	0.07
Route #9	AM Early	Local	Urban Frequent	10.8	203.7	0.05
Route #9	Midday	Local	Urban Frequent	634.3	7,723.5	0.08
Route #9	PM Late	Local	Urban Frequent	194.3	2,981.9	0.07
Route #10	AM Early	Local	Urban Frequent	304.1	3,157.1	0.10
Route #10	Midday	Local	Urban Frequent	2,581.7	25,095.2	0.10
Route #10	PM Late	Local	Urban Frequent	949.3	12,135.3	0.08
Route #11	AM Early	Local	Urban Frequent	74.0	1,809.0	0.04
Route #11	Midday	Local	Urban Frequent	1,470.5	17,779.9	0.08
Route #11	PM Late	Local	Urban Frequent	449.4	7,047.9	0.06
Route #30	AM Early	Local	Urban Frequent	541.6	4,127.0	0.13
Route #30	Midday	Local	Urban Frequent	4,518.9	34,484.5	0.13
Route #30	PM Late	Local	Urban Frequent	1,767.9	18,743.6	0.09
Route #30	Other	Local	Urban Frequent	14.8	233.9	0.06
Route #41	AM Early	Local	Urban Frequent	106.2	844.4	0.13
Route #41	Midday	Local	Urban Frequent	1,430.7	10,116.9	0.14
Route #41	PM Late	Local	Urban Frequent	823.6	7,957.4	0.10
Route #120	AM Early	Local	Urban Frequent	217.4	2,089.0	0.10
Route #120	Midday	Local	Urban Frequent	1,679.8	14,385.1	0.12
Route #120	PM Late	Local	Urban Frequent	630.1	7,754.8	0.08
Route #901	AM Early	Local	Urban Frequent	845.9	7,240.3	0.12
Route #901	Midday	Local	Urban Frequent	3,474.5	20,122.4	0.17
Route #901	PM Late	Local	Urban Frequent	1,003.8	10,025.2	0.10
Route #901	Other	Local	Urban Frequent	159.9	1,400.5	0.11
Route #992	AM Early	Local	Urban Frequent	75.3	562.9	0.13
Route #992	Midday	Local	Urban Frequent	735.1	5,652.9	0.13
Route #992	PM Late	Local	Urban Frequent	265.3	3,174.1	0.08
			Average:	**32,984.5**	**303,592.3**	**0.11**
Route #27	AM Early	Local	Urban Standard	52.4	584.8	0.09
Route #27	Midday	Local	Urban Standard	843.5	7,306.1	0.12
Route #27	PM Late	Local	Urban Standard	141.1	2,339.2	0.06
Route #28	AM Early	Local	Urban Standard	21.6	255.7	0.08
Route #28	Midday	Local	Urban Standard	344.2	3,173.1	0.11
Route #28	PM Late	Local	Urban Standard	152.7	2,294.5	0.07
Route #35	AM Early	Local	Urban Standard	38.8	442.1	0.09
Route #35	Midday	Local	Urban Standard	817.3	6,897.3	0.12
Route #35	PM Late	Local	Urban Standard	256.9	2,744.4	0.09
Route #105	AM Early	Local	Urban Standard	97.0	1,597.5	0.06
Route #105	Midday	Local	Urban Standard	866.2	8,550.9	0.10
Route #105	PM Late	Local	Urban Standard	224.1	3,076.8	0.07
Route #115	Midday	Local	Urban Standard	759.8	7,934.0	0.10
Route #115	PM Late	Local	Urban Standard	219.6	2,966.5	0.07
Route #815	AM Early	Local	Urban Standard	43.8	407.8	0.11
Route #815	Midday	Local	Urban Standard	739.7	6,120.6	0.12
Route #815	PM Late	Local	Urban Standard	161.9	2,020.7	0.08
Route #816	AM Early	Local	Urban Standard	30.9	494.7	0.06
Route #816	Midday	Local	Urban Standard	292.7	5,936.6	0.05
Route #816	PM Late	Local	Urban Standard	29.1	989.4	0.03
Route #832	Midday	Local	Urban Standard	66.7	1,356.7	0.05
Route #832	PM Late	Local	Urban Standard	15.6	387.3	0.04
Route #833	AM Early	Local	Urban Standard	7.2	179.5	0.04
Route #833	Midday	Local	Urban Standard	334.8	3,105.4	0.11

Route #834	Midday	Local	Urban Standard	179.4	1,577.4	0.11
Route #834	PM Late	Local	Urban Standard	13.5	262.9	0.05
Route #838	AM Early	Local	Urban Standard	92.8	751.4	0.12
Route #838	Midday	Local	Urban Standard	1,280.3	4,508.3	0.28
Route #838	PM Late	Local	Urban Standard	510.0	1,877.5	0.27
Route #848	AM Early	Local	Urban Standard	145.7	1,410.7	0.10
Route #848	Midday	Local	Urban Standard	957.1	6,812.2	0.14
Route #848	PM Late	Local	Urban Standard	291.0	2,277.2	0.13
Route #852	AM Early	Local	Urban Standard	30.4	935.8	0.03
Route #852	Midday	Local	Urban Standard	561.1	5,614.8	0.10
Route #852	PM Late	Local	Urban Standard	347.8	4,679.0	0.07
Route #854	AM Early	Local	Urban Standard	2.4	175.8	0.01
Route #854	Midday	Local	Urban Standard	115.7	2,223.8	0.05
Route #854	PM Late	Local	Urban Standard	20.8	565.5	0.04
Route #855	AM Early	Local	Urban Standard	26.2	319.7	0.08
Route #855	Midday	Local	Urban Standard	437.7	3,988.4	0.11
Route #855	PM Late	Local	Urban Standard	145.4	1,674.5	0.09
Route #864	AM Early	Local	Urban Standard	106.7	872.3	0.12
Route #864	Midday	Local	Urban Standard	1,456.9	5,755.9	0.25
Route #864	PM Late	Local	Urban Standard	537.7	2,636.1	0.20
Route #872	Midday	Community	Urban Standard	102.1	1,476.2	0.07
Route #872	PM Late	Community	Urban Standard	21.6	366.1	0.06
Route #874	AM Early	Local	Urban Standard	25.9	245.6	0.11
Route #874	Midday	Local	Urban Standard	560.6	4,105.8	0.14
Route #874	PM Late	Local	Urban Standard	158.1	1,540.5	0.10
Route #875	AM Early	Local	Urban Standard	12.3	146.3	0.08
Route #875	Midday	Local	Urban Standard	615.0	4,106.8	0.15
Route #875	PM Late	Local	Urban Standard	133.5	1,538.7	0.09
Route #904	Midday	Community	Urban Standard	23.6	991.0	0.02
Route #904	PM Late	Community	Urban Standard	1.0	101.5	0.01
Route #923	AM Early	Local	Urban Standard	38.9	999.0	0.04
Route #923	Midday	Local	Urban Standard	775.8	8,024.0	0.10
Route #923	PM Late	Local	Urban Standard	76.4	1,332.7	0.06
Route #928	AM Early	Local	Urban Standard	94.8	1,476.3	0.06
Route #928	Midday	Local	Urban Standard	986.0	8,009.4	0.12
Route #928	PM Late	Local	Urban Standard	169.7	2,282.6	0.07
Route #944	AM Early	Local	Urban Standard	17.8	422.1	0.04
Route #944	Midday	Local	Urban Standard	206.6	3,343.2	0.06
Route #944	PM Late	Local	Urban Standard	33.6	692.3	0.05
Route #945	AM Early	Local	Urban Standard	35.1	820.6	0.04
Route #945	Midday	Local	Urban Standard	437.3	6,261.1	0.07
Route #945	PM Late	Local	Urban Standard	78.8	1,623.2	0.05
			Average:	**18,420.3**	**169,985.8**	**0.11**
Route #14	Midday	Local	Circulator	341.4	2,967.7	0.12
Route #14	PM Late	Local	Circulator	48.0	494.6	0.10
Route #18	Midday	Local	Circulator	106.8	2,326.2	0.05
Route #25	Midday	Local	Circulator	277.8	3,865.1	0.07
Route #25	PM Late	Local	Circulator	22.6	644.2	0.04
Route #83	Midday	Local	Circulator	32.8	1,233.8	0.03
Route #83	PM Late	Local	Circulator	4.6	120.3	0.04
Route #84	Midday	Local	Circulator	194.4	2,142.5	0.09
Route #84	PM Late	Local	Circulator	1.2	31.3	0.04
Route #88	AM Early	Local	Circulator	1.9	64.5	0.03
Route #88	Midday	Local	Circulator	107.1	1,723.2	0.06
Route #88	PM Late	Local	Circulator	58.2	940.7	0.06
			Average:	**1,196.8**	**16,554.1**	**0.07**
Route #888	Midday	Rural	Rural	1,039.5	4,368.8	0.24
Route #891	Midday	Rural	Rural	419.4	4,554.9	0.09

Route #892	Midday	Rural	Rural	867.1	4,383.5	0.20
Route #894	AM Early	Rural	Rural	1,318.1	1,703.0	0.77
Route #894	Midday	Rural	Rural	7,897.3	12,351.3	0.64
			Average:	**11,541.4**	**27,361.5**	**0.42**
			Average Non Minority Off Peak	**139,188.9**	**1,053,414.3**	**0.13**

Minority Headways and On Time Performance (OTP)					
Route	**Service Type**	**Mode:**	**Peak Headway**	**Base Headway**	**OTP**
Route #950	Corridor	Express	15.00	30.00	90%
		Average:	**15.00**	**30.00**	**90%**
Route #510 Blue Line	Corridor	Light Rail	7.50	15.00	92%
Route #520 Orange Line	Corridor	Light Rail	15.00	15.00	88%
		Average:	**11.25**	**15.00**	**90%**
Route #225	Corridor	*Rapid*	15.00	15.00	89%
Route #237	Corridor	*Rapid*	15.00	15.00	94%
		Average:	**15.00**	**15.00**	**92%**
Route #3	Local	Urban Frequent	12.00	12.00	83%
Route #5	Local	Urban Frequent	12.00	12.00	90%
Route #7	Local	Urban Frequent	10.00	10.00	88%
Route #12	Local	Urban Frequent	11.25	15.00	90%
Route #13	Local	Urban Frequent	12.00	12.00	90%
Route #44	Local	Urban Frequent	11.25	15.00	88%
Route #701	Local	Urban Frequent	15.00	15.00	88%
Route #709	Local	Urban Frequent	11.25	15.00	87%
Route #712	Local	Urban Frequent	15.00	15.00	89%
Route #906	Local	Urban Frequent	15.00	15.00	86%
Route #907	Local	Urban Frequent	15.00	15.00	86%
Route #929	Local	Urban Frequent	12.00	15.00	80%
Route #932	Local	Urban Frequent	15.00	15.00	86%
Route #933	Local	Urban Frequent	12.00	15.00	75%
Route #934	Local	Urban Frequent	12.00	15.00	75%
Route #955	Local	Urban Frequent	12.00	12.00	87%
Route #961	Local	Urban Frequent	22.50	22.50	89%
		Average:	**13.25**	**14.44**	**86%**
Route #4	Local	Urban Standard	30.00	30.00	88%
Route #31	Local	Urban Standard	30.00	30.00	90%
Route #704	Local	Urban Standard	30.00	30.00	87%
Route #705	Local	Urban Standard	45.00	45.00	95%
Route #707	Local	Urban Standard	30.00	30.00	92%
Route #856	Local	Urban Standard	30.00	30.00	85%
Route #905	Local	Urban Standard	22.50	30.00	92%
Route #916	Local	Urban Standard	45.00	45.00	83%
Route #917	Local	Urban Standard	45.00	45.00	83%
Route #921	Local	Urban Standard	30.00	30.00	88%
Route #936	Local	Urban Standard	30.00	30.00	85%
Route #962	Local	Urban Standard	15.00	15.00	87%
Route #963	Local	Urban Standard	30.00	30.00	91%
Route #967	Local	Urban Standard	60.00	60.00	93%
Route #968	Local	Urban Standard	60.00	60.00	90%
		Average:	**35.50**	**36.00**	**89%**
Route #851	Community	Circulator	60.00	60.00	91%
Route #909	Local	Circulator	60.00	60.00	93%
Route #964	Local	Circulator	30.00	30.00	91%
Route #965	Local	Circulator	40.00	40.00	86%
		Average:	**47.50**	**47.50**	**90%**
Average			**24.76**	**25.99**	**88%**

Non Minority Headways and On Time Performance (OTP)					
Route	**Service Type**	**Mode:**	**Peak Headway**	**Base Headway**	**OTP**
Route #280	Regional	*Rapid* Express	15.00	0.00	84%
Route #290	Regional	*Rapid* Express	10.00	0.00	89%
		Average:	**12.50**	**0.00**	**87%**
Route #20	Corridor	Express	22.50	30.00	91%
Route #50	Corridor	Express	30.00	30.00	90%
Route #60	Corridor	Express	25.00	25.00	79%
Route #110	Corridor	Express	25.00	25.00	87%
Route #150	Corridor	Express	15.00	30.00	83%
		Average:	**23.50**	**28.00**	**86%**
Route #530 Green Line	Corridor	Light Rail	15.00	15.00	94%
		Average:	**15.00**	**15.00**	**94%**
Route #201	Local	*Rapid*	5.00	10.00	89%
Route #202	Local	*Rapid*	5.00	10.00	89%
Route #204	Local	*Rapid*	30.00	30.00	89%
Route #215	Corridor	Corridor	10.00	15.00	87%
Route #235	Corridor	Corridor	15.00	15.00	88%
		Average:	**13.00**	**16.00**	**88%**
Route #1	Local	Urban Frequent	15.00	15.00	86%
Route #2	Local	Urban Frequent	12.00	15.00	89%
Route #6	Local	Urban Frequent	15.00	15.00	90%
Route #8	Local	Urban Frequent	20.00	20.00	91%
Route #9	Local	Urban Frequent	20.00	20.00	91%
Route #10	Local	Urban Frequent	12.00	15.00	89%
Route #11	Local	Urban Frequent	15.00	15.00	87%
Route #30	Local	Urban Frequent	15.00	15.00	87%
Route #41	Local	Urban Frequent	11.25	15.00	90%
Route #120	Local	Urban Frequent	22.50	22.50	90%
Route #901	Local	Urban Frequent	15.00	30.00	82%
Route #992	Local	Urban Frequent	15.00	15.00	81%
		Average:	**15.65**	**17.71**	**88%**
Route #27	Local	Urban Standard	30.00	30.00	87%
Route #28	Local	Urban Standard	22.50	30.00	93%
Route #35	Local	Urban Standard	15.00	15.00	92%
Route #105	Local	Urban Standard	30.00	30.00	91%
Route #115	Local	Urban Standard	30.00	30.00	89%
Route #815	Local	Urban Standard	15.00	15.00	90%
Route #816	Local	Urban Standard	30.00	30.00	92%
Route #832	Local	Urban Standard	30.00	30.00	80%
Route #833	Local	Urban Standard	40.00	40.00	81%
Route #834	Local	Urban Standard	60.00	60.00	84%
Route #838	Local	Urban Standard	60.00	60.00	84%
Route #848	Local	Urban Standard	30.00	30.00	90%
Route #852	Local	Urban Standard	30.00	30.00	92%
Route #854	Local	Urban Standard	45.00	45.00	97%
Route #855	Local	Urban Standard	30.00	30.00	93%
Route #864	Local	Urban Standard	30.00	30.00	89%
Route #872	Community	Urban Standard	30.00	30.00	97%
Route #874	Local	Urban Standard	30.00	30.00	89%
Route #875	Local	Urban Standard	30.00	30.00	89%
Route #904	Community	Urban Standard	60.00	60.00	92%
Route #923	Local	Urban Standard	30.00	30.00	90%
Route #928	Local	Urban Standard	30.00	30.00	85%
Route #944	Local	Urban Standard	30.00	30.00	96%
Route #945	Local	Urban Standard	30.00	30.00	88%
		Average:	**33.23**	**33.54**	**90%**

APPENDIX M

MTS Title VI Analysis Route 225 June 14, 2018

MTS Board of Directors Meeting Agenda, June 14, 2018

MTS Board of Directors Meeting Minutes, June 14, 2018

MTS Title VI Analysis UCSD Sorrento Valley COASTER Connection, October 10, 2019

MTS Board of Directors Meeting Agenda, October 10, 2019

MTS Board of Directors Meeting Minutes, October 10, 2019

MTS Title VI Equity Analysis of COVID-19 Major Service Changes, January 26, 2021

MTS Board of Directors Meeting Agenda, February 11, 2021

MTS Board of Directors Meeting Minutes, February 11, 2021

MTS Title VI Equity Analysis of Mid-Coast Trolley and Feeder Bus Major Service Changes

MTS Board of Directors Meeting Agenda, March 11, 2021

MTS Board of Directors Meeting Minutes, March 11, 2021



Title VI Analysis

Rapid 225

Prepared by the Metropolitan Transit System
June 2018

Executive Summary

The San Diego Metropolitan Transit System (MTS) has conducted a Title VI analysis of the 2018/2019 proposed bus service implementation of the new *Rapid* 225, as required by the Federal Transit Administration (FTA). Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The purpose of this analysis is to ensure that MTS is in compliance with Title VI requirements. MTS has followed FTA's guidelines, published in FTA Circular 4702.1B on October 1, 2012.

The critical elements of this analysis involve a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. As defined in MTS Policy 42:

> *A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average.*
>
> *A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average.*

The study found that there is no disparate impact to minority populations and no disproportionate burden to low-income populations resulting from the implementation of *Rapid* 225.

Introduction

MTS *Rapid* 225 is the service that will complete a nearly 30-year process of introducing rapid transit to the southeastern portion of the MTS service area. Developed by the San Diego Association of Governments (SANDAG) as the South Bay Rapid, it grew out of the 1991 South Bay Rail Extension Study and 1993 Otay Ranch General Development Plan. SANDAG began the planning for this specific project in the early 2000s, with various studies and community engagement leading up to the adoption of the Final Environmental Impact Report in 2013. Design and construction followed, and SANDAG is now wrapping up the final stages of construction. These improvements will be turned over to MTS for operation of the service.

This route will join MTS' other Rapid-branded services as *Rapid* 225, ultimately operating between the new Otay Mesa Transit Center (at the Otay Mesa Point of Entry) and Downtown San Diego via the Palomar Street and Interstate 805 corridors. *Rapid* 225 will have 12 *Rapid* stations along its 26-mile route. The route is fully funded through TransNet, and there are no impacts to local bus route service levels.

The implementation of *Rapid* 225 is considered to be a major service change under MTS Policy 42.5B, and as a result the Federal Transit Administration (FTA) requires the execution of a Title VI analysis (FTA C 4702.1B). Additionally, FTA requires that transit providers implementing new fixed guideway capital project conduct a service and fare equity analysis prior to the beginning of revenue operations. This Title VI analysis involves the evaluation of the *Rapid* 225 implementation to determine if it will have a disparate impact on minority groups or result in a disproportionate burden for low-income groups. If disparate impacts or disproportionate burdens are found, this analysis will identify the available service alternatives and mitigation strategies that can be used to minimize them.

Background

Qualification as Major Service Change

FTA guidance on compliance with Title VI requires that agencies include the public in developing a definition of a major service change. MTS conducted a public engagement process in 2013 to define major service changes, culminating in public hearing in June of that year. The definition was broadened to include several new criteria, which were incorporated into MTS Board Policy 42. Any of the following changes constitutes a major MTS service change, requiring the process outlined in the policy:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route.
- The discontinuation of an existing route.
- A routing change that affects more than 25 percent of a route's Directional Route Miles ***and*** more than 25 percent of the route's bus stops.

Included as part of the major service change process in MTS Board Policy 42, a Title VI analysis is required before a final decision is made. The implementation of *Rapid* 225 qualifies under the third criteria as a major service change, requiring Title VI analysis.

Purpose of MTS Service Change

The purpose of this change is to implement the South Bay *Rapid* project developed by SANDAG for operation by MTS. *Rapid* 225 is expected to provide additional transit connections between the Otay Mesa Point of Entry and the San Diego region, offer new transit access to the Eastlake, Otay Ranch, and Millenia communities, and reduce traffic congestion, greenhouse gas emissions, and vehicle miles traveled along the Interstate 805 corridor.

Definition of Low-income and Minority Groups

FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income person that is "at least as inclusive as the HHS poverty guidelines." In coordination with SANDAG, MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Disparate Impact to Minority Populations and Disproportionate Burden to Low-Income Populations

This analysis considers the percentage of minority and low income persons by route in each census block group that the route serves. It identifies which route changes could potentially have a disparate impact or disproportionate burden. In order to provide the standard for the analysis, this section defines the criteria that MTS considers to be qualifications for a disparate impact or disproportionate burden.

The FTA defines a disparate impact as "a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin (FTA C 4702.1B Chapter I-2)."

MTS Policy 42.6b uses the phrase, "disparate impact," when speaking of minorities, and the phrase, "disproportionate burden," when speaking of low-income impacts. This report uses these phrases to differentiate the two. Both are defined as follows:

A **disparate impact** is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change (MTS Policy 42.6b).

A **disproportionate burden** is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. *For example, if the total MTS service area average is 20% "low-income," then a proposed service change that benefits a population that is 90% or greater "non-low-income" would be defined as a disproportionate burden.* If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations (MTS Policy 42.6b).

Table 1 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2016 American Community Survey 5 year estimates, 2012-2016:

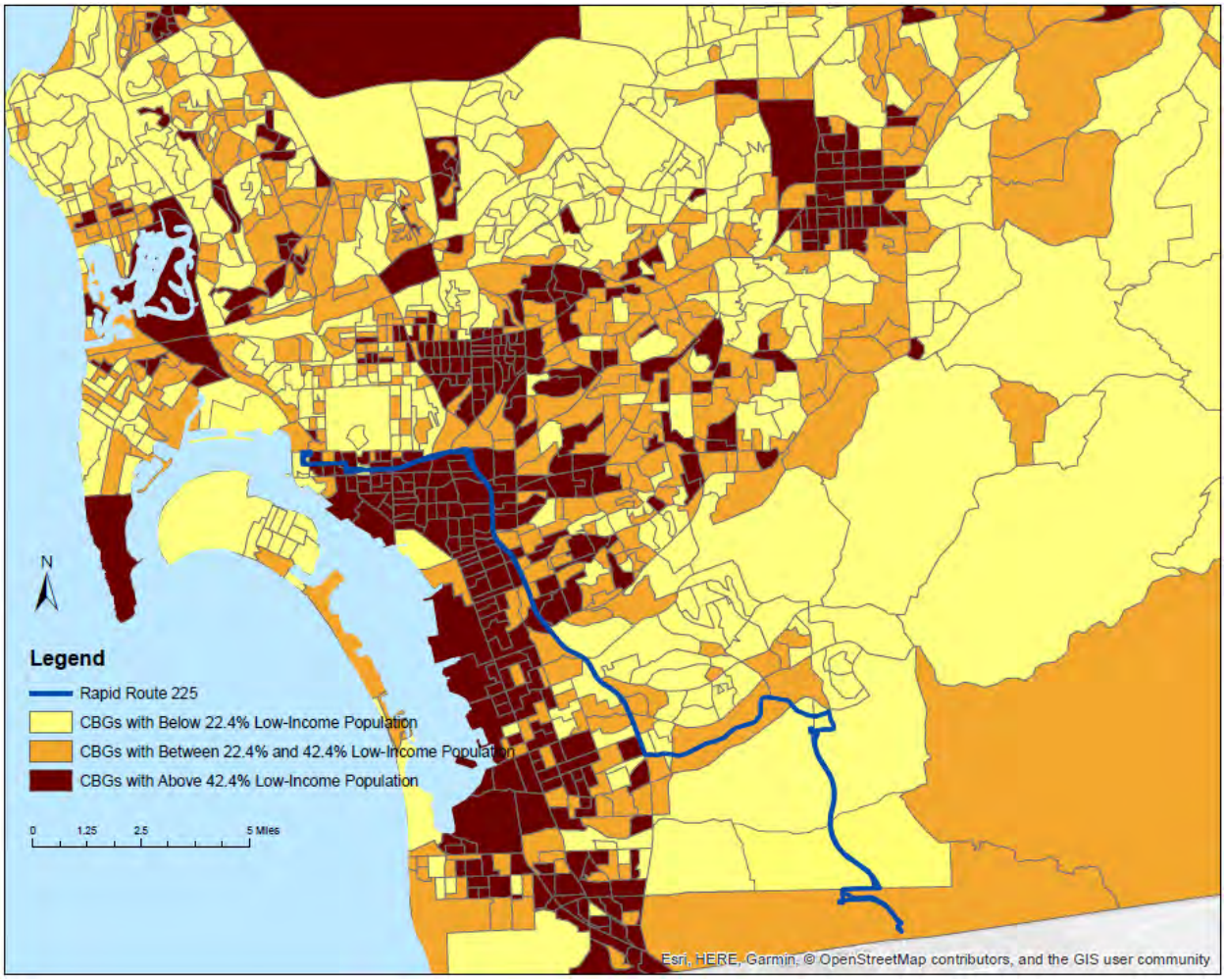
Table 1: Service Area Averages

Population	Service Area Average
Minority	56.8%
Low-income	32.4%

Proposed Service Changes

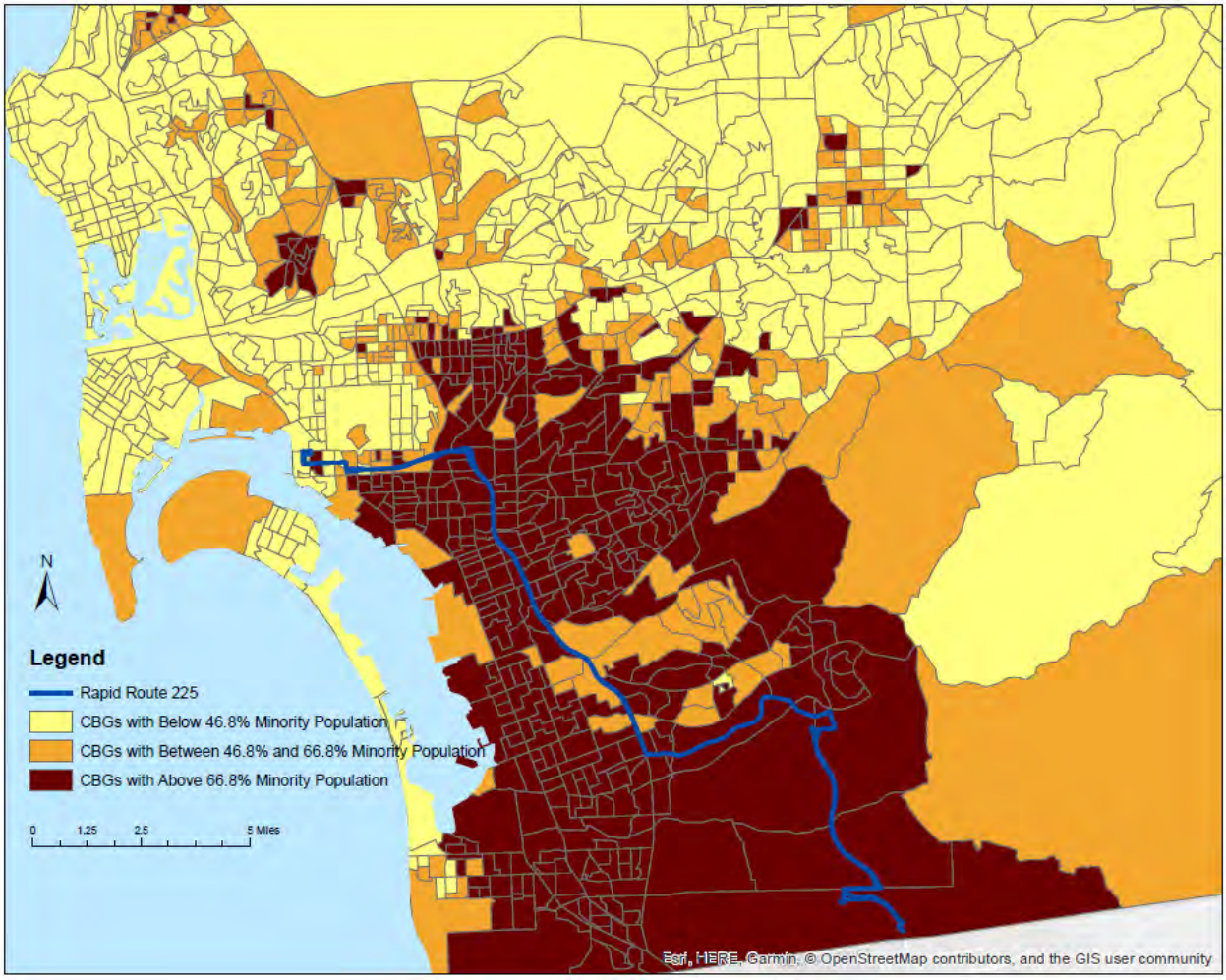
The following section provides a profile of *Rapid* 225 with two maps of the proposed route: Map 1 shows the percentage of low-income population of census block groups and Map 2 shows percentage of minority population of census block groups.

Map 1: *Rapid* 225 and MTS Low-Income Population by Census Block Group



Source: 2016 American Community Survey 5 year estimates, 2012-2016

Map 2: *Rapid* 225 and MTS Minority Population by Census Block Group



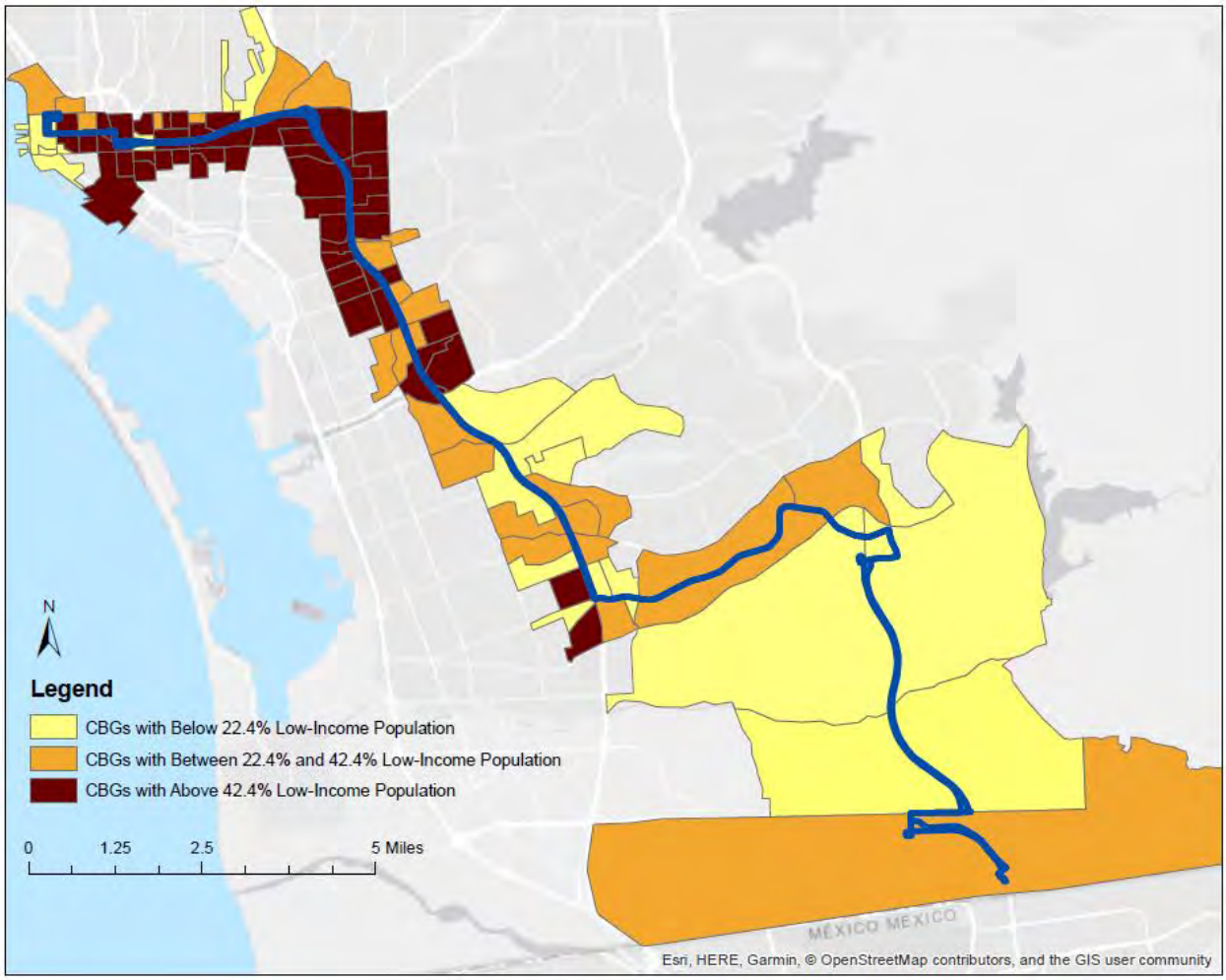
Source: 2016 American Community Survey 5 year estimates, 2012-2016

Title VI Methodology

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis to ensure consistency with past analyses.

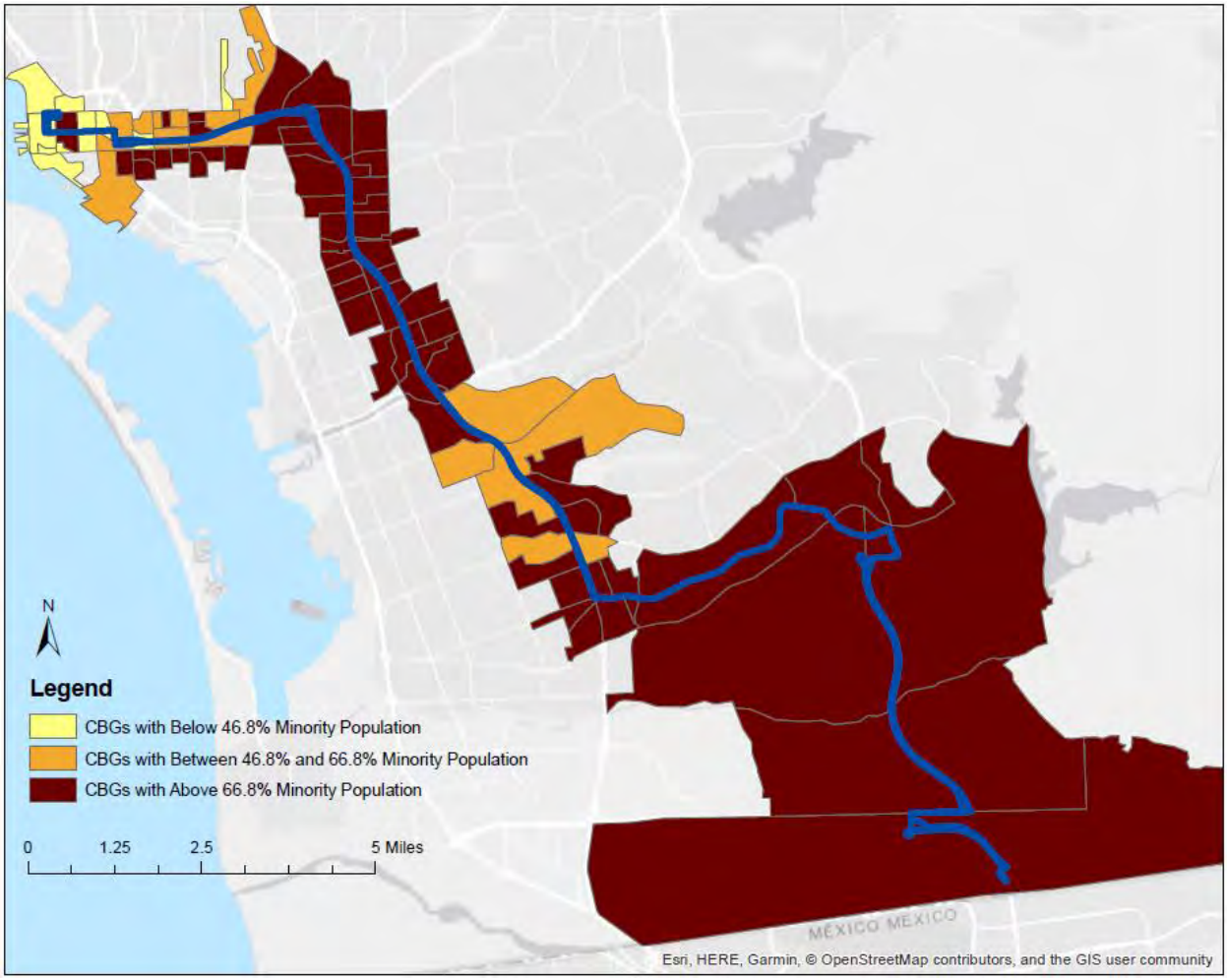
The analysis compares the population in Census block groups affected by the proposed change (defined as within 1/4 mile of an affected route) with the population in the service area. The data source is the 2012-2016 5-year estimates from the American Community Survey. Maps 3 and 4 below show the Census block groups within 1/4 mile of *Rapid* 225.

Map 3: Census Block Groups within ¼ Mile of *Rapid* 225 by Percentage Low Income Population



Source: 2016 American Community Survey 5 year estimates, 2012-2016

Map 4: Census Block Groups within ¼ Mile of *Rapid* 225 by Percentage of Minority Population



Source: 2016 American Community Survey 5 year estimates, 2012-2016

The definitions of disparate impact and disproportionate burden included in MTS Policy 42 are used in this analysis. The definitions require that the percentage of adversely affected minority or low-income populations be no more than 10 percent higher than the percentage of minority or low-income populations within the MTS service area for a service reduction. Conversely, for a service improvement or new service, the percentage of benefitted non-minority or non-low-income populations cannot be more than 10 percent higher than the percentage of non-minority and non-low-income populations within the service area.

This analysis uses the definition of low-income persons included in FTA Circular 4702.1B. The Circular encourages recipients to use a locally developed threshold for low-income persons that is “at least as inclusive as the HHS poverty guidelines.” This analysis defines low-income persons as individuals whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau.

The formats provided in Tables 1 and 2 in Appendix K of FTA Circular 4702.1B are used to present the results of the analysis, as recommended by FTA.

Title VI Service Evaluation Results

Table 2 presents minority and low-income population data within the MTS service area.

Table 2: Population Data within the MTS Service Area

Service Area Population	Minority Population	Percent Minority	Low Income Population	Percent Low Income
2,306,567	1,311,167	56.8%	729,004	32.4%

Table 3 presents minority and low-income population data for census block groups affected by the proposed route implementation.

Table 3: Census Block Group Population Affected by New Service on *Rapid* 225

# Census Block Groups	Total Population Race/ Ethnicity	Non-Minority Population Affected	Percent Non-Minority	Total Population Low Income/ Non-Low Income	Non-Low Income Population Affected	Percent Non-Low Income
87	224,648	48,431	21.56%	217,429	134,808	62.0%

Because the implementation of MTS *Rapid* 225 is a benefit, the analysis must consider whether non-minority and non-low income populations receive a greater benefit. The percent non-minority population in Table 3 is much lower than the percent non-minority population within the MTS service area (21.6 percent versus 43.2 percent), so there is no disparate impact from proposed new service. The percent non-low-income population in Table 3 is also lower than the percent low-income population within the MTS service area (62 percent versus 67.6 percent), so there is no disproportionate burden from the proposed new service.

Title VI Fare Equity Analysis

By state law, SANDAG is responsible for analyzing and setting transit fares for the San Diego region. However, FTA Circular 4702.1B requires that the transit operator include an analysis of fare impacts from the implementation of a new fixed-guideway capital project.

SANDAG and MTS are not proposing any fare changes as a result of the implementation of the *Rapid* 225. The new route will be an overlay of existing services and its implementation will not require the reduction of, or addition of any new, adjacent or parallel service. Shown below are the current fares of connecting MTS transit services in the three areas to be served by *Rapid* 225:

Connecting services with a cash fare of **$2.25** (Adult) or $1.10 (Senior/Disabled/Medicare):

- Otay Mesa: Routes 905 and 909
- Chula Vista: Routes 707, 709, 712
- Downtown San Diego: Routes 2, 3, 5, 7, 11, 12, 30, 83, 120, 215, 901, 923, 929, 992

Connecting services with a cash fare of **$2.50** (Adult) or $1.25 (Senior/Disabled/Medicare):

- Otay Mesa: Route 950
- Chula Vista: ---
- Downtown San Diego: Routes 20, 50, 110, 150, 235, all Trolley lines

*C*onnecting services with a cash fare of **$5.00** (Adult) or $2.50 (Senior/Disabled/Medicare):

- Otay Mesa: ---
- Chula Vista: ---
- Downtown San Diego: Routes 280 and 290

None of these routes would have any service or fare change resulting from this service implementation. *Rapid* 225 will provide a new alternative to existing Express Route 950 and Blue Line Trolley services (Cash Fare = $2.50 Adult, $1.25 Senior/Disabled/Medicare) and will therefore adopt the Express cash fare. The same monthly and other time-delimited passes will be accepted on *Rapid* 225 as on other like routes. This fare structure is the same as *Rapid* 235, which operates a similar higher-speed, high-amenity *Rapid* service along the Interstate 15 corridor to the north of Downtown San Diego.
This fare analysis finds that there is no disparate impact to minority populations or disproportionate burden to low-income populations resulting from the implementation of *Rapid* 225 based on the following:

- All existing routes will remain in place at their current fares upon implementation of Rapid 225
- *Rapid* 225 is purely additive; current service options and fares will remain available to riders on existing services
- *Rapid* 225 fares are set at the same price as similar services in other corridors (*Rapid* 235)
- *Rapid* 225 will have the same fare as like trips on existing services (Route 950, Trolley Blue Line)
- The lowest price regular MTS pass will be accepted on *Rapid* 225

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
619.231.1466 FAX 619.234.3407

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

June 14, 2018

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.

ACTION RECOMMENDED

1. Roll Call

2. Approval of Minutes - May 10, 2018 — Approve

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics
during the meeting

Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

CONSENT ITEMS

6.	Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects Action would approve the use of $20,000 in unallocated TDA funds currently held by the County of San Diego for transit-related capital projects for the City of Santee.	Approve
7.	Fiscal Year 2019 Transportation Development Act Claim Action would adopt Resolution Nos. 18-5, 18-6, and 18-7 approving the fiscal year (FY) 2019 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.	Approve
8.	California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal year (FFY) 2019 Federal Transit Administration (FTA) Section 5311 Funding Action would approve Resolution No. 18-8 authorizing the use of and application for $150,000 of FFY 2019 Section 5311 funds for operating assistance.	Approve
9.	California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2019 Federal Transit Administration (FTA) Section 5311(f) Funding Action would approve Resolution No. 18-9 authorizing the use of and application for $300,000 of FFY 2019 Section 5311(f) funds for operating assistance in non-urbanized areas.	Approve
10.	Security Services Agreement - Contract Amendment Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. G1828.0-15 with Allied/Universal dba Transit Systems Security to: (1) Increase the employee paid rate for Armed Security Officers and Armed Sergeant (Supervisors) positions for the base contract and through all option years; (2) Include Armed Security Officers for the Centerline Station for the two option years of the contract through fiscal year 2021; and (3) Exercise the option years.	Approve
11.	Fire Alarm Testing and Maintenance Services - Contract Award Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG252.0-18, with Tri-Signal Integration, Inc., for a three (3) year base term with two (2) one-year options, exercisable at the CEO's discretion.	Approve
12.	Old Town Transit Center Shelter Replacement - Change Orders 1, 2, and 3 Action would: (1) ratify Construction Change Order 1 to MTS Doc No. PWL204.3-16; Work Order MTSJOC7504-15.01, with ABC Construction, Inc. (ABC) for an adjustment to the construction catalog cost factor; (2) authorize the Chief Executive Officer (CEO) to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 2, with ABC, for removal and replacement of existing lighting fixtures; and (3) authorize the CEO to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 3, with ABC, for infill and coating of columns.	Approve
13.	In-Plant Bus Inspections and Post-Delivery Audit Services - Contract Award Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0686.0-18 with TRC Engineering Services, LLC (TRC) for the provision of in-plant bus inspections and post-delivery audit services for a five (5) year period.	Approve

14. On-Call Plumbing Repair Services - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. PWG254.0-18, with Drain Medic, Inc., to provide on-call plumbing repair services for a one-year (1) base term with two (2) one-year options; and (2) Exercise the option years at the CEO's discretion.

15. Planet Bids E-Procurement - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2085.0-18, a Sole Source agreement with Planet Bids for E-Procurement for a five (5) year base term with five (5) one-year options; and (2) Exercise the option years at the CEO's discretion.

16. San Diego Transit Corporation (SDTC) Noncontract Pension Plan - Amendment — Approve
Action would approve the attached amendment to the Retirement Plan for Noncontract Employees (Noncontract Plan) of the San Diego Transit Corporation (SDTC) which adds a "pop-up provision" effective upon the death of a pensioner's spouse.

17. Green Line Communications System Upgrade Project - Fund Transfer — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 41 to the MOU between the San Diego Association of Governments (SANDAG) and MTS for the ARINC/Rockwell Collins' testing and integration support of the Green Line Communications System Upgrade project.

18. Investment Report - April 2018 — Informational

19. Benches and Recycling/Trash Receptacles - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1451.0-18, with Avalon Amenities, Inc., for benches and recycling/trash receptacles at Morena Linda Vista, Fashion Valley Transit Center, Hazard Center and Qualcomm Stadium Station.

20. Light Rail Vehicle (LRV) Seat and Upholstery Replacement - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1459.0-18, a Sole Source agreement with Sardo Bus and Coach Upholstery for LRV seat and upholstery replacement.

21. San Diego Metropolitan Transit System (MTS) Hill Street Slope Repair Construction Services - Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL246.0-18 with Hazard Construction Company for Hill Street Slope Repair.

22. Middletown Double Crossover - Phase 2 Design Services - Work Order — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1953-AE-11 to MTS Doc. No. G1953.0-17 with Pacific Railway Enterprises, Inc. (PRE) for the Middletown Double Crossover - Phase 2 Engineering design services.

23. MTS Building C - Security Office Renovation - Award Work Order Under a Job Order Contract — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7503-07, under MTS Doc. No. PWL234.0-17 with ABC Construction, Inc., for the provision of labor, materials, equipment, and supplies for the Building C – Security Office area renovation.

24. Trolley Yard Wireless Network Replacement — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2146.0-18 with AT&T Corp. to replace the trolley yard wireless network.

25. Trapeze Software License and Maintenance Agreement (Paratransit and Mini-Bus Services) - Contract Amendment — Approve

Action would: (1) Ratify Amendment No. 7 to MTS Doc. No. B0563.0-11 with Trapeze Software Group, Inc. (Trapeze) for $14,850.00; (2) Ratify Amendment No. 8 to MTS Doc. No. B0563.0-11 with Trapeze for $67,006.47; (3) Ratify Amendment No. 9 to MTS Doc. No. B0563.0-11 with Trapeze for $71,975.00; (4) Ratify Amendment No. 10 to MTS Doc. No. B0563.0-11 with Trapeze for $19,603.00; and (5) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. B0563.0-11 with Trapeze to add the Trip Broker Module dispatch software for $113,625.00.

26. Courthouse Station Construction - Change Orders — Approve

Action would: (1) Ratify construction change order (CCO) amendments to MTS Doc. Nos. PWL222.0-17 with West Coast General/HMS Construction, Inc., a Joint Venture, for construction of the Orange Line Courthouse Station in the amount of $72,939.60 (CCO's 3, 4, 6-14); and (2) Authorize the Chief Executive Officer (CEO) to approve additional change orders totaling $164,582.45 (CCO's 15-23).

CLOSED SESSION

None.

Oral Report of Final Actions Taken in Closed Session

NOTICED PUBLIC HEARINGS

27. Public Hearing for South Bay Rapid Implementation (Denis Desmond) — Approve

Action would: (1) Receive public testimony; and (2) Approve the permanent implementation of the South Bay Rapid 225 route in January 2019, with a soft launch of limited service in September 2018.

DISCUSSION ITEMS

30. Creative/Marketing/Branding On Call Services - Contract Award (Rob Schupp) — Approve

Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2053.0-18 with Civilian Inc., for up to a three (3) year base term with two (2) one-year options to provide Creative, Marketing, Branding On Call Services; and (2) Exercise each option year at the CEO's discretion.

31. San Diego Metropolitan Transit System (MTS) Mobile Hub Application - Contract Award — Approve

Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2079.0-18 with Datamatics Global Services Inc., analysis, design, development, training, implementation and support maintenance for one and a half (1.5) year base period with two (2) option years to provide a MTS Mobile Hub Application; and (2) Exercise each option year at CEO's discretion.

REPORT ITEMS

45. First Transit/Taxicab Pilot - Access Services (Bill Spraul) — Informational

46. Operations Budget Status Report for April 2018 (Larry Marinesi) — Informational

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

60. Chair Report — Informational

61. Chief Executive Officer's Report — Informational

62. Board Member Communications

63. Additional Public Comments Not on the Agenda

If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: July 26, 2018

65. Adjournment

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

MINUTES

June 14, 2018

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

1. Roll Call

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

CHAIR PRESENTATION

Chair Gomez presented a recognition award to outgoing Councilmember Jim Cunningham of Poway for his service on the MTS Board of Directors for 11 years. She thanked him on behalf of the Board for his service to MTS. Mr. Cunningham accepted the recognition award and thanked MTS and the Board of Directors for the opportunity to serve on the Board for the past 11 years.

2. Approval of Minutes

Ms. Bragg moved to approve the minutes of the May 10, 2018, MTS Board of Directors meeting. Ms. Salas seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

3. Public Comments

Martha Welch – Ms. Welch commented on various route change issues with Route 11 and Route 929. She also commented on the lack of restrooms at bus stops and trolley stations.

Judy Johnson – Ms. Johnson commented on the Access service application process. She stated that it is too much of a hassle for riders to come to MTS in person to interview for Access service. She also commented that it is not safe for women to travel alone to the interviews in the pickup vans. She asked for an easier process and to reconsider the application and interview process.

CONSENT ITEMS

6. Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects
Action would approve the use of $20,000 in unallocated TDA funds currently held by the County of San Diego for transit-related capital projects for the City of Santee.

7. Fiscal Year 2019 Transportation Development Act Claim
Action would adopt Resolution Nos. 18-5, 18-6, and 18-7 approving the fiscal year (FY) 2019 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

8. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal year (FFY) 2019 Federal Transit Administration (FTA) Section 5311 Funding
Action would approve Resolution No. 18-8 authorizing the use of and application for $150,000 of FFY 2019 Section 5311 funds for operating assistance.

9. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2019 Federal Transit Administration (FTA) Section 5311(f) Funding
Action would approve Resolution No. 18-9 authorizing the use of and application for $300,000 of FFY 2019 Section 5311(f) funds for operating assistance in non-urbanized areas.

10. Security Services Agreement - Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. G1828.0-15 with Allied/Universal dba Transit Systems Security to: (1) Increase the employee paid rate for Armed Security Officers and Armed Sergeant (Supervisors) positions for the base contract and through all option years; (2) Include Armed Security Officers for the Centerline Station for the two option years of the contract through fiscal year 2021; and (3) Exercise the option years.

11. Fire Alarm Testing and Maintenance Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG252.0-18, with Tri-Signal Integration, Inc., for a three (3) year base term with two (2) one-year options, exercisable at the CEO's discretion.

12. Old Town Transit Center Shelter Replacement - Change Orders 1, 2, and 3
Action would: (1) ratify Construction Change Order 1 to MTS Doc No. PWL204.3-16; Work Order MTSJOC7504-15.01, with ABC Construction, Inc. (ABC) for an adjustment to the construction catalog cost factor; (2) authorize the Chief Executive Officer (CEO) to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 2, with ABC, for removal and replacement of existing lighting fixtures; and (3) authorize the CEO to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 3, with ABC, for infill and coating of columns.

13. In-Plant Bus Inspections and Post-Delivery Audit Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0686.0-18 with TRC Engineering Services, LLC (TRC) for the provision of in-plant bus inspections and post-delivery audit services for a five (5) year period.

14. On-Call Plumbing Repair Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. PWG254.0-18, with Drain Medic, Inc., to provide on-call plumbing repair services for a one-year (1) base term with two (2) one-year options; and (2) Exercise the option years at the CEO's discretion.

15. Planet Bids E-Procurement - Contract Award
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2085.0-18, a Sole Source agreement with Planet Bids for E-Procurement for a five (5) year base term with five (5) one-year options; and (2) Exercise the option years at the CEO's discretion.

16. San Diego Transit Corporation (SDTC) Noncontract Pension Plan – Amendment
Action would approve the attached amendment to the Retirement Plan for Noncontract Employees (Noncontract Plan) of the San Diego Transit Corporation (SDTC) which adds a "pop-up provision" effective upon the death of a pensioner's spouse.

17. Green Line Communications System Upgrade Project - Fund Transfer
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 41 to the MOU between the San Diego Association of Governments (SANDAG) and MTS for the ARINC/Rockwell Collins' testing and integration support of the Green Line Communications System Upgrade project.

18. Investment Report - April 2018

19. Benches and Recycling/Trash Receptacles - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1451.0-18, with Avalon Amenities, Inc., for benches and recycling/trash receptacles at Morena Linda Vista, Fashion Valley Transit Center, Hazard Center and Qualcomm Stadium Station.

20. Light Rail Vehicle (LRV) Seat and Upholstery Replacement - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1459.0-18, a Sole Source agreement with Sardo Bus and Coach Upholstery for LRV seat and upholstery replacement.

21. San Diego Metropolitan Transit System (MTS) Hill Street Slope Repair Construction Services - Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL246.0-18 with Hazard Construction Company for Hill Street Slope Repair.

22. Middletown Double Crossover - Phase 2 Design Services - Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1953-AE-11 to MTS Doc. No. G1953.0-17 with Pacific Railway Enterprises, Inc. (PRE) for the Middletown Double Crossover - Phase 2 Engineering design services.

23. MTS Building C - Security Office Renovation - Award Work Order Under a Job Order Contract
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7503-07, under MTS Doc. No. PWL234.0-17 with ABC Construction, Inc., for the provision of labor, materials, equipment, and supplies for the Building C – Security Office area renovation.

24. Trolley Yard Wireless Network Replacement
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2146.0-18 with AT&T Corp. to replace the trolley yard wireless network.

25. Trapeze Software License and Maintenance Agreement (Paratransit and Mini-Bus Services) - Contract Amendment
Action would: (1) Ratify Amendment No. 7 to MTS Doc. No. B0563.0-11 with Trapeze Software Group, Inc. (Trapeze) for $14,850.00; (2) Ratify Amendment No. 8 to MTS Doc. No. B0563.0-11 with Trapeze for $67,006.47; (3) Ratify Amendment No. 9 to MTS Doc. No. B0563.0-11 with Trapeze for $71,975.00; (4) Ratify Amendment No. 10 to MTS Doc. No. B0563.0-11 with

Trapeze for $19,603.00; and (5) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. B0563.0-11 with Trapeze to add the Trip Broker Module dispatch software for $113,625.00.

26. Courthouse Station Construction – Change Orders
Action would: (1) Ratify construction change order (CCO) amendments to MTS Doc. Nos. PWL222.0-17 with West Coast General/HMS Construction, Inc., a Joint Venture, for construction of the Orange Line Courthouse Station in the amount of $72,939.60 (CCO's 3, 4, 6-14); and (2) Authorize the Chief Executive Officer (CEO) to approve additional change orders totaling $164,582.45 (CCO's 15-23).

Action on Recommended Consent Items

Mr. Sandke moved to approve Consent Agenda Item Nos. 6 – 26. Mr. Hall seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

CLOSED SESSION

None.

NOTICED PUBLIC HEARINGS

27. Public Hearing for South Bay Rapid Implementation (Denis Desmond)

Denis Desmond, Director of Planning, provided a presentation on the South Bay Rapid 225 Implementation. He provided a brief background of the Rapid 225 project. He discussed the project status and details of the route. He reviewed the implementation plan beginning in September 2018 with full service beginning in January 2019. He presented pictures of the Rapid stations and signage. He reviewed the action and recommendation for this item.

Ms. Salas inquired about the service directions for this route during the soft launch of the service. Mr. Desmond replied that the service would run from the park and ride northbound in the morning and southbound in the afternoon back to the park and ride. He noted that service in both directions will begin in January 2019. Ms. Salas commented that this service will be very positive and convenient for the South Bay community.

Mr. Diaz inquired about the stop lights on the route. Mr. Desmond replied that there are traffic signals throughout the bus guideway and control the bus movement. Mr. Diaz inquired about the standard bike lane size. Mr. Desmond stated that he does not know the standard size for a bike lane, but the city was involved with the project and would have ensured that the bike lanes are of standard size. Mr. Diaz asked about signal preemption. Mr. Desmond replied that the traffic signals will allow the buses to continue throughout the corridor. He noted that the buses and pedestrians will be in separate phases of the traffic signaling system. Omar Atayee with SANDAG addressed the previous questions related to the bike lanes and the signal preemption system. He stated that five foot wide bike lanes are a Caltrans standard. He also stated that if a pedestrian has started a signal phase, then that signal phase will conclude before the bus signal phase begins. He noted that the same will occur if a bus signal phase has started, then that signal phase will have to conclude before a pedestrian signal phase begins. Mr. Diaz commented on the concerns from the school with crossing the six-lane street. Mr. Atayee

replied that SANDAG has bi-weekly meetings with the school regarding their issues. He stated that two of the six lanes of the street are bus-only guideways with four buses an hour traveling through the guideways. Mr. Diaz inquired about Route 712 and whether those buses would be using the Rapid 225 guideway. Mr. Atayee replied that there are opportunities for the local bus routes to use the Rapid 225 guideway.

Ms. Salas commented about meetings she has attended with the Hedenkamp community of Chula Vista regarding this project. She stated that they will continue to meet with the community as the project is implemented.

Mr. Alvarez inquired about the buses at the park and rides in National City and on H Street. Mr. Desmond replied that the H Street and Plaza Boulevard park and rides are future Rapid stations and will be completed once the 805 freeway improvements are completed. Mr. Alvarez asked about the bus-on-shoulder pilot from the 54 to the 94 freeway. Mr. Desmond replied that there is a segment of the 94 freeway where buses will travel along the shoulder from approximately Home Avenue going east to the 805 freeway. Mr. Desmond noted that new technologies will be used for the bus-on-shoulder pilot and once the pilot is concluded it will be evaluated whether or not the pilot can become permanent. Mr. Alvarez inquired about the size of the Rapid 225 buses. Mr. Desmond replied that the buses will be 60 foot articulated buses.

Action Taken

Ms. Salas moved to: (1) Receive public testimony; and (2) Approve the permanent implementation of the South Bay Rapid 225 route in January 2019, with a soft launch of limited service in September 2018. Mr. Diaz seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

DISCUSSION ITEMS

30. Creative/Marketing/Branding On Call Services - Contract Award (Rob Schupp)

Rob Schupp, Director of Marketing and Communications, provided a presentation on the Creative/Marketing/Branding On Call Services contract with Civilian, Inc. Mr. Schupp provided a marketing overview and reviewed the MTS Marketing in-house capabilities. He discussed new challenges and opportunities including the Transit Optimization Plan, ridership campaign, sales tax initiative, next generation fare collection system, and on call services to supplement MTS capabilities. He discussed the procurement selection process, and reviewed Civilian, Inc.'s experience, creative samples, market segmentation, product branding, and project costs. Lastly, he reviewed the recommendation and asked for questions and comments.

Ms. Bragg commented on Mr. Schupp's enthusiasm over the past years and said that he has done a great job growing the Marketing department. She stated that this particular contract is exciting and said that she would move the item for approval.

Ms. Salas asked if all Marketing department duties would be contracted out with this approval. Mr. Schupp replied that the majority of the work will still be done in-house, however Civilian, Inc. will be assisting as needed. Ms. Salas stated that she is happy to hear that the majority of the work will stay in-house, because the Marketing department has done a great job over the years.

Ms. Zapf asked if we have used outside marketing services in the past. Mr. Schupp replied that we have in the past, but due to budgeting constraints we moved most of those services in-house about ten years ago. Ms. Zapf requested for quarterly updates on marketing services to see if this service is effective in reaching our goals. She asked if we have expectations and benchmarks for this contract. Mr. Schupp stated that benchmarks will be developed and he will bring back quarterly status updates to the Board. Mr. Jablonski stated that MTS does have ridership benchmarks and goals in relation to the Transit Optimization Plan as well as for his annual review.

Mr. Diaz commented that he would like to see a return on investment and the benchmarks for this contract.

Mr. Alvarez commented that he would also like to see the benchmarks and how performance is going in relation to this contract. Mr. Alvarez inquired about the language translations they will provide. Stacey Nelson Smith, CEO of Civilian, Inc., replied that they have experience in thirteen different languages. Mr. Alvarez inquired about the costing related to translation services. Ms. Nelson Smith replied that the contract is set up in a task order format, so it will be determined based on the needs of MTS. Mr. Alvarez commented that he is concerned there will not be enough money allocated to the contract budget for the sales tax initiative. He also commented that the fare collection system rebranding will likely require a large portion of the contract. Mr. Schupp commented that there will likely be an additional budget for the marketing and packaging of the new fare collection system rebranding, but we will first obtain customer feedback before moving forward in a particular direction.

Mr. Jablonski noted that the process for procuring on-call marketing services began before any substantive discussions of the sales tax initiative. He stated that this firm has the capabilities that can help us with the sales tax initiative and we will bring back a request for additional budget authority in the future related to the item if needed.

Mr. Diaz commented that in the future he would like to see the top vendor selections that were considered in the procurement so that the Board could see the other vendor work products as a comparison to the recommended vendor. He stated that he will support the recommendation to approve Civilian, Inc. for the contract however he would have liked to see the work product of Southwest Strategies in the presentation too.

Action Taken

Ms. Bragg moved to authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2053.0-18 with Civilian Inc., for up to a three (3) year base term with two (2) one-year options to provide Creative, Marketing, Branding On Call Services; and (2) Exercise each option year at the CEO's discretion. Ms. Cole seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

31. San Diego Metropolitan Transit System (MTS) Mobile Hub Application - Contract Award (Rob Schupp)

Mr. Schupp provided a presentation on the MTS Mobile Hub Application contract with Datamatics Global Services, Inc. He reviewed the project overview including MTS information

accessibility with apps, website and phone/texting. He discussed the mobile hub application goals, selections process, services provided, delivery schedule, and project costs.

Mr. Sandke commented that he had a discussion with SANDAG regarding a similar application including Ubers and taxicabs for first mile, last mile capabilities. He stated that we need to think bigger with integrating ride sharing. Gary Dexter, MTS Application Development and Support Manager, commented that they are planning on integrating those services within the application. Mr. Sandke asked for staff to speak with SANDAG about this project and application.

Mr. Diaz asked if MTS will own the code to the application. Mr. Dexter replied that MTS has intellectual property of this application.

Mr. Hall asked if this will be a separate and new application compared to the current Compass Cloud application. Mr. Dexter replied that this will be a new application and will replace all of the previous applications.

Mr. Alvarez inquired about what items may be missing from this application. Mr. Dexter replied that he cannot think of anything we are missing in the application. Mr. Alvarez asked about the language capabilities. Mr. Dexter replied that the initial roll out will include English and Spanish, but the contractor is capable of adding additional languages as needed. Mr. Jablonski also noted that we are developing a platform for this application however certain features will roll out as they become available such as the new fare collection system.

Action Taken

Mr. Diaz moved to authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2079.0-18 with Datamatics Global Services Inc., analysis, design, development, training, implementation and support maintenance for one and a half (1.5) year base period with two (2) option years to provide a MTS Mobile Hub Application; and (2) Exercise each option year at CEO's discretion. Mr. Hall seconded the motion, and the vote was 14 to 0 in favor with Mr. Roberts absent.

REPORT ITEMS

45. First Transit/Taxicab Pilot - Access Services (Bill Spraul)

Bill Spraul, Chief Operating Officer – Transit Services, provided a presentation on the First Transit/Taxicab Pilot for Access Services. Mr. Spraul provided a background on the service and pilot. He reviewed the details of the Access taxicab pilot program, pilot program tools, pilot program quality assurance, pilot schedule, notification letter to the customers regarding the pilot, and pilot program FY 2019 target goals.

Ms. Bragg commented that she is excited for this pilot program. She stated that this presentation will be provided at the Accessible Services Advisory Committee (ASAC) meeting today. Ms. Bragg inquired about the estimated trip target selections for the pilot. Mr. Spraul replied that they conducted an analysis of last year's trip data and looked at riders who do not need ambulatory assistance and what would be an achievable percentage of those trips. Ms. Bragg inquired if there will be a customer feedback form. Mr. Spraul replied that is not something we have at this point, but will look into providing that form to the customers.

Mr. Diaz commented on the separate mobile applications people will have to use for MTS. He inquired how we will integrate those data management systems. Mr. Jablonski clarified that this service does not include a mobile application. He stated that staff will be using the Trapeze software system to manage the project and schedule trips.

Mr. McClellan asked why these specific riders do not use regular fixed route bus service if they do not require the use of an Access vehicle. Mr. Jablonski replied that under the Americans with Disabilities Act (ADA), not everything that qualifies a person as being disabled is always physical. Mr. Spraul commented that the minimum threshold requirement for a person to use Access is to be unable to physically or functionally use the fixed route bus or trolley system.

Ms. Zapf commented that she believes ride sharing is a great alternative to basic public transit services. She asked what the travel distance limits are while using Access service. Mr. Spraul replied that we are required to provide this service within a three-quarter mile range of our entire fixed-route system. He stated that the average trip is about seven to eight miles in length. Ms. Zapf also made a recommendation on possibly adding some Midway-area bus loops from Old Town Transit Center to the Liberty Station area. She stated that this type of service could be used in other high population areas to reduce congestion.

Ms. Cole commented that this sounds like a great pilot project. She asked that we keep the quality and standards up for the taxicabs.

Ms. Bragg commented that MTS is transformational in people's lives and this service will be transformational too.

Mr. McClellan asked what percentage of people we transport need a lift van versus do not need a lift van. Mr. Spraul replied that about 25% of our customers are in mobility devices, but there are others that may not be in mobility devices, but may require lift services.

Mr. Jablonski commented that we are not only doing this to improve the overall service, but we are looking to help meet the demand based on federal regulations.

Action Taken

No action taken. Informational item only.

46. Operations Budget Status Report for April 2018 (Larry Marinesi)

Larry Marinesi, Chief Financial Officer, provided a presentation on the Operations Budget Status Report for April 2018. He reviewed the total operating revenues, total operating expenses, and total operating variance. Lastly, he reviewed on-going concerns including sales tax subsidy revenue, State of California budget, passenger levels, and energy prices.

Mr. Alvarez inquired about the sales tax subsidy revenue projections. Mr. Marinesi replied that projection includes TDA and TransNet gross revenues for the entire region.

Action Taken

No action taken. Informational item only.

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

Mr. Alvarez stated that the committee had its first meeting last month. He provided the dates of the next meetings including July 20 at 1:30pm, September 7 at 1:30pm and November 9 at 1:30pm. He reviewed the details of the meetings including reviewing the results of Measure A, and an extensive discussion with consultants needed for the sales tax initiative. He stated that Civilian, Inc. was one of those consultants. Mr. Alvarez stated that we also have two services currently under contract including Muni Services, which provides help with financial analysis, and Best Best & Krieger, which will provide legal services. He noted that an important part of this process will be detailing the expenditures and plan of the proposed sales tax. Mr. Jablonski stated that staff will bring a contract recommendation for planning services to the Board next month. Lastly, Mr. Alvarez stated that staff is also beginning the procurement process for a political consultant.

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

Mr. Jablonski stated that the MTS Rail Division won the APTA Gold Award in safety this year. He reviewed the details of the trolley safety plan and presented a video about the results of the plan which was also presented at the APTA Rail Conference awards ceremony.

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.

64. Next Meeting Date

The next regularly scheduled Board meeting is July 26, 2018.

65. Adjournment

Chair Gomez adjourned the meeting at 11:05 a.m.

/s/ Georgette Gómez
Chairperson
San Diego Metropolitan Transit System

Filed by:

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

Approved as to form:

/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): June 14, 2018 CALL TO ORDER (TIME): 9:05 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: 9:20 a.m. RECONVENE: 9:47 a.m.

ORDINANCES ADOPTED: _____ ADJOURN: 11:05 a.m.

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	☒	(Cate)	☐	9:00 a.m.	11:05 a.m.
ARAMBULA	☒	(Mendoza)	☐	9:00 a.m.	11:05 a.m.
BRAGG	☒	(Spriggs)	☐	9:00 a.m.	11:05 a.m.
COLE	☒	(Ward)	☐	9:00 a.m.	11:05 a.m.
DIAZ	☒	(Aguilar)	☐	9:00 a.m.	11:05 a.m.
FAULCONER	☐	(Zapf)	☒	9:12 a.m.	11:05 a.m.
GOMEZ	☒	(Bry)	☐	9:00 a.m.	11:05 a.m.
HALL	☒	(Jones)	☐	9:00 a.m.	11:05 a.m.
MCCLELLAN	☒	(Goble)	☐	9:00 a.m.	11:05 a.m.
MCWHIRTER	☒	(Arapostathis)	☐	9:00 a.m.	11:05 a.m.
MULLIN	☒	(TBD)	☐	9:00 a.m.	10:49 a.m.
RIOS	☒	(Sotelo-Solis)	☐	9:00 a.m.	11:05 a.m.
ROBERTS	☐	(Cox)	☐		
SALAS	☒	(Aguilar)	☐	9:00 a.m.	11:05 a.m.
SANDKE	☒	(Donovan)	☐	9:00 a.m.	11:05 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY MTS STAFF ATTORNEY: Samantha Leslie

Title VI Analysis

UCSD Sorrento Valley COASTER Connection

Prepared by the Metropolitan Transit System
October 2019

Executive Summary

The San Diego Metropolitan Transit System (MTS) has conducted a Title VI analysis of the 2020 addition of bus service between the NCTD Sorrento Valley COASTER Station and the University of California San Diego (UCSD) main campus, as required by the Federal Transit Administration (FTA). Title VI is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The purpose of this analysis is to ensure that MTS is in compliance with Title VI requirements. MTS has followed FTA's guidelines, published in FTA Circular 4702.1B on October 1, 2012.

The critical elements of this analysis involve a determination of whether or not disparate impacts to minority populations or disproportionate burdens to low-income populations would result from the change. As defined in MTS Policy 42:

> *A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average.*
>
> *A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average.*

The study found that there is no disparate impact and no disproportionate burden resulting from the addition of this UCSD COASTER Connection service.

Introduction

The San Diego Metropolitan Transit System (MTS) is proposing the addition of service between the NCTD Sorrento Valley COASTER Station and the UCSD main campus. This service is an addition to the public transit network, taking the place of a shuttle operated by UCSD.

The addition of a new transit route is considered to be a major service change under MTS Policy 42.5B, and as a result the Federal Transit Administration (FTA) requires the execution of a Title VI analysis (FTA C 4702.1B). This Title VI analysis involves the evaluation of the addition of this route to the MTS network to determine whether or not it will have a disparate impact on both minority and low-income groups. If disparate impacts or disproportionate burdens are found, this analysis will identify the available service alternatives and mitigation strategies that can be used to minimize them.

Background

Qualification as Major Service Change

The definition of a major service change, as used within MTS Policy 42, was developed with public input as part of a public engagement process during June 2013 when MTS held a public hearing to solicit feedback from stakeholders. According to the policy, MTS will conduct a Title VI analysis on any of the following changes before a final implementation decision is made:

- A change that is greater than 25 percent of a route's weekly in-service miles or hours.
- An increase or reduction in the average weekly span-of service of more than 25 percent.
- The implementation of a new route or the discontinuation of an existing route.
- A routing change that affects more than 25 percent of a route's Directional Route Miles and more than 25 percent of the route's bus stops.

Because this change implements a new MTS route, it qualifies under MTS Policy 42 as a major service change.

Purpose of MTS Service Changes

UCSD has operated a shuttle connecting the NCTD Sorrento Valley COASTER Station and its main campus along a substantially similar route alignment. UCSD has expressed an interest in reallocating its own internal shuttle resources, and reached an agreement with MTS to transfer responsibility for this service to MTS and incorporate this service into the public transit network.

Funding for this service will be provided by UCSD, and no reduction of MTS resources will be required to create capacity for this service addition.

Definition of Low-income and Minority Groups

FTA Circular 4702.1B encourages recipients to use a locally developed threshold for low-income person that is “at least as inclusive as the HHS poverty guidelines.” In coordination with SANDAG, MTS defines a low-income person as an individual whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau. The FTA defines minority persons as the following: American Indian and Alaska Native, Asian, African American, Hispanic or Latino, and Native Hawaiian or other Pacific Islander.

Disparate Impact and Disproportionate Burden to Low-income and Minority Populations

This analysis considers the percentage of minority and low income persons by route in each census block group that the route serves. It identifies which route changes could potentially have a disparate impact or disproportionate burden. In order to provide the standard for the analysis, this section defines the criteria that MTS considers to be qualifications for a disparate impact or disproportionate burden.

The FTA defines a disparate impact as “a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient’s policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin (FTA C 4702.1B Chapter I-2).”

MTS Policy 42.6b uses the phrase, “disparate impact,” when speaking of minorities, and the phrase, “disproportionate burden,” when speaking of low-income impacts. This report uses these phrases to differentiate the two. Both are defined as follows:

A **disparate impact** is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority than the total MTS service area average. *For example, if the total MTS service area average is 55% minority, then a proposed service change that adversely affects a population that is 65% minority or greater would be defined as a disparate impact.* If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change (MTS Policy 42.6b).

A **disproportionate burden** is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more “low-income” than the total MTS service area average; or, the benefitting population is 10 percent or greater “non-low-income” by percentage of total population than the total MTS service area average. *For example, if the total MTS service area average is 20% “low-income,” then a proposed service change that benefits a population that is 90% or greater “non-low-income” would be defined as a disproportionate burden.* If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations (MTS Policy 42.6b).

Table 2 shows the total MTS service area averages for minority and low-income populations, based on the data from the 2017 American Community Survey 5 year estimates, 2013-2017:

Table 1: Service Area Averages

Population	Service Area Average
Minority	57.1%
Low-income	31.3%

Proposed Service Changes

The following section provides a profile of this new service with two maps of the proposed route: one with percentage of low-income population census block groups, and one with percentage of minority census block groups.

Figure 1: UCSD Coaster Connection and MTS Low-Income Population by Census Block Group

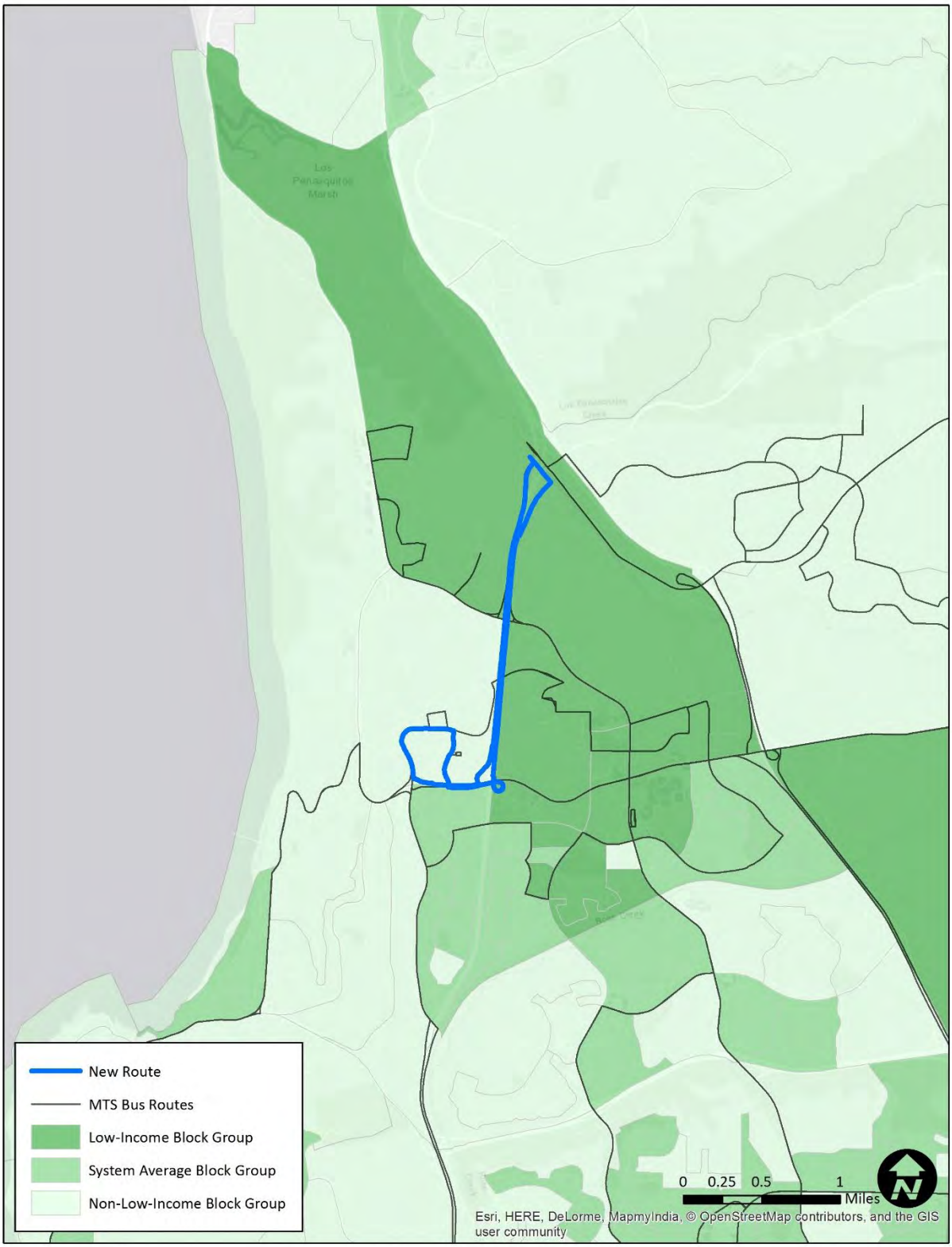
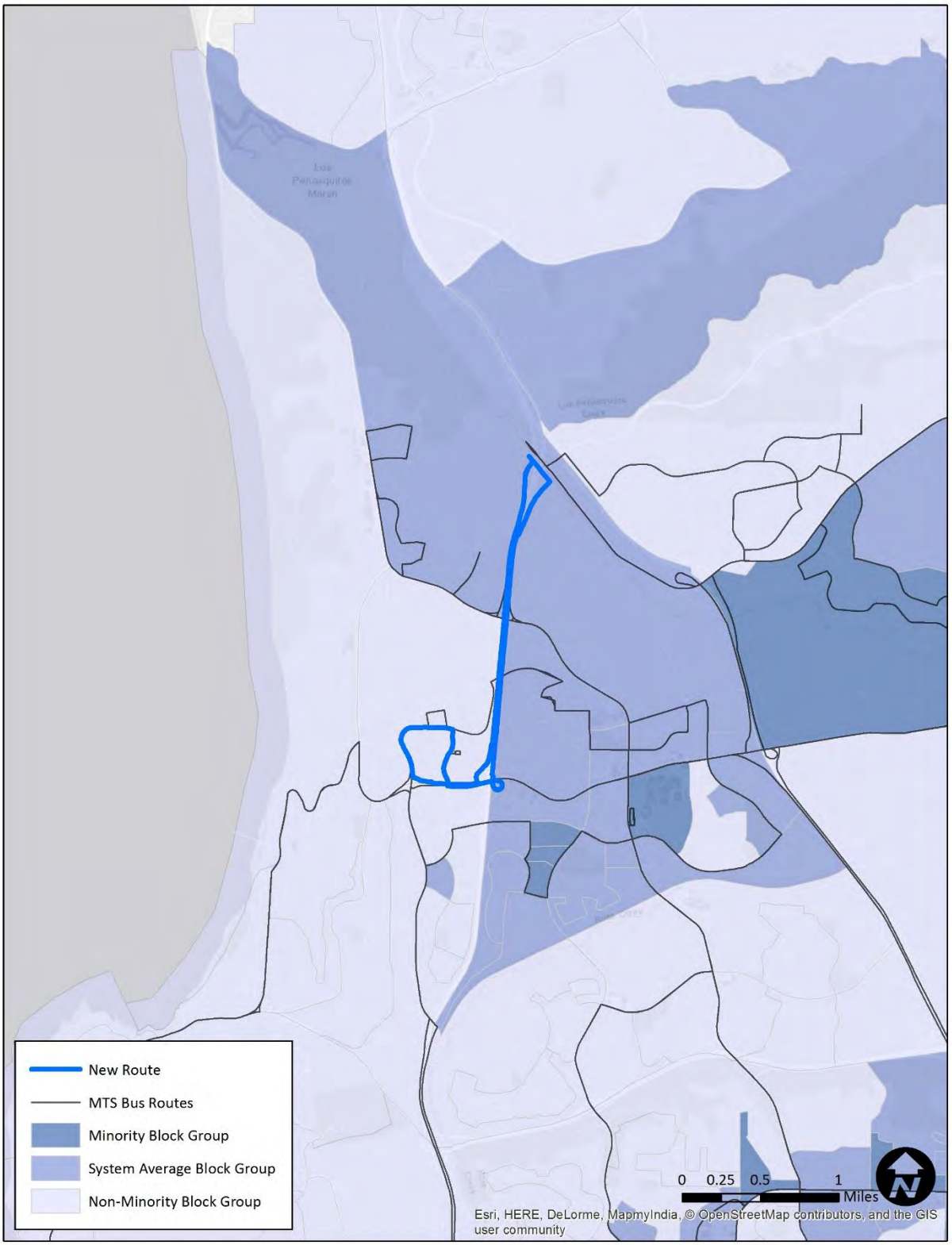


Figure 2: UCSD Coaster Connection and MTS Minority Population by Census Block Group



Title VI Methodology

The FTA guidelines allow transit agencies to use either ridership or population as a basis to determine disparate impacts and disproportionate burdens. Whichever basis is selected should be used throughout the analysis. MTS has selected population as the basis to ensure consistency with past analyses.

The analysis compares the population in Census block groups affected by the proposed change (defined as within 1/4 mile of an affected route) with the population in the service area. The data source is the 2013-2017 5 year estimates from the American Community Survey.

The definitions of disparate impact and disproportionate burden included in MTS Policy 42 are used in this analysis. The definitions require that the percentage of adversely affected minority or low-income populations be no more than 10 percent higher than the percentage of minority or low-income populations within the MTS service area for a service reduction. Conversely, for a service improvement or new service, the percentage of benefitted non-minority or non-low-income populations cannot be more than 10 percent higher than the percentage of non-minority and non-low-income populations within the service area.

This analysis uses the definition of low-income persons included in FTA Circular 4702.1B. The Circular encourages recipients to use a locally developed threshold for low-income persons that are “at least as inclusive as the HHS poverty guidelines.” This analysis defines low-income persons as individuals whose household income is at or below 200 percent of the poverty level as defined by the United States Census Bureau.

The formats provided in Tables 1 and 2 in Appendix K of FTA Circular 4702.1B are used to present the results of the analysis, as recommended by FTA.

Title VI Evaluation Results

Table 2 presents minority and low-income population data within the MTS service area. Total population numbers vary per population characteristic, as the American Community Survey does not include certain populations such as active-duty military in an area’s total when exploring certain metrics such as household income.

Table 2: Population Data within the MTS Service Area

Block Group Population, Race/Ethnicity Surveys	Minority Population	Percent Minority	Block Group Population, Income Surveys	Low Income Population	Percent Low Income
2,327,915	1,328,422	57.1%	2,271,669	711,035	31.3%

Table 4 presents minority and low-income population data for census block groups impacted by this proposed addition.

Table 3: Census Block Group Population Affected by New UCSD Coaster Connection Service

# Census Block Groups	Block Group Population, Race/ Ethnicity Surveys	Minority Population Affected	Percent Minority	Block Group Population, Income Surveys	Low Income Population Affected	Percent Low Income Affected
11	25,294	11,953	47.3%	25,247	6,172	24.4%
		Non-Minority Population Affected	Percent Non-Minority		Non-Low Income Population Affected	Percent Non-Low Income
		13,341	52.7%		19,075	75.6%

The proposed introduction of the UCSD Coaster Connection can be defined as a service improvement, as it adds an important regional connection without diverting resources away from any other MTS service. Therefore, the analysis must consider whether non-minority and non-low income populations receive a greater benefit. The percent non-minority population in Table 4 is within 10 percent of the MTS service area average (52.7 percent versus 42.9 percent). Since the percentage of benefitted non-minority populations is not more than 10 percent higher than the percentage of non-minority populations within the MTS service area, there is no disparate impact from proposed new service. The percent non-low-income population in Table 4 is also within 10 percent of the MTS service area average for non-low-income population (75.6 percent versus 68.7 percent). Since the percentage of benefitted non-low-income populations is not more than 10 percent higher than the percentage of non-low-income populations within the MTS service area, there is no disproportionate burden from proposed new service.

Metropolitan Transit System

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

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

October 10, 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 – September 12, 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.	
4.	Appointment of San Diego Metropolitan Transit System (MTS) Chairperson (Sharon Cooney) Action would: (1) Receive a recommendation from the Executive Committee regarding the appointment of the MTS Chairperson; and (2) Elect a Chairperson for the remainder of this calendar year and for the next term, beginning January 1, 2020 through December 31, 2021.	Elect

Please SILENCE electronics
during the meeting

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. Amend 2018-19 State Transit Assistance Claim and Approve 2019-20 State Transit Assistance Claim — Approve
Action would adopt Resolution No.19-9 amending fiscal year (FY) 2018-2019 State Transit Assistance (STA) Claim and approving the FY 2019-2020 STA claim.

7. Adoption of the 2020 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule — Adopt
Action would adopt the 2020 Executive Committee and Board of Directors meeting schedule.

8. Revisions to Taxicab Advisory Committee (TAC) Guidelines — Approve
Action would approve the proposed revisions to the TAC Guidelines.

9. Extension of Energy Service Provider (ESP) Contract MTS Doc. No. G1728.0-15 — Approve
Action would authorize the Chief Executive Officer (CEO) to execute the applicable agreements with Calpine Energy Solutions (Calpine) for the extension of ESP services for an additional two-year period.

10. Amendment No. 2 – Trapeze Software License and Maintenance Support Renewal – Sole Source Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2253.2-19 with Trapeze Software Group, Inc. (Trapeze) in amount of $1,029,047 for the renewal of software licensing and maintenance support for a five (5) year base period with five (5) one-year options exercisable under the CEOs discretion.

11. Old Town Transit Center West – Fund Transfer — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 90 to the Memorandum of Understanding (MOU) between San Diego Associations of Governments (SANDAG) and MTS for the Construction of the Old Town Transit Center West Improvements project in the amount of $4,604,000.00.

12. Massachusetts Ave Station Paving – Award Work Order Under a Job Order Contract (JOC) — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-01, under MTS Doc. No. PWG275.0-19 with ABC Construction, Inc. (ABC), for the provision of services, materials and equipment for milling and overlaying the asphalt and the installation of new pavement markings at the lower Massachusetts Ave Station parking lot in the amount of $111,706.91.

13. Kearny Mesa Division (KMD) 2nd Floor Flooring Replacement – Award Work Order Under a Job Order Contract (JOC) — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-09 to MTS Doc. No. PWL234.0-17 with ABC Construction Inc. (ABC) for the replacement of the flooring on the 2nd floor of the KMD building in the amount of $270,581.40.

14. Palm Avenue Grade Crossing Replacement – Award Work Order Under a Job Order Contract (JOC) — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC269-02, under MTS Doc. No. PWG269.0-19 with Herzog

Contracting Corporation (Herzog), for the provision of services, materials and equipment for the replacement of the grade crossing located at Palm Avenue on the Orange and Green Lines in the amount of $304,511.10.

15. Task Order Contract Approval to Provide Design Services for the Kearny Mesa Division (KMD) Shop Hoists — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1947-AE-45 to MTS Doc. No. G1947.0-17 with HDR Engineering, Inc. in the amount of $194,245.85 to provide design services for the KMD shop hoists.

16. Window Glass for Buses and Light Rail Vehicles (LRVs) – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute five (5) contracts (MTS Doc No. B0709.0-20, G2324.0-20, L1519.0-20, L1518.0-20, and B0710.0-20) for the provision of window glass for buses and LRVs, for a not-to-exceed aggregate amount of $1,688,410.75, for two (2) years from November 1, 2019 to October 30, 2021.

17. Building C Shop Auxiliary Power Supplies – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL271.0-19 with Global Power Group for the procurement and installation of the Auxiliary Power Supplies to Building C, in the amount of $267,286.70.

18. Centralized Train Control (CTC) System Technology Refresh – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Nth Generation for the CTC System Technology Refresh in the amount of $237,960.19.

19. Procurement of Employee Health Insurance Through Governmental Joint Powers Authority – CSAC Excess Insurance Authority — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2323.0-20 which allows MTS to join the CSAC Excess Insurance Authority (CSAC-EIA) for a minimum of three calendar years (2020, 2021, 2022) for the purpose of purchasing employee healthcare and ancillary insurance benefits and authorize the CEO to approve payment of insurance invoices within the CSAC-EIA program.

20. Middletown – Switch 9 and 11 Construction – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute the Base and Add Alternate 3 to MTS Doc. No. PWL285.0-19, with Transdev Rail, Inc. for Middletown - Switch 9 and 11 Construction in the amount of $10,187,359.20.

21. Mission Valley West Signal Upgrade – Award Work Order Under a Job Order Contract (JOC) — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7506-05 to MTS Doc. No. PWL235.0-17 with HMS Construction, Inc. (HMS) for the Mission Valley West Signal System Upgrades in the amount of $554,355.86.

22. Light Rail Vehicle (LRV) Lifting Jacks Replacement – Installation Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL290.0-20 with Makai Solutions for the installation of in-floor lifting hoists to replace existing hoists for a not-to-exceed amount of $149,149.00.

CLOSED SESSION

24.	a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Jesse Matheny vs San Diego Metropolitan Transit System, et al. USDC Southern District of California Case No. 3:19-CV-00016-H-BGS MTS Claim No. MT-02-0410-18	Possible Action
	b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Gallegos v. San Diego Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2019-00020037-CU-OE-CTL	Possible Action

NOTICED PUBLIC HEARINGS

25.	Public Hearing for UC San Diego Coaster Connection Implementation (Denis Desmond) Action would: (1) Receive public testimony; and (2) Approve the permanent implementation of the University of California, San Diego (UCSD) Coaster Connection route in January 2020.	Approve

DISCUSSION ITEMS

30.	Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11 (Kenneth Nelson and Samantha Leslie) 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 the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.	Approve
31.	Fiscal Year 2019 Final Budget Comparison (Larry Marinesi) Action would receive the MTS operations budget status report for Fiscal Year (FY) 2019 and approve staff recommendations to program the excess revenues less expenses.	Approve

REPORT ITEMS

45.	Elevate SD 2020 Update (Paul Jablonski, Sharon Cooney, Mark Olson)	Informational
46.	Operations Budget Status Report for August 2019 (Larry Marinesi)	Informational
47.	Fiscal Year (FY) 2019 Performance Monitoring Report (Denis Desmond)	Informational

OTHER ITEMS

60.	Chair Report	Informational
61.	Chief Executive Officer’s Report	Informational
62.	Board Member Communications	Informational

63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: November 14, 2019

65. Adjournment

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

MINUTES

October 10, 2019

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

1. Roll Call

Chair Gomez called the Board meeting to order at 9:00 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 September 12, 2019, MTS Board of Directors meeting. Ms. Rios seconded the motion, and the vote was 13 to 0 in favor with Mr. Arapostathis and Mr. Ward absent.

3. Public Comments

Nate Fairman – Mr. Fairman commented on behalf of the IBEW 465. He discussed the new electric buses, which will require increased training for the bus mechanics. Mr. Fairman noted that working on electric buses will also have increased risks for the mechanics due to working with electrical currents. He stated that the IBEW 465 will be advocating for pay increases at the upcoming contract negotiations to ensure that the mechanics will be paid more in line with other electrical mechanics. Mr. Fairman introduced the bargaining team for the IBEW 465 mechanics.

Josh Palecheck – Mr. Palecheck gave his speaking time to Mr. Fairman.

Martha Welch – Ms. Welch commented about bus benches that have been removed from different parts of the system. She also commented about the lack of public restrooms at transit stations.

Kiko Diaz – Mr. Diaz commented on behalf of the IBEW 465. He stated that he has worked for MTS for 25 years. Mr. Diaz noted that he has been involved with several labor negotiations and they have always reached are fair deal. He stated that he looks forward to the upcoming negotiations for San Diego Transit mechanics.

Anthony Byrd – Mr. Byrd commented on behalf of the IBEW 465. He stated that he has worked for San Diego Transit for 20 years. Mr. Byrd noted that he would be on the negotiating committee for the upcoming San Diego Transit labor negotiations. He stated that he looks forward to working towards a fair deal for everyone.

Alex Macias – Mr. Macias commented on behalf of the IBEW 465. He stated that he has worked for San Diego Transit for 22 years. Mr. Macias commented that he is looking forward to the upcoming labor negotiations.

Diana Frias – Ms. Frias commented on behalf of Hoover High School students. She stated that public transportation is very important for the youth population. Ms. Frias commented that MTS has the power to increase youth ridership on the system. She recommended MTS consider providing youth opportunity passes in order to make transit more affordable and accessible for students.

4. Appointment of San Diego Metropolitan Transit System (MTS) Chairperson (Sharon Cooney)

Chair Gomez stated that she advised the Board of Directors that she would be stepping down as Chair. She noted that she would still stay on as a regular Board Member. Chair Gomez thanked the Board and MTS staff for their hard work. She stated that she looks forward to continuing her support of MTS in her new capacity. Chair Gomez noted that the Executive Committee unanimously made a motion to forward a nomination to the Board of Directors to elect Mr. Fletcher as the next Chairperson.

Mr. Fletcher thanked Chair Gomez for her leadership and continued support to MTS. He stated that he would be honored to be elected as Chair of the Board. Mr. Fletcher commented that he believes in the mission of MTS and looks forward to improving the system in the future.

PUBLIC COMMENTS

Gretchen Newsom – Ms. Newsom commented on behalf of IBEW 569. She thanked Chair Gomez for her leadership and support in the community. Ms. Newsom stated that they look forward to working with Mr. Fletcher as he transitions into the position of Chairman.

Action Taken

Chair Gomez moved to elect Mr. Fletcher as Chairperson for the remainder of this calendar year and for the next term, beginning January 1, 2020 through December 31, 2021. The vote was 15 to 0 in favor.

CONSENT ITEMS

6. Amend 2018-19 State Transit Assistance Claim and Approve 2019-20 State Transit Assistance Claim
Action would adopt Resolution No.19-9 amending fiscal year (FY) 2018-2019 State Transit Assistance (STA) Claim and approving the FY 2019-2020 STA claim.

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Action would adopt the 2020 Executive Committee and Board of Directors meeting schedule.

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BOARD COMMENTS

Ms. Galvez requested for Consent Item No. 19 to be pulled for further explanation.

Action on Recommended Consent Items Nos. 6 – 22, excluding No. 19

Mr. Hall moved to approve Consent Agenda Item Nos. 6 – 22, excluding No. 19. Ms. Moreno seconded the motion, and the vote was 15 to 0 in favor.

PUBLIC COMMENTS – CONSENT ITEM NO. 8

Mikaiil Hussein – Mr. Hussein commented on behalf of the United Taxi Workers of San Diego. He stated that he is supportive of agenda item number 8. He also thanked the Chair and the leadership of MTS and looks forward to the continued work with the taxicab industry.

DISCUSSION – CONSENT ITEM NO. 19

Brendan Shannon, Director of Human Resources, provided a brief presentation regarding the procurement of employee health insurance through CSAC Excess Insurance Authority (EIA). He stated that this item will allow the agency to purchase substantially similar health care programs as we do now through the CSAC-EIA.

Action on Consent Item No. 19

Ms. Moreno moved to approve Consent Agenda Item No. 19. Ms. Gomez seconded the motion, and the vote was 15 to 0 in favor.

NOTICED PUBLIC HEARINGS (TAKEN BEFORE CLOSED SESSION)

25. Public Hearing for UC San Diego Coaster Connection Implementation (Denis Desmond)

Denis Desmond, Director of Planning, provided a presentation on the UC San Diego (UCSD) Coaster Connection implementation. He reviewed the details of the Sorrento Valley Coaster Connection and the UCSD Coaster Station shuttle. He noted that this item would approve the permanent implementation of the UCSD Coaster Connection route and would begin service in January 2020.

Action Taken

Mr. Ward moved to: (1) Receive public testimony; and (2) Approve the permanent implementation of the University of California, San Diego (UCSD) Coaster Connection route in January 2020. Ms. Montgomery seconded the motion, and the vote was 15 to 0 in favor.

DISCUSSION ITEMS (TAKEN BEFORE CLOSED SESSION)

30. Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11 (Kenneth Nelson and Samantha Leslie)

Samantha Leslie, Staff Attorney – Regulatory Compliance, provided a presentation on the MTS Ordinance No. 11 revisions. She provided a brief background on the Taxicab Administration duties and operations. Ms. Leslie reviewed details of the Taxicab Administration contract with the San Diego Regional Center (SDRC). She discussed the proposed revisions to Ordinance No. 11 that would amend details directly related to the SDRC and other similar contracts. Ms. Leslie reviewed the staff recommendation to approve and adopt the proposed revisions to Ordinance No. 11.

Mr. Donovan inquired if Ordinance No. 11 only applies to the jurisdictions in which MTS regulates taxicabs. Ms. Leslie confirmed that Ordinance No. 11 only applies to its jurisdictions that contract with MTS to administer taxicab regulations. She noted that the City of Coronado and County of San Diego do not apply to this Ordinance.

Action Taken

Mr. Hall moved to: (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 the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form. Ms. Galvez seconded the motion, and the vote was 15 to 0 in favor.

31. Fiscal Year 2019 Final Budget Comparison (Larry Marinesi)

Larry Marinesi, Chief Financial Officer, provided a presentation on the Fiscal Year (FY) 2019 final budget comparison. He discussed the total operating revenues, total operating expenses, total operating variance, total non-operating revenues, and total revenues less expenses. Lastly, Mr. Marinesi reviewed the current contingency reserve balance details.

Ms. Gomez inquired about the upcoming labor negotiations and asked if those projections were incorporated into the budget. Mr. Marinesi stated that staff always takes into consideration the escalation of wages. He noted that any changes will be reflected in the mid-year budget update.

Action Taken

Ms. Salas moved to receive the MTS operations budget status report for Fiscal Year (FY) 2019 and approve staff recommendations to program the excess revenues less expenses. Ms. Gomez seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS (TAKEN BEFORE CLOSED SESSION)

45. Elevate SD 2020 Update (Paul Jablonski, Sharon Cooney, Mark Olson)

Chair Fletcher commented about the work that has been done in relation to Elevate SD 2020. He stated that the information that will be discussed is preliminary and not in final form. Chair Fletcher noted that this is an ongoing process and we will continue working with the community and stakeholders for input.

Paul Jablonski, Chief Executive Officer, introduced this item. He commented that this presentation will be a precursor to the November 2nd Special Board Workshop Meeting.

Mr. Desmond continued the presentation and discussed the proposed project estimation assumptions. He reviewed the projects currently in evaluation including the expansion of the existing network, new Rapid bus service, freeway transit improvement and express bus routes, trolley Purple Line, trolley Blue Line Express, airport light rail extension, waterway system, Sorrento Valley skyway and connection shuttles, Mid-Coast beach guideway, mobility-on-demand transit, bus fleet electrification, grade separations, mobility hubs, additional security measures, and fare discounting.

Sharon Cooney, Chief of Staff, continued the presentation and discussed the current status of Elevate SD 2020. She noted that preliminary data will be provided to the Board at the November 2nd Board Workshop. Ms. Cooney stated that the process will be iterative, with on-going input from the Board, public outreach and polling. She commented that the Vision Builder tool was released this week and public outreach meetings will continue.

Mark Olson, Manager of Public Relations, continued the presentation and discussed the Vision Builder Challenge that was recently released to the public. He stated that the purpose of this tool is to engage the broader community and collect public feedback. Mr. Olson demonstrated how to use the online Vision Builder.

Ms. Rios inquired about the vision builder and asked if people can choose a project more than once in the Vision Builder tool. Mr. Olson replied that you are not able to deposit more value to a project than it is worth in the tool.

PUBLIC COMMENTS

Margo Tanguay – Ms. Tanguay commented that she looks forward to the potential for this measure to further improve the system and add service throughout San Diego.

BOARD COMMENTS

Ms. Salas stated that the Vision Builder tool is going to be great for the public to use and commended the staff that helped create it. She commented on the proposed Blue Line Express Project and stated that this would be a great project to increase service on the Blue Line.

Mr. Ward stated that he would like to receive a more in-depth summary of the public outreach process in November.

Chair Fletcher thanked staff for the work that has been done so far on this effort. He stated that he looks forward to the continued work and the upcoming Board Workshop in November.

Action Taken

No action taken. Informational item only.

46. Operations Budget Status Report for August 2019 (Larry Marinesi)

Mr. Marinesi provided a presentation on the operations budget status report for August 2019. He reviewed the total operating revenues, total operating expenses, total operating variance, and ongoing concerns.

Ms. Galvez inquired about the recent results related to the fare increase. Mr. Marinesi replied that they are analyzing those results now. He stated that preliminary data is showing positive results and staff will provide more information at the next Board meeting.

Ms. Gomez commented about the increase to passenger levels. She stated that the increasing passenger numbers is positive and shows that there is a need and use for more investments in transit.

Action Taken

No action taken. Informational item only.

47. Fiscal Year (FY) 2019 Performance Monitoring Report (Denis Desmond)

Mr. Desmond provided a presentation on the FY 2019 performance monitoring report. He provided background information on Policy 42 evaluation criteria. Mr. Desmond reviewed the results for annual total passengers, ridership, Transit Optimization Plan (TOP) changes, Route 962, Route 2, passengers per revenue hour, on-time performance, other metrics, and farebox recovery.

Ms. Gomez asked what the impacts were to the routes that were previously eliminated during the TOP changes. Mr. Desmond replied that the attachment for this item includes the reductions in ridership related to the routes that had reduced service from the TOP. Ms. Gomez stated that she would like to keep an eye on those routes and keep the option open to increase service back to certain routes if the data shows more service is needed.

Ms. Rios inquired about the improved preventable accidents results on Access service. Mr. Desmond stated that some of the results appear to have large changes because there are so few accidents overall. The change in one or two accidents overall will have a big impact on the percentages.

Action Taken

No action taken. Informational item only.

OTHER ITEMS (TAKEN BEFORE CLOSED SESSION)

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

Mr. Jablonski commented about Free Ride Day. He stated that the results and data from Free Ride Day would be announced early next week.

62. Board Member Communications

Mr. Donovan commented that the Free Summer Shuttle in the City of Coronado was very successful this year and thanked MTS for their continued partnership.

Ms. Moreno inquired about the South Bay Feeder Bus Service Project Outreach that was discussed a few months ago. She noted that she had not been approached by the consultant and asked for staff to have the consultant reach out to her office to coordinate project outreach in her jurisdiction.

Ms. Montgomery commented about Free Ride Day. She stated that she received a lot of great feedback and stories from her constituency. She thanked staff for their hard work during Free Ride Day.

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 10:58 a.m.

a. CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(1)
Jesse Matheny vs San Diego Metropolitan Transit System, et al. USDC Southern District of California Case No. 3:19-CV-00016-H-BGS MTS Claim No. MT-02-0410-18

b. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(1) Gallegos v. San Diego Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2019-00020037-CU-OE-CTL

The Board reconvened to Open Session at 11:35 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

a. The Board received a report and gave instructions to counsel.

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

64. Next Meeting Date

The next regularly scheduled Board meeting is November 14, 2019.

65. Adjournment

Chair Fletcher adjourned the meeting at 11:35 a.m.

/s/ Nathan Fletcher
Chairperson
San Diego Metropolitan Transit System

Filed by:

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

Approved as to form:

/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): October 10, 2019 CALL TO ORDER (TIME): 9:04 a.m.

RECESS: _____ RECONVENE: _____

CLOSED SESSION: 10:58 a.m. RECONVENE: 11:35 a.m.

PUBLIC HEARING: _____ RECONVENE: _____

ORDINANCES ADOPTED: 1 ADJOURN: 11:35 a.m.

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
AGUIRRE	☒	(Spriggs)	☐	9:00 a.m.	11:35 a.m.
ARAMBULA	☒	(Mendoza)	☐	9:00 a.m.	11:35 a.m.
ARAPOSTATHIS	☒	(Weber)	☐	9:08 a.m.	11:35 a.m.
FAULCONER	☐	(Moreno)	☒	9:00 a.m.	11:35 a.m.
FLETCHER	☒	(Cox)	☐	9:00 a.m.	11:35 a.m.
FRANK	☒	(Mullin)	☐	9:00 a.m.	11:35 a.m.
GALVEZ	☒	(Diaz)	☐	9:00 a.m.	11:35 a.m.
GOMEZ	☒	(Campbell)	☐	9:00 a.m.	11:35 a.m.
HALL	☒	(McNelis)	☐	9:00 a.m.	11:35 a.m.
MCCLELLAN	☒	(Goble)	☐	9:00 a.m.	11:35 a.m.
MONTGOMERY	☒	(Bry)	☐	9:00 a.m.	11:35 a.m.
RIOS	☒	(Sotelo-Solis)	☐	9:00 a.m.	11:35 a.m.
SALAS	☒	(Diaz)	☐	9:03 a.m.	11:35 a.m.
SANDKE	☐	(Donovan)	☒	9:00 a.m.	11:35 a.m.
WARD	☒	(Kersey)	☐	9:14 a.m.	11:35 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL:

MEMORANDUM

DATE: January 26, 2021

TO: Samantha Leslie, Staff Attorney - Regulatory Compliance

FROM: Denis Desmond, Director of Planning

SUBJECT: Title VI Equity Analysis of COVID-19 Major Service Changes

---

Please find below the results of the Federal Transit Administration (FTA)-required Title VI equity analysis on the Spring 2020 major service changes, instituted as a result of the COVID-19 pandemic and related public health emergency orders and policies. In April 2020, MTS substantially reduced services due to the COVID-19 pandemic. Ridership levels hit nearly 75% below normal, and staffing shortages resulted from infections, fear of infection, and dependent care situations. By June 2020, ridership had rebounded somewhat, MTS had taken measures to protect front-line employees, and most staff was back at work. Most service was restored at that time.

FTA issued a 12-month waiver of the requirement to conduct a service equity analysis for reductions related to COVID-19. While most MTS services were restored within this 12-month period anyway, a few reductions that would be considered major reductions are still in place, and are expected to remain so after the 12-month waiver expires. (FTA indicated that it will not be issuing an extension of the waiver.) Therefore, an analysis was completed for the major service changes summarized below.

Summary of Changes

- ***Rapid* Express 280 & 290** – This premium express service, operating only in peak directions during peak periods prior to the onset of COVID-19, has seen service reduced as a result of greatly diminished demand, owing in large part to many downtown San Diego public and private sector employers encouraging or mandating emergency work-from-home policies. In addition to remaining *Rapid* Express 280 and 290 trips, service along the Interstate 15 corridor remains available on *Rapid* 235, serving all corridor transit stations and operating similar service within downtown San Diego.

- **Sorrento Valley COASTER Connection (Routes 972 through 979)** – This commuter rail *Coaster* connector service also saw reactive reductions in service levels associated with reductions in the *Coaster* schedule, as well as precursor reductions in passenger demand due to area employer emergency work-from-home policies. Past surveys have indicated an overwhelming majority of ridership in this heavily commercial service area is inbound from other regions of San Diego County, and as such the local residential population in the area served by these routes is unlikely to bear impacts.

- **Route 854X** – This route offers a direct express connection between the Grossmont Transit Center and Grossmont College. Because Grossmont College has suspended all in-person classes and

activities and closed the campus, the population traditionally served by this route has no reason to make this trip, and would bear no impacts by the suspension of express transit service alone.

- **Silver Line** – The Silver Line is a heritage streetcar service that operates along a loop through downtown San Diego on weekends only. Every station served by the Silver Line continues to receive more frequent all-week service by MTS's three core Trolley lines, limiting the impact to passengers making intra-downtown trips.

Equity Analysis

In October 2012, the FTA issued Circular 4702.1B, which prescribed Title VI compliance requirements for transit agencies receiving federal funding. This guidance requires major service changes to undergo a statistical equity analysis to determine if there are disparate impacts to minority populations or any disproportionate burdens for low-income populations. Major service changes and the thresholds for impacts and burdens are defined locally; MTS did this with an update to Board Policy 42, following public input, after the FTA guidance was issued.

The FTA circular provides the definitions for minority populations, minority areas, and low-income populations:

> **Predominantly minority area** means a geographic area, such as a neighborhood, Census tract, block or block group, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area.
>
> **Minority persons** include the following:
> - 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.
> - 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.
> - Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
> - Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.
> - 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.
>
> **Low-income person** means a person whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.
>
> Circular 4702.1B defines a disparate impact as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin. It defines a disproportionate burden as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

MTS Board Policy 42 incorporates the guidance from FTA Circular 4702.1B with the following language:

- A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change.

- A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more “low-income” (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater “non-low-income” by percentage of total population than the total MTS service area average. If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

Summary of Findings

Overall, the portions of the MTS service area impacted by major service changes, defined as residents of a block group within ¼ mile of any impacted route or line, are not considered to be more heavily populated by racial and ethnic minority groups (defined as all racial and ethnic identifications other than non-Hispanic/Latino white) compared to the MTS service area as a whole, and are not more heavily populated by lower-income individuals (SANDAG and MTS use 200 percent of the federal poverty line and below) compared to the MTS service area as a whole.

Population Statistics

	MTS Service Area	Major Service Change Impacted Area
Total Population (Race & Ethnicity Surveys)	2,356,657	253,137
Minority Population	1,350,366	124,867
Percent Minority Population	57.3%	49.3%
Total Block Groups	1,321	126
Minority Block Groups (>10% above System Average)	465	18
Percent Minority Block Groups	35.2%	14.3%
Total Population (Income Surveys)	2,298,741	246,327
Low-Income Population	657,817	57,662
Percent Low-Income	28.6%	23.4%
Total Block Groups	1,321	126
Low-Income Block Groups (>10% above System Average)	358	20
Percent Low-Income Block Groups	27.1%	15.9%

Block Group data is sourced from 2019 American Community Survey 5-year estimates.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

Conclusion

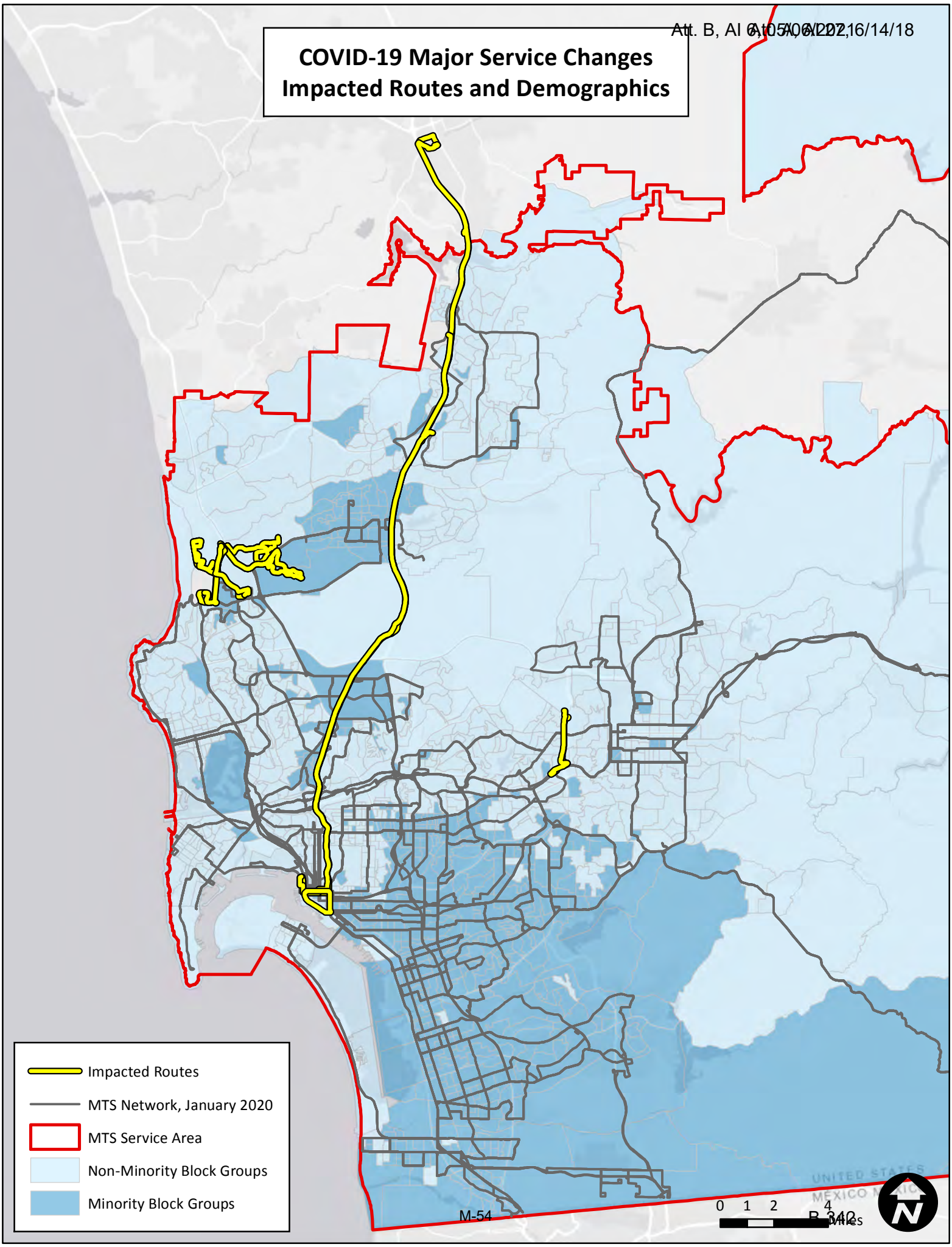
The statistical analysis prescribed by the FTA was completed by MTS staff in advance of the public hearing on these changes, scheduled for February 2021. The analysis determined that, *as defined by FTA Circular 4702.1B*, the major service changes here are not considered to have a disparate impact on minority communities, or to be a disproportionate burden to low-income populations more than non-low-income populations. In addition, MTS believes that the nature of these service reductions also limits community impacts, as these services either have continuing coverage from other routes, or serve markets that are facing restrictions on activities as a result of the COVID-19 pandemic and its associated public health response. Therefore, no additional action is needed to satisfy FTA Circular 4702.1B, and the changes can be implemented if approved by the MTS Board of Directors, as prescribed in Policy 42.

Attachments:
Map of COVID-19 Major Changes, Impacted Routes and Demographics (Minority Populations)
Map of COVID-19 Major Changes Impacted Routes and Demographics (Low-Income Populations)

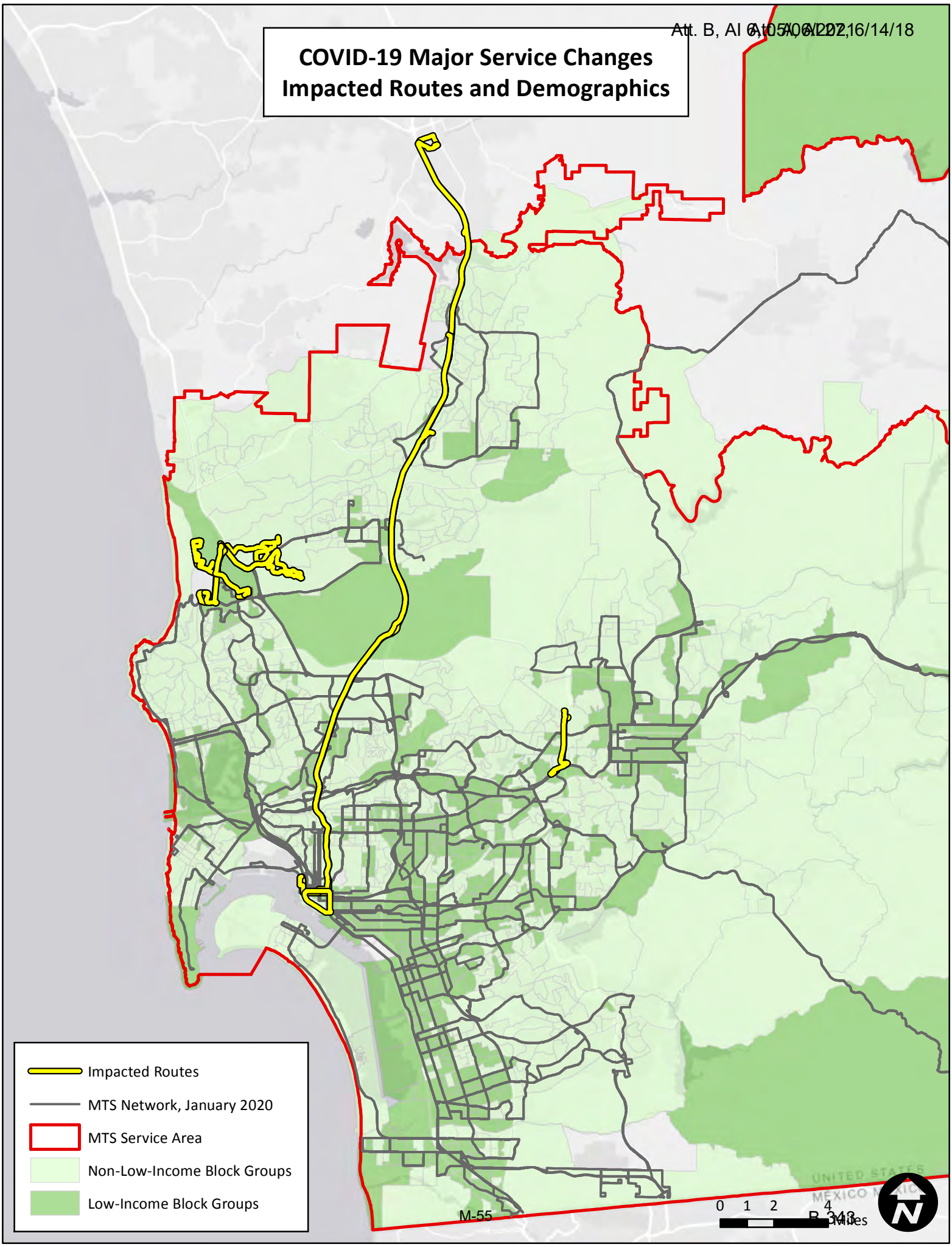
Cc: Sharon Cooney, Chief Executive Officer
Karen Landers, General Counsel

M-COVID TITLE VI ANLYSIS_FEB 2021

COVID-19 Major Service Changes
Impacted Routes and Demographics



COVID-19 Major Service Changes
Impacted Routes and Demographics



Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

February 11, 2021

9:00 a.m.

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed at the following link: https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings

		ACTION RECOMMENDED
1.	Roll Call	
2.	Approval of Minutes - January 21, 2021	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.	

CONSENT ITEMS

6.	Mid-Coast Corridor Transit Project – Projected Staffing Action would approve an additional 15 Security and Information Technology (IT) positions to support the Mid-Coast Corridor Trolley (Mid-Coast) extension.	Approve
7.	Appointments of Primary Member And Alternate To San Diego And Arizona Eastern Railway Company (SD&AE) Board Of Directors Action appoint Wayne Terry as the primary SD&AE Board member and Sharon Cooney as Mr. Terry's alternate on the SD&AE Board.	Approve
8.	Zero-Emission Bus (ZEB) Procurement Project: 60-Foot Low-Floor Electric Buses – Issuance of Purchase Order to New Flyer of America, Inc. (New Flyer) Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to New Flyer for the purchase of twelve (12) 60-foot low-floor electric battery-powered buses in the amount of $18,558,245.40.	Approve
9.	On-Call Construction Management and Engineering/Inspection Services – Assignment Increase Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G2023.0-17 with the San Diego Association of Governments (SANDAG) in the amount of $1,000,000. The new total value of the contract shall not exceed $5,000,000.	Approve
10.	Printed Circuit Boards (PCBs) and Electronic Components – Contract Amendments Action would: 1) Ratify Amendment No. 1 to MTS Doc. No. L1476.0-19 with Siemens Mobility Inc., in the amount of $90,000; and 2) Authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to MTS Doc. No. L1476.0-19 with Siemens Mobility Inc., for PCBs and Electronic Components, for a total of $350,000.	Approve
11.	Provision of Hewlett Packard Enterprise (HPE) Nimble HF20 Array Equipment and Support to Replace Regional Transit Management System (RTMS) 3PAR Storage Array (3PAR) – Purchase Order Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Nth Generation Computing Inc. for the provision of HPE Nimble HF20 Array equipment and support to replace the RTMS 3PAR in the amount of $106,834.56.	Approve
12.	On-Call Electrical Repair Services – Contract Amendment Action would: 1) Ratify MTS Doc No. PWG253.0-18 (Attachment A) with ACM Lighting Services (ACM), a Disadvantaged Business Enterprise (DBE), for on-call electrical repair services for a period of one base year and two optional one-year extensions in the amount of $22,130.00 for the base year only; 2) Ratify Amendment No. 1-3 to MTS Doc No. PWG253.0-18 (Attachment B-D) with ACM to add additional funds for on-call electrical repair services in the amount of $75,743.20; and 3)Authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc No. PWG253.0-18 (in substantially the same format as Attachment E), with ACM to add locations and funds for on-call electrical repair services in the amount of $25,568.00, for a new contract total of $123,441.20.	Approve

13. Design Services for the Fashion Valley Elevator Project – Work Order Amendment — Approve

Action would: 1) Ratify Work Order Amendment Nos. 1-4 under MTS Doc No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) totaling $99,945.60, for additional design services; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. 5 WOA1949-AE-15.05 under MTS Doc. No. G1949.0-17 with Jacobs in the amount of $20,068.12 for additional Design Support During Construction (DSDC) services for the Project.

14. America Plaza Pedestrian Enhancements Project – Award Work Order Contract — Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1951-AE-63 to MTS Doc. No. G1951.0-17 with Mott MacDonald in the amount of $749,706.49 for design services for the America Plaza Pedestrian Enhancements Project

15. Investment Report – Quarter Ending December 31, 2020 — Informational

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

25. Temporary COVID-19 Service Adjustments Public Hearing (Denis Desmond) — Approve

Action would: 1) Receive a Title VI Service Equity Report on major service changes related to COVID-19; 2) Receive public testimony; 3) Approve the extension of temporary service reductions beyond 12 months and until it is determined feasible and reasonable by staff to restore services; and 4) Waive the requirement for a major service change process to restore services when feasible.

DISCUSSION ITEMS

30. San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller, Representative with RVK Inc. and Larry Marinesi) — Informational

31. San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2020 (Anne Harper and Alice Alsberghe with Cheiron Inc. and Larry Marinesi) — Adopt

Action would receive the SDTC Employee Retirement Plan's (Plan) actuarial valuation as of July 1, 2020, and adopt the pension contribution amount of $17,585,592 for fiscal year 2022.

32. Excess Liability and Workers' Compensation Insurance Renewals (Brian White and Dennis Mulqueeney with Alliant Insurance Services, Inc. and Karen Landers) — Approve

Action would: 1) Authorize the Chief Executive Officer (CEO) to purchase an Excess Liability Program, effective March 1, 2021, that results in the lowest Total Cost of Risk based on final quotes received for a $3M, $4M, or $5M Self Insured Retention (SIR) structure and a limit of $75M for rail operations and

$50M for non-rail operations (final negotiated cost to be determined) (See Discussion); 2) Approve the increase of the MTS Liability Reserve by up to $3 million in FY 2021 (from the existing $2M reserve to up to $5M) funded with Transportation Development Act (TDA) funds to align total reserves with new insurance SIR structure; and 3) Approve the second year of MTS's two-year Excess Workers' Compensation insurance, effective March 1, 2021 for a premium of $214,531.

REPORT ITEMS

45. American Public Transportation Association (APTA) Security Peer Review Report (Sharon Cooney) — Informational

46. Free Transfers Consideration (Rob Schupp) — Informational

47. Operations Budget Status Report for December 2020 (Gordon Meyer) — Informational

OTHER ITEMS

60. Chair Report — Informational

61. Chief Executive Officer's Report — Informational

62. Board Member Communications — Informational

63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: March 11, 2021.

65. Adjournment

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

MINUTES

February 11, 2021

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

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

Chair Fletcher moved to approve the minutes of the January 21, 2021 MTS Board of Directors meeting. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Vice Chair Sotelo-Solis and Board Member Gastil absent.

3. Public Comment

Mitch Beauchamp – Provided a written and verbal statement to the Board both during and prior to the meeting. The full written statement is included in the final meeting packet and posted on the MTS website.

Miguel Aguirre – Representing Grand Central West, provided a verbal statement to the Board during the meeting. Aguirre commented on regional changes to the San Ysidro Trolley stop with impacts to the binational region.

Kamran Hamidi – Provided a written statement to the Board prior to the meeting. The full written statement is included in the final meeting packet and posted on the MTS website.

CONSENT ITEMS

6. Mid-Coast Corridor Transit Project – Projected Staffing
Action would approve an additional 15 Security and Information Technology (IT) positions to support the Mid-Coast Corridor Trolley (Mid-Coast) extension.

7. Appointments of Primary Member And Alternate To San Diego And Arizona Eastern Railway Company (SD&AE) Board Of Directors
Action appoint Wayne Terry as the primary SD&AE Board member and Sharon Cooney as Mr. Terry's alternate on the SD&AE Board.

8. Zero-Emission Bus (ZEB) Procurement Project: 60-Foot Low-Floor Electric Buses – Issuance of Purchase Order to New Flyer of America, Inc. (New Flyer)
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to New Flyer for the purchase of twelve (12) 60-foot low-floor electric battery-powered buses in the amount of $18,558,245.40.

9. On-Call Construction Management and Engineering/Inspection Services – Assignment Increase
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G2023.0-17 with the San Diego Association of Governments (SANDAG) in the amount of $1,000,000. The new total value of the contract shall not exceed $5,000,000.

10. Printed Circuit Boards (PCBs) and Electronic Components – Contract Amendments
Action would: 1) Ratify Amendment No. 1 to MTS Doc. No. L1476.0-19 with Siemens Mobility Inc., in the amount of $90,000; and 2) Authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to MTS Doc. No. L1476.0-19 with Siemens Mobility Inc., for PCBs and Electronic Components, for a total of $350,000.

11. Provision of Hewlett Packard Enterprise (HPE) Nimble HF20 Array Equipment and Support to Replace Regional Transit Management System (RTMS) 3PAR Storage Array (3PAR) – Purchase Order
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Nth Generation Computing Inc. for the provision of HPE Nimble HF20 Array equipment and support to replace the RTMS 3PAR in the amount of $106,834.56.

12. On-Call Electrical Repair Services – Contract Amendment
Action would: 1) Ratify MTS Doc No. PWG253.0-18 (Attachment A) with ACM Lighting Services (ACM), a Disadvantaged Business Enterprise (DBE), for on-call electrical repair services for a period of one base year and two optional one-year extensions in the amount of $22,130.00 for the base year only; 2) Ratify Amendment No. 1-3 to MTS Doc No. PWG253.0-18 (Attachment B-D) with ACM to add additional funds for on-call electrical repair services in the amount of $75,743.20; and 3)Authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc No. PWG253.0-18 (in substantially the same format as Attachment E), with ACM to add locations and funds for on-call electrical repair services in the amount of $25,568.00, for a new contract total of $123,441.20.

13. Design Services for the Fashion Valley Elevator Project – Work Order Amendment
Action would: 1) Ratify Work Order Amendment Nos. 1-4 under MTS Doc No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) totaling $99,945.60, for additional design services; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. 5 WOA1949-AE-15.05 under MTS Doc. No. G1949.0-17 with Jacobs in the amount of $20,068.12 for additional Design Support During Construction (DSDC) services for the Project.

14. America Plaza Pedestrian Enhancements Project – Award Work Order Contract
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1951-AE-63 to MTS Doc. No. G1951.0-17 with Mott MacDonald in the amount of $749,706.49 for design services for the America Plaza Pedestrian Enhancements Project

15. Investment Report – Quarter Ending December 31, 2020

BOARD MEMBER COMMENTS – CONSENT ITEMS

Board Member Moreno commented on agenda item 8. She offered a correction to the item by clarifying the Iris Transit Station was cited as located in Imperial Beach; however, it is in the Otay Mesa Region, within the City of San Diego jurisdiction.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 to 15. Board Member Moreno seconded the motion, and the vote was 14 to 0 in favor with Board Member Gastil absent.

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

25. Temporary COVID-19 Service Adjustments Public Hearing (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on temporary COVID-19 service adjustments including: 2020 April and June service changes; 2021 January and new year major service changes; Route 854; Rapid Express Routes 280 and 290; Sorrento Valley Coaster Connection; Silver line (Vintage Trolley); public hearing and Title VI process; and staff recommendations.

Board Member Montgomery Steppe asked if MTS has direct contact with the Grossmont Community College District or if the District relies exclusively on Public Hearing Notices as a mode of communication.

Mr. Desmond clarified that MTS has points of contacts with all school districts in the region. He clarified the agency works closely with the District's calendar to support services and will work with the District to see when service will be re-implemented.

Chair Fletcher acknowledged transit reductions across other agencies and applauded MTS for sustaining its service with modest disruptions.

Vice Chair Sotelo-Solis asked for staff to reassess the application of Policy No. 42, "Transit Service Evaluation and Adjustment".

Karen Landers, MTS General Counsel, clarified the policy would be waived only with the listed four route service changes. Staff would reimplement service when needed.

Sharon Cooney, MTS Chief Executive Officer, noted the performance monitoring report would be presented to the Board and comments from the Board could be captured at that time. Additionally, a Board notice would be sent out to the Board when service is reinstituted.

Action Taken

Board Member Montgomery Steppe moved to 1) Receive a Title VI Service Equity Report on major service changes related toCOVID-19; 2) Receive public testimony; 3) Approve the extension of temporary service reductions beyond 12 months and until it is determined feasible and reasonable by staff to restore services; and 4) Waive the requirement for a major service change process to restore services when feasible. Board Member Gastil seconded the motion, and the vote was 15 to 0 in favor.

DISCUSSION ITEMS

30. San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller, Representative with RVK Inc. and Larry Marinesi)

Larry Marinesi, MTS Chief Financial Officer, introduced the various pension plans. Jeremy Miller, with RVK, presented on the SDTC pension investment status. He outlined the following aspects of the pension: investment structure as of June 30, 2020, investment details as of June 30, 2020, Fiscal Year (FY) 2020 performance, Fiscal Year to Date (FYTD) performance, long-term performance details and investment structure summary.

Board Member Moreno commented that the Board's prior lowering of the targeted investment return to 6.75% was a necessary move. She noted she would like to see further reductions to improve the stability of the pension system.

Board Member Elo-Rivera commented about the agency's investment strategy while acknowledging the agency's fiduciary responsibility to maximize financial returns.

Board Member Sandke asked about the contract between MTS and RVK.

Mr. Marinesi explained that the contract had a five-year base period with five one-year options. The contract stands with the San Diego Transit Pension Board, which is made up of the Amalgamated Transit Union 1309 (ATU 1309), International Brotherhood of Electrical Workers 465 (IBEW 465) and MTS administration board members.

Board Member Sandke asked if a recommendation from the MTS Board of Directors was needed for the San Diego Transit Pension Board of Directors to evaluate the current contract.

Mr. Marinesi noted the MTS Board would not need to provide official action as the contract was formally approved by the MTS Board six years ago. The San Diego Transit Pension Board would be able to further discuss the current contract with no additional action.

Board Member Sandke acknowledged his dissatisfaction with a 0.53% return. He noted an increasingly responsible policy of investment expectation is necessary. He acknowledged that the longer the plan is in place, the 400 current participants and participants who are receiving payments from the fund also become reliant on the agency budget. The agency has a fiduciary responsibility to create the most effective investment policy to benefit its staff. He asked for actions that could be taken currently to see a different outcome.

Mr. Marinesi explained the agency could take this back to the San Diego Transit Pension Board to further discuss and assess the plan, policy and options with RVK. Mr. Marinesi also clarified the one-year return at the end of the calendar year was nearly 9%, and over the course of five years, the return was approximately 7.5%, which is above the actuarial target of 6.75%.

Board Member Sandke asked if the calendar year included the $7.8 million capital contribution that was part of the Coronavirus Air, Relief, and Economic Security (CARES) Act.

Mr. Marinesi clarified the CARES Act funds were not included and the figure only involves the gross investment return.

Action Taken

Informational item only. No action taken.

31. San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2020 (Anne Harper and Alice Alsberghe with Cheiron Inc. and Larry Marinesi)

Alice Alsberghe and Anne Harper, with Cheiron, presented on the SDTC employee retirement plan's actuarial valuation as of July 1, 2020. They outlined the following aspects of the results including: plan cost changes, plan history contributions and funding, membership and support ration, COVID-19 impact on plan assets, projected total contributions, project funded ratio, stochastic projection of contributions, and next steps.

Board Member Sandke commented on the assumptions of the plan and asked that the Board reassess the expectations of this plan in the future.

Board Member Galvez asked for staff to explain the fee structure for RVK.

Mr. Marinesi explained the contract has a fixed fee with an annual payment of $100,000 annually for consultation services. The basis point number is reflective of the fees of all funds for the specific investments. The cost and percentage of each is listed in the agenda item attachment.

Action Taken

Board Member Sandke moved to receive the SDTC Employee Retirement Plan's (Plan) actuarial valuation as of July 1, 2020, and adopt the pension contribution amount of $17,585,592 for fiscal year 2022 Board Member Salas seconded the motion, and the vote was 15 to 0 in favor.

32. Excess Liability and Workers' Compensation Insurance Renewals (Brian White and Dennis Mulqueeney with Alliant Insurance Services, Inc. and Karen Landers)

Ms. Landers introduced the item by acknowledging the historically steady rates for MTS's insurance program. However, the market has significantly changed, which will impact the agency's insurance program and rates. This will include a self-insured retention increase from $2 million to $5 million, while maintaining the program limits at $75 million.

Brian White and Dennis Mulqueeney, with Alliant Insurance Services, Inc., presented on the excess liability and workers' compensation insurance renewals. They outlined the rationale of the MTS insurance program, state of the insurance market, MTS large loss history review, impact on program, cover tower overview, renewal program options including retention and limits, and path to program completion.

Board Member Galvez asked how the new liability change affects recent settlements that the Board discusses in closed session.

Ms. Landers clarified the settlements would not be affected since the policy goes into effect on March 1, 2021. The old policy currently covers the active settlements.

Board Member Sandke asked how many claims above and below five million dollars were annualized over the prior five years.

Ms. Landers clarified there has not been a single claim that is above five million dollars. There have been two fully resolved claims over two million dollars. As part of the annual budget process, the agency revisits how much of the budget was used for claims and the funding necessary to replenish it for the following fiscal year.

Vice Chair Sotelo-Solis asked what the elimination of communicable diseases framework means and what that means for the agency's liability and who is being excluded.

Ms. Landers responded that the ongoing excess lability program does not include lability for the pandemic.

Mr. Mulqueeney replied that the program has always had a communicable disease exclusion and has re-written the exclusion to further clarify that this requirement was covered.

Action Taken

Chair Fletcher moved to (1) Authorize the CEO to purchase an Excess Liability Program, effective March 1, 2021, with a $5M Self Insured Retention (SIR) structure and a limit of $75M

for all operations; (2) Approve the increase of the MTS Liability Reserve by up to $3 million in FY 2021 (from the existing $2M reserve to up to $5M) funded with Transportation Development Act (TDA) funds to align total reserves with new insurance SIR structure; and (3) Approve the second year of MTS's two-year Excess Workers' Compensation insurance, effective March 1, 2021 for a premium of $214,531. Vice Chair Sotelo-Solis seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS

45. American Public Transportation Association (APTA) Security Peer Review Report (Sharon Cooney)

Ms. Cooney presented on the APTA Security Peer Review Report including: the purpose of the Peer Review, scope of the review, review process, APTA peer review panel, report observations and recommendations, effectiveness of CCIs and security contract structure, fare inspection practices, Code Compliance Inspectors training, organizational climate of transit enforcement department, handling of personnel issues and employee discipline practices, standard operating procedures, MTS transit enforcement video retention policies, other observations and recommendations, and next steps.

PUBLIC COMMENT

Michelle Krug – An MTS Steering Committee member provided a verbal statement to the Board during the meeting. Krug advocated to employ security officers as MTS employees instead of contracting them to change the enforcement culture.

BOARD MEMBER COMMENTS

Board Member Montgomery Steppe thanked MTS for evaluating the current policies. The evaluation takes feasible steps in evaluating the enforcement culture at MTS. This evaluation is also an opportunity to educate riders about the system. She asked about the Code Compliance Inspectors (CCI) uniform change shift to be similar to the Ambassador uniforms.

Ms. Cooney explained MTS ambassadors assist riders navigating the system, distribute PPE equipment to riders, and assist in the MTS COVID-19 testing program. The ambassadors wear red shirts and jackets and are not part of the transit enforcement department. CCIs would wear a more visible yellow highlighter color to be better identified by riders looking for assistance and remove the para-military uniform with the intent to make the officer more approachable.

Board Member Montgomery Steppe commented on various recommendations including posting signs in painted or marked fare zone areas to clearly define where proof of fare can be requested. Another recommendation referred to various forms of personnel trainings including: customer service, de-escalation, metal health first aid, cultural proficiency and unconscious bias training. She was also interested in seeing the recommendations for business improvement districts to coordinate between partners in order to clean and maintain bus shelters. Board Member Montgomery Steppe noted one of the recommendations encouraged the reassessment of the administrative citation process and asked the Board to define the baseline for a return on investment. She reminded the Board the review was intended to be a humanitarian reevaluation, rather than an economic return for the agency.

Ms. Cooney noted the reviewers saw challenges with the various methods of the diversion program. She stated that some of the challenges have resulted in skewed data and staff is

working through these challenges in order to clearly assess who is taking advantage of the program.

Board Member Montgomery Steppe asked if the video retention policy would be an administrative or Board policy.

Ms. Landers clarified the policy was not intended to be a Board policy, as the limitations of the policy would be guided by legal regulations, such as the Public Record Act and the process would be formalized under an internal policy.

Board Member Montgomery Steppe explained the Board should have input on the video policy retention parameters.

Ms. Landers agreed with the request and clarified that the draft policy would be taken to the Public Security Committee for review.

Vice Chair Sotelo-Solis emphasized the uniform look was a crucial part of the departmental re-evaluation. She asked staff to consider expanding the MTS ambassador program. She suggested MTS look at other agencies for best practice models for reference.

Board Member Aguirre agreed with the expansion of an ambassador program. She noted the importance of moving towards a service-oriented security system rather than a punitive framework. She asked staff to formalize an advisory committee of public advocates. She also asked for partnerships and resources to be strengthened for mental health services and unsheltered individuals.

Board Member Sandke applauded the ways the Board was directing the Diversion program, but noted that civil and criminal policies should be assessed based on a rider's willingness to pay for the fare when given the opportunity. Board Member Sandke cited the figure presented at a previous meeting that a 1% change in fare evasion would result in a revenue loss for the agency. He was concerned for the revenue stream and acknowledged the public subsidy needed for the system's operation would need to increase, especially if there were policies that allow people to not participate as a paying customer. He acknowledged the importance of the policy for diverting fare criminalization, but encouraged the balance of having security measures to help riders feel comfortable and safe.

Board Member Elo-Rivera acknowledged that cultural awareness trainings were crucial for the program assessment. He agreed with the importance of security uniform changes. He encouraged the Board to look at riders as people and not revenue streams. He acknowledged the complexities of the topic as the Board accounts for traumas riders may have experienced with security figures.

Board Member Whitburn was in favor of consulting with community members and organizations that work in the mental health and homelessness sectors. He was curious at the difference with hiring CCIs through the agency directly versus continuing to contract them out. He agreed to adopting a Board policy for video retention.

Board Member Galvez asked for the Steering Committee to continue as a citizen advisory body to present additional data related to the program. She asked the committee to be formalized and meet at least annually to provide input on public expectations and recommendations.

Action Taken

No action taken. Informational item only.

46. Free Transfers Consideration (Rob Schupp)

This item was deferred to the March 11, 2021 Board of Directors meeting.

47. Operations Budget Status Report for December 2020 (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Supervisor, presented on the December 2020 operations budget status report including: FTA CARES act funding, total operating revenues, total operating expenses and total operating activities.

Action Taken

No action taken. Informational item only.

OTHER ITEMS

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

Ms. Cooney updated the Board about the House of Representatives American Rescue Plan, which currently includes funding for public transportation. Based on the current funding proposed in the bill, MTS is estimated to receive approximately $129 million. Staff projects this funding could backfill the deficit through calendar year 2024. The bill is projected to be passed by mid-March. She also acknowledged MTS's recently implemented free COVID-19 testing program for its employees. The program is currently available at three locations with another two potential sites being evaluated.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Mitch Beauchamp – Provided a written and verbal statement to the Board both during and prior the meeting. Beauchamp listed the benefits to the operation of the Desert Line including economic and climate impacts. He urged the Board to open the rail line for freight movement.

64. Next Meeting Date

The next regularly scheduled Board meeting is March 11, 2021.

65. Adjournment

Chair Fletcher adjourned the meeting at 11:38 am.

Nathan Fletcher

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 11, 2021 CALL TO ORDER (TIME): 9:00 am

RECESS: _____ RECONVENE: _____

CLOSED SESSION: _____ RECONVENE: _____

PUBLIC HEARING: _____ RECONVENE: _____

ORDINANCES ADOPTED: _____ ADJOURN: 11:38am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	☒	(Vargas)	☐	9:00am	11:38am
SOTELO-SOLIS	☒	(Bush)	☐	9:04am	11:38am
AGUIRRE	☒	(Leyba-Gonzalez)	☐	9:00am	11:38am
ELO-RIVERA	☒	(LaCava)	☐	9:00am	11:38am
FRANK	☒	(Mullin)	☐	9:00am	11:38am
GALVEZ	☒	(Cardenas)	☐	9:00am	11:38am
GASTIL	☒	(Mendoza)	☐	9:11am	11:38am
GLORIA	☐	(Whitburn)	☒	9:00am	11:38am
GOBLE	☒	(Ortiz)	☐	9:00am	11:38am
HALL	☒	(McNelis)	☐	9:00am	11:38am
MONTGOMERY STEPPE	☒	(Von Wilpert)	☐	9:00am	11:38am
MORENO	☒	(Campillo)	☐	9:01am	11:38am
SALAS	☒	(Cardenas)	☐	9:00am	11:38am
SANDKE	☒	(Bailey)	☐	9:00am	11:38am
WEBER	☒	(Arapostathis)	☐	9:00am	11:38am

SIGNED BY THE CLERK OF THE BOARD: _____

CONFIRMED BY THE GENERAL COUNSEL: _____

Metropolitan Transit System

MEMORANDUM

DATE: March 25, 2021

TO: Samantha Leslie, Staff Attorney - Regulatory Compliance

FROM: Denis Desmond, Director of Planning and Scheduling

SUBJECT: Title VI Equity Analysis of Mid-Coast Trolley and Feeder Bus Major Service Changes

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Please find below the results of the Federal Transit Administration (FTA)-required Title VI equity analysis on the proposed major service changes related to the opening of the Mid-Coast Blue Line Trolley extension and associated feeder bus network service adjustments.

The new Trolley extension is currently anticipated to enter service in November 2021, at which time changes to the bus network in the vicinity of the new Trolley extension intended to supplement and support this new core service would take effect. With the exception of the increased rail service levels, the proposed service restructuring has been developed to be revenue-neutral, with bus service levels in the Mid-Coast feeder service area remaining similar.

The latest FTA guidance on fixed guideway transit projects is as follows, and will form the basis of this analysis:

> ***Service and Fare Equity Analysis for New Starts and Other New Fixed Guideway Systems****: Transit providers that have implemented or will implement a New Start, Small Start, or other new fixed guideway capital project shall conduct a service and fare equity analysis. The service and fare equity analysis will be conducted six months prior to the beginning of revenue operations, whether or not the proposed changes to existing service rise to the level of "major service change" as defined by the transit provider. All proposed changes to parallel or connecting service will be examined. If the entity that builds the project is different from the transit provider that will operate the project, the transit provider operating the project shall conduct the analysis. The service equity analysis shall include a comparative analysis of service levels pre- and post- the New Starts/Small Starts/new fixed guideway capital project. The analysis shall be depicted in tabular format and shall determine whether the service changes proposed (including both reductions and increases) due to the capital project will result in a disparate impact on minority populations. The transit provider shall also conduct a fare equity analysis for any and all fares that will change as a result of the capital project.*

Summary of Changes

- ***UC San Diego* Blue Line – Mid-Coast Extension**: The UC San Diego Blue Line ("Blue Line") will be extended from its current terminal at the America Plaza Trolley Station in downtown San Diego north to the UTC Transit Center in the University City community of San Diego. This extension will operate with a base frequency of 15 minutes, seven days per week. Effective base service

frequencies between America Plaza and the Old Town Transit Center will increase to approximately 7.5 minutes, with the addition of Blue Line service to the existing MTS Green Line, with only Blue Line service north of Old Town**. In addition to the expanded footprint of Blue Line service, MTS plans to complement the current 7.5-minute frequency peak weekday service on the existing Blue Line segment between San Ysidro and America Plaza with increased late night service operating at a 15-minute frequency until approximately midnight, seven days per week.**

- **Route 8**: Route 8 currently operates between the Old Town Transit Center and the intersection of Mission Boulevard and Garnet Avenue in Pacific Beach, operating via Mission Bay Drive and Mission Boulevard. Route 8 is proposed to be extended from the area of its terminal in Pacific Beach east to the future Balboa Avenue Transit Center, operating along Grand Avenue and Garnet Avenue. Route 8 would operate as an Urban Frequent category line, with 15-minute all-day weekday frequency and 20-minute weekend frequency.
- **Route 9**: Route 9 currently operates between the Old Town Transit Center and the intersection of Mission Boulevard and Garnet Avenue in Pacific Beach via Mission Bay Drive, Ingraham Street, and Garnet Avenue, with additional service to SeaWorld. Route 9 is proposed to be truncated, with its new northern terminal at the intersection of Ingraham Avenue and Garnet Avenue. This truncation would allow MTS to dedicate more resources to continuous east-west service between the Pacific Beach coastal area and the Balboa Avenue Transit Center on Grand Avenue and Garnet Avenue while maintaining substantially similar service coverage. Route 9 would operate as an Urban Standard category line, with 20-minute weekday frequency and 30-minute weekend frequency.
- **Route 27**: Route 27 currently operates between the intersection of Mission Boulevard and Garnet Avenue in Pacific Beach and the Kearny Mesa Transit Center via Garnet Avenue, Balboa Avenue, and Convoy Street. Route 27 is proposed to operate along a substantially similar alignment, but traveling north to the Kearny Mesa Transit Center along Kearny Villa Road instead of Convoy Street, the latter of which would continue to receive service from Route 44. Route 27 would remain an Urban Standard category line with 30-minute all day weekday frequency but adding 30-minute weekend frequency.
- **Route 30**: Route 30 currently operates between downtown San Diego and the UTC Transit Center via Interstate 5, the Old Town Transit Center, Grand Avenue, Mission Boulevard, La Jolla Boulevard, La Jolla Shores Drive, the University of California San Diego La Jolla Campus, and La Jolla Village Drive. Route 30 is proposed to be truncated with a southern terminal at the Old Town Transit Center, reducing north-south duplication with the extended Blue Line and continued Green Line, and enabling more bus operating resources to be dedicated to Trolley feeder service north of Old Town. Route 30 is also proposed to serve a different crosstown alignment within University City using Nobel Drive instead of La Jolla Village Drive, which would instead receive service from Routes 201 and 202. Route 30 would operate as an Urban Frequent line, with 15-minute all day weekday base frequency and 30-minute weekend frequency.
- **Route 43**: Route 43 is a new service proposed that would connect the Balboa Avenue Transit Center with the Kearny Mesa Transit Center via Balboa Avenue, Clairemont Drive, and Clairemont Mesa Boulevard, replacing portions of the current Route 44. Route 43 would operate as an Urban Frequent category line, with 15-minute weekday frequency and 30-minute weekend frequency.
- **Route 44**: Route 44 currently operates between the Old Town Transit Center and the Clairemont Square shopping center via Linda Vista Road, Mesa College, Convoy Street, and Clairemont Mesa Boulevard. Route 44 is proposed to have its northern terminal changed to the Kearny Mesa Transit Center to increase the number of network connections available, with the portion of Clairemont Mesa Boulevard currently served by Route 44 west of Convoy Street instead served by the new Route 43. Route 44 would remain an Urban Frequent category line with 15-minute weekday service frequency and 30-minute weekend frequency.
- **Route 50**: Route 50, which currently operates peak period, peak direction service only between the UTC Transit Center and Downtown San Diego via Genesee Avenue, Governor Drive, Regents

Road, Clairemont Mesa Boulevard, Clairemont Drive, and Interstate 5, is proposed to be discontinued.

- **Route 105**: Route 105 currently operates between the UTC Transit Center and the Old Town Transit Center via Genesee Avenue, Clairemont Mesa Boulevard, Clairemont Drive, and Morena Boulevard. Route 105 is proposed to operate between the same terminals, but returning to a previous alignment between University City and Clairemont Square using Governor Drive, Regents Road, and Clairemont Mesa Boulevard. Route 150 would operate as an Urban Standard route with 30-minute weekday frequency and 60-minute weekend frequency.
- **Route 140**: Route 140 is a new express route proposed to operate between the Balboa Avenue Transit Center and downtown La Jolla via Interstate 5, La Jolla Parkway, and Torrey Pines Road. Route 140 would operate with 15-minute peak frequency and 30-minute base frequency on weekdays, with 30-minute frequency on weekends.
- **Route 150**: Route 150, which currently operates express service between the UTC Transit Center and downtown San Diego via La Jolla Village Drive, the University of California San Diego La Jolla Campus, Gilman Drive, and Interstate 5 with a stop at the Old Town Transit Center, would be discontinued, as its alignment is substantially similar to that of the new Mid-Coast Trolley extension.
- **Routes 201/202 *(SuperLoop)***: Routes 201 and 202, operating as *Rapid*-tier *SuperLoop* service, currently operate together as a high-frequency circulator loop serving University City. Routes 201 and 202 are proposed to see the northern part of the loop shifted south, serving La Jolla Village Drive instead of Voigt Drive to reduce redundancy with the new Mid-Coast Trolley line and offer enhanced service frequency to other areas of University City. Routes 201 and 202 would continue to provide *Rapid* category service with up to five-minute weekday peak period, peak direction frequency with a 10-minute weekday base, and 15-minute weekend frequency.
- **Route 985**: Route 985 is a new service proposed to connect the new UC San Diego Central Campus Trolley Station with commercial areas along North Torrey Pines Road, similar to (and in addition to) the route currently followed by the Route 978 *Sorrento Valley COASTER Connection* route but without additional service to the Sorrento Valley *COASTER* Station. Route 985 would operate 15-minute service in the peaks only, meeting arriving and departing Blue Line trains.

Comparative Analysis of Service Levels

Below is a table showing current and proposed service frequencies for all impacted lines within the study area.

	Weekday Frequency		Saturday Frequency		Sunday Frequency	
Route	**Current**	**Proposed**	**Current**	**Proposed**	**Current**	**Proposed**
Blue Line	7.5/15	**7.5/15**	15	**15**	15	**15**
8	20	**15**	20	**20**	30	**20**
9	20	**20**	20	**30**	30	**30**
27	30	**30**	60	**30**	-	**30**
30	15	**15**	15/30	**30**	15/30	**30**
43	*(New)*	**15**	*(New)*	**30**	*(New)*	**30**
44	15	**15**	30	**30**	30	**30**
50	30/-	***Discontinue***	-	***Discontinue***	-	***Discontinue***
105	30	**30**	60	**60**	60	**60**
140	*(New)*	**15/30**	*(New)*	**-**	*(New)*	**-**
150	15/30	***Discontinue***	30	***Discontinue***	-	***Discontinue***
201/202	5/10	**5/10**	15	**15**	15	**15**
985	*(New)*	**15/-**	*(New)*	**-**	*(New)*	**-**

Equity Analysis

In October 2012, the FTA issued Circular 4702.1B, which prescribed Title VI compliance requirements for transit agencies receiving federal funding. This guidance requires major service changes to undergo a statistical equity analysis to determine if there are disparate impacts to minority populations or any disproportionate burdens for low-income populations. Major service changes and the thresholds for impacts and burdens are defined locally; MTS did this with an update to Board Policy 42, following public input, after the FTA guidance was issued.

The FTA circular provides the definitions for minority populations, minority areas, and low-income populations:

> **Predominantly minority area** means a geographic area, such as a neighborhood, Census tract, block or block group, or traffic analysis zone, where the proportion of minority persons residing in that area exceeds the average proportion of minority persons in the recipient's service area.
>
> **Minority persons** include the following:
> - 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.
> - 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.
> - Black or African American, which refers to people having origins in any of the Black racial groups of Africa.
> - Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

- 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.

Low-income person means a person whose median household income is at or below a locally defined threshold of the U.S. Department of Health and Human Services (HHS) poverty guidelines. MTS uses 200% of the federal standard, due to the high cost-of-living in the region.

Circular 4702.1B defines a disparate impact as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin. It defines a disproportionate burden as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations.

MTS Board Policy 42 incorporates the guidance from FTA Circular 4702.1B with the following language:

- A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. If MTS chooses to implement a proposed major service change despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the change, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the change.

- A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. If MTS chooses to implement a proposed change despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

No fare changes are proposed that are specifically tied to the Mid-Coast Trolley Extension. MTS, in partnership with the North County Transit District and the San Diego Association of Governments, will be upgrading its fare payment system and making associated updates to its fare policy in 2021 ahead of the Mid-Coast Trolley Extension as part of a regional fare study, and a separate fare equity analysis will be conducted through that process.

Summary of Findings

Overall, the portions of the MTS service area impacted by major service changes, defined as residents of a block group within ¼ mile of any impacted route or line, are not considered to be more heavily populated by racial and ethnic minority groups (defined as all racial and ethnic identifications other than non-Hispanic/Latino white) compared to the MTS service area as a whole, and are not more heavily populated by lower-income individuals (SANDAG and MTS use 200 percent of the federal poverty line and below) compared to the MTS service area as a whole.

The below analysis categories are defined as follows:

- **MTS Service Area**: The entirety of the geographic territory MTS serves as defined under state law.
- **Current Blue Line Service Area**: Census Block Groups within ½ mile of an existing Blue Line station.
- **Current MTS Rail Service Area with New Blue Line Service**: Census Block Groups within ½ mile of an existing MTS Trolley station that does not currently receive Blue Line service, but will begin receiving Blue Line service upon completion of the Mid-Coast Trolley project.
- **Future Complete Blue Line Service Area**: Census Block Groups within ½ mile of a current or future Blue Line station following the completion of the Mid-Coast Trolley project.
- **Mid-Coast Impacted Area**: Census Block Groups within ½ mile of a current or future Blue Line station following the completion of the Mid-Coast Trolley project, as well as Census Block Groups within ¼ mile of current bus routes receiving service modifications and proposed new bus routes.
- **New Mid-Coast Rail Service Area**: Census Block Groups within ½ mile of a new Mid-Coast Trolley station only.
- **New Rail and Bus Service Area**: Census Block Groups within ½ mile of a new Mid-Coast Trolley Station, and Census Block Groups within ¼ mile of a proposed new bus service segment.
- **Area Receiving New or Increased Service**: Census Block Groups within ½ mile of a current or future Blue Line station following the completion of the Mid-Coast Trolley project, as well as Census Block Groups within ¼ mile of either a proposed new bus service segment or a bus service segment proposed for service increases.
- **Area Receiving Decreased or Discontinued Service**: Census Block Groups within ¼ mile of an existing bus service segment proposed for either a reduction or discontinuation in service without a corresponding increased or substantially maintained service segment present.
- **Area Receiving Service Discontinuations:** Census Block Groups within ¼ mile of an existing bus service segment proposed for a discontinuation in service without a corresponding increased or substantially maintained service segment present.

These categories are represented in the columns in Table 1. For each category, American Community Survey (ACS) data is used for the overall population, minority population, and low-income population. The percentages are compared against the service area average to determine if minority or low-income communities are disproportionately burdened by the proposals, or if non-minority or non-low-income communities disproportionately benefit from the proposals.

Table 1: FTA Title VI Statistical Analysis

	MTS Service Area	Current Blue Line Service Area	Current MTS Rail Service Area with New Blue Line Service	New Mid-Coast Rail Service Area	**Future Complete Blue Line Service Area**	Mid-Coast Impacted Area	**Area Receiving New or Increased Service**	**Area Receiving Decreased or Discontinued Service**		New Rail and Bus Service Area	Area Receiving Service Discontinuation
Includes areas/segments (approximate):		S. Ysidro – America Plaza	Santa Fe Depot – Old Town	Tecolote – UTC	**San Ysidro – UTC**	S. Ysidro – UTC + Affected Bus Routes	**S. Ysidro – UTC + New/ Increased Bus Segments**	**Reduced/ Discontinued Bus Segments**		All new Bus/Rail segments without previous service	Discontinued Bus Segments
Total Population (Race/Ethnicity Surveys)	**2,356,657**	179,759	17,906	65,876	**263,541**	472,267	**375,876**	**39,011**		3,004	674
Racial/Ethnic Minority Population	**1,350,366**	142,312	6,039	30,518	**178,869**	267,408	**218,497**	**12,228**		503	139
Percent Racial/ Ethnic Minority	**57.3%**	79.2%	33.7%	46.3%	**67.9%**	56.6%	**58.1%**	**31.3%**		16.7%	20.6%
MTS Minority Block Groups	**465 / 1321**	68 / 91	0 / 15	4 / 39	**72 / 145**	93 / 291	**74 / 224**	**0 / 30**		0 / 3	0 / 1
Total Population (Income Surveys)	**2,298,741**	165,326	14,048	62,692	**242,066**	448,005	**353,999**	**38,835**		3,004	674
Low-Income Population	**657,817**	74,363	3,055	20,017	**97,435**	150,917	**123,335**	**8,508**		545	101
Percent Low-Income	**28.6%**	45.0%	21.7%	31.9%	**40.3%**	33.7%	**34.8%**	**21.9%**		18.1%	15.0%
MTS Low-Income Block Groups	**358 / 1321**	58 / 91	3 / 15	10 / 39	**71 / 145**	91 / 291	**79 / 224**	**1 / 30**		0 / 3	0 / 1

NOTES:

Block Group data is sourced from the US Census Bureau's 2019 American Community Survey 5-year estimates.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.

*Population **benefitting** from proposed changes is <u>above</u> 'service area average' for both minority and low-income.*

*Population **burdened** by proposed changes is <u>below</u> 'service area averages' for both minority and low-income.*

Discussion of Findings

While the current UC San Diego Blue Line serves a diverse community through the South Bay region between downtown San Diego and the border with Mexico at San Ysidro, the new extension is being constructed in an area with different demographics, with fewer residents identifying as a racial or ethnic minority and with fewer residents considered to be low-income according to the American Community Survey. In order to ensure that this new Trolley extension does not disproportionately benefit a community that identifies less as a racial or ethnic minority or non-low-income households, MTS will also be increasing service frequency on the current Blue Line alignment to ensure that this package of service improvements benefits a broader constituency.

In addition, nearly all of the existing footprint of the MTS network is maintained. A single census block group located off of Gilman Drive was identified as losing MTS network coverage as a result of the proposed changes, while three Census block groups in northern Pacific Beach were identified as gaining new MTS network coverage as a result of a revised bus turnaround loop that is currently not planned to add any new stops. The most significant changes resulting from these proposed network changes are in the form of increased access to service, with over two-thirds of the Mid-Coast Impact Area receiving increased service levels, and with the ratio of residents proposed to receive increases to service to those proposed to see decreases in service at approximately five to one.

Limitations of Methodology

A significant limitation of the American Community Survey for this analysis is the lack of any population information for the main residential area of the UC San Diego Central Campus. This is a limitation of the American Community Survey program, as it excludes residents of certain non-institutional group quarters such as college dormitories and on-base military housing from the demographic tables MTS relies upon for this analysis[1]. UCSD has been noted for its diverse student body, and based on UCSD Institutional Research statistics, it is likely that the on-campus population would be a greater percentage racial/ethnic minority and a greater percentage low-income than other Census block groups within the new Mid-Coast rail service area[2]. However, because this population has been measured differently than those measured by the American Community Survey, and because there is no geographical allocation of this population to different campus areas (e.g. on-campus and off-campus housing) it is not possible to fairly account for this population within the context of this regional demographic analysis.

MTS Policy 42, *Transit Service Evaluation and Adjustment*, defines the service area of a rail line as a linear ½ mile buffer around a line's individual stations, and defines the service area of a bus route as a linear ¼ mile buffer around the bus route's path of travel. This has the effect of highlighting non-stop freeway segments of express bus routes, which are not categorized differently from other bus services, as providing coverage to areas that are functionally not receiving service from the express bus route.

[1] https://www.census.gov/topics/income-poverty/poverty/guidance/group-quarters.html
[2] https://ir.ucsd.edu/undergrad/publications/19_20_StudentProfile.pdf

Conclusion

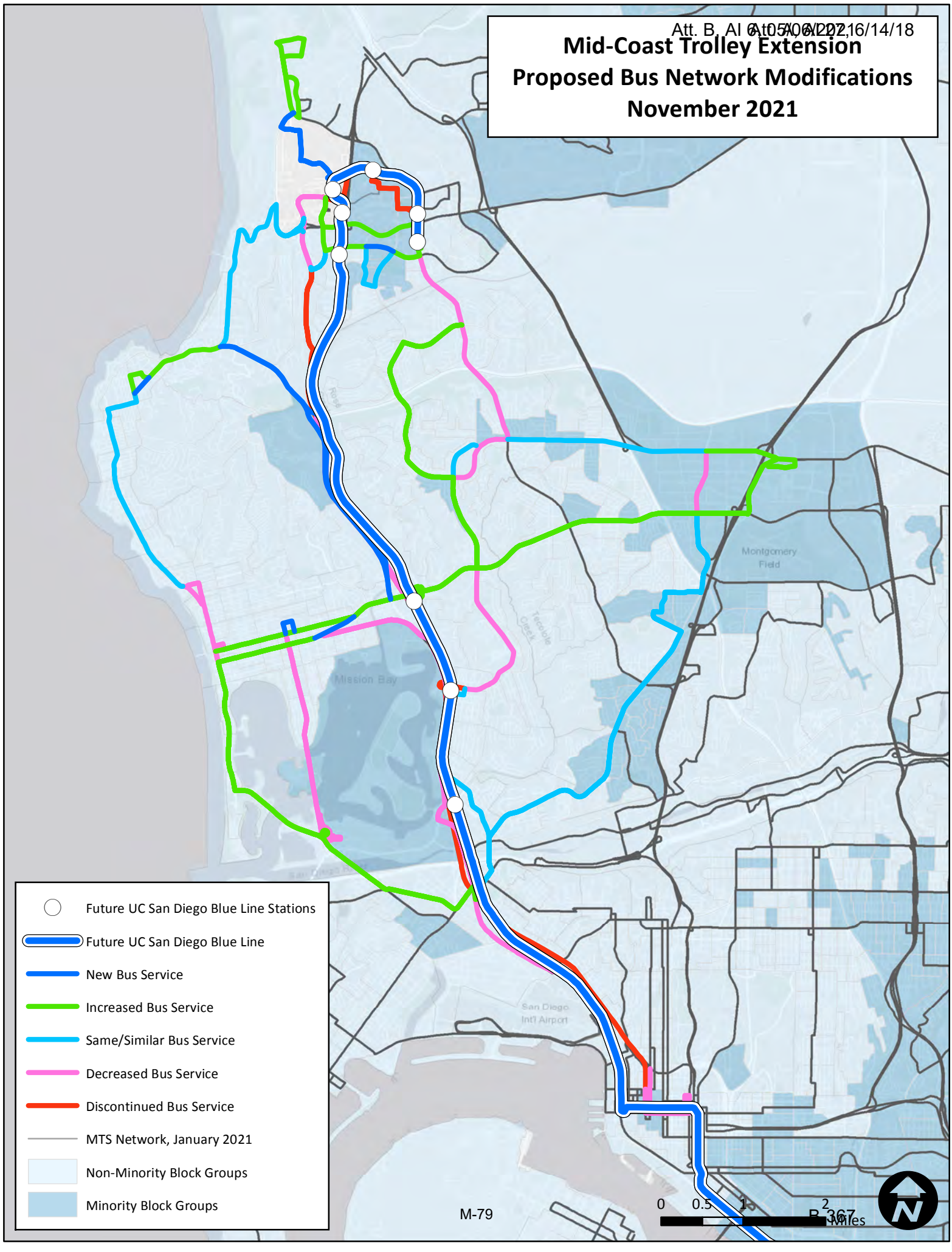
The statistical analysis prescribed by the FTA was completed by MTS staff in advance of the public hearing on these changes, scheduled for March 2021. The analysis determined that, *as defined by FTA Circular 4702.1B*, the major service changes here are not considered to have a disparate impact on minority communities, or to be a disproportionate burden to low-income populations more than non-low-income populations. Therefore, no additional action is needed to satisfy FTA Circular 4702.1B, and the changes can be implemented if approved by the MTS Board of Directors, as prescribed in Policy 42.

Attachments:
Map of Mid-Coast Major Changes, Impacted Routes and Demographics (Minority Populations)
Map of Mid-Coast Major Changes, Impacted Routes and Demographics (Low-Income Populations)

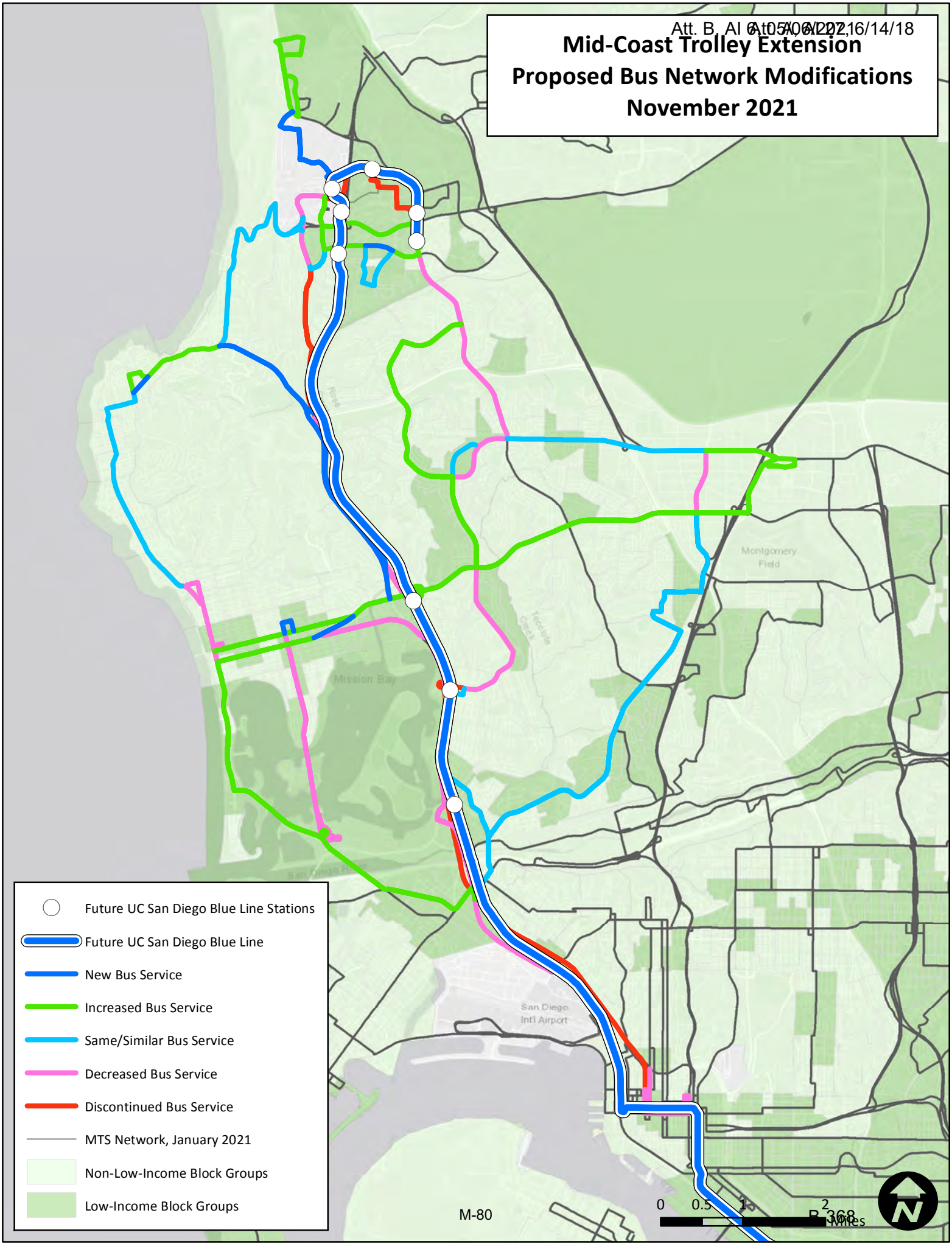
Cc: Sharon Cooney, Chief Executive Officer
Karen Landers, General Counsel

M-MID-COAST FEEDER BUS TITLE VI ANALYSIS_MAR 2021

Mid-Coast Trolley Extension
Proposed Bus Network Modifications
November 2021



Mid-Coast Trolley Extension
Proposed Bus Network Modifications
November 2021



Metropolitan Transit System

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

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

March 11, 2021

9:00 a.m.

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed under 'Additional Materials' at the following link: https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings

		ACTION RECOMMENDED
1.	Roll Call	
2.	Approval of Minutes - February 11, 2021	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

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

CONSENT ITEMS

6. El Cajon Third Track Special Trackwork Materials – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1569.0-21, with Voestalpine Railway Systems Nortrak, Inc., ("Voestalpine"), for the one-time supply of special trackwork materials, in the amount of $503,871.33, effective April 1, 2021.

7. Blue Line Right Of Way Fence Improvements – Construction Change Orders (CCO) — Approve
Action would authorize the Chief Executive Officer (CEO) to execute CCO MTSJOC275-13.01 under Job Order Contract (JOC) Work Order MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of $166,984.80 for the replacement of additional chain link fencing along the Blue Line right-of-way.

8. Superloop Paver Replacement – Work Order Agreement — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-18 under Job Order Contract (JOC) MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of $168,500.75 for the replacement of damaged pavers with concrete along the SuperLoop route.

9. Rail Welding Services – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL323.0-21, with Railworks Track Services, Inc., for rail welding services, for five (5) years effective May 1, 2021, in the amount of $277,171.27.

10. Fare Collection Change Orders – Contract Amendment — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), for a total contract increase of $765,271.76.

11. Building C Security Restroom & Locker Room Rehabilitation –Work Order Agreement — Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-01 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of $349,714.14, for rehabilitating the MTS Security restrooms and locker rooms in Building C.

12. Engine Transmission Overhaul & Cummins Parts – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. Nos. B0719.0-21 to Harbor Diesel and Equipment (Group I), B0727.0-21 to Cummins, Inc. (Group II), and B0728.0-21 to Cummins, Inc., B0729.0-21 to Aftermarket Parts, and B0730.0-21 to Muncie Transit Supply (Group III) for Engine Transmission Overhaul and Cummins Parts for five (5) years for a total amount of $12,458,722.24.

13. Crosstie and Grade Crossing Improvements – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL325.0-21, with Veterans Engineering Services, Inc., a Disabled Veteran Business Enterprise (DVBE), for Crosstie and Grade Crossing Improvements in the amount of $2,358,317.36 plus 20% contingency.

14. Transit Vehicle Wrap Production and Installation Services – Contract Award — Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2437.0-21, with Turbo Images, for the provision of Transit Vehicle Wrap Production and Installation Services for a three (3)-year period in the amount of $200,627.83.

15. Application for Volkswagen (VW) Environmental Mitigation Trust (Trust) Fund Bus Replacement Program — Approve
Action approve Resolution No. 20-2, authorizing the application for rebates of up to $720,000 in VW Trust funds for the current and future purchase of battery electric buses.

16. Property Insurance Renewal — Approve
Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) [formerly known as the California State Association of Counties – Excess Insurance Authority (CSAC-EIA)] Property Insurance Program, effective March 31, 2021, through March 31, 2022, with various coverage deductibles of $25,000 (real estate and personal contents property), $100,000 (bus fleet), $250,000 (light rail fleet) and $1,500,000 (roads, bridges and tunnels).

17. Declaration of Surplus Property Site — Approve
Action would declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as “surplus land” for purposes of Government Code sections 54220, et seq.

CLOSED SESSION

24. a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION — Possible Action
Pursuant to California Government Code Section 54956.9(d)(2)
(Government Tort Claim from Claudia Isabel Hernandez for herself and as successor in interest to the Estate of Angel Zapata Hernandez)

NOTICED PUBLIC HEARINGS

25. Trolley Extension Major Service Changes Public Hearing (Denis Desmond) — Possible Action
Action would: 1) Receive a report on proposed major service changes for the Trolley extension to University City; 2) Receive public testimony; and 3) Provide direction to staff for any changes prior to approval at a later Board of Directors meeting.

DISCUSSION ITEMS

30. Recommended Changes to the Regional Comprehensive Fare Ordinance (Rob Schupp) — Approve

Action would forward a recommendation to the San Diego Associations of Governments (SANDAG) to make the following changes to the Regional Comprehensive Fare Ordinance:1) Adopt “best fare” functionality; 2) Reduce Youth one-way fares from $2.50 to $1.25; 3) Allow free transfers for one-way fares within two hours of the first boarding; 4) Require a PRONTO account to access free transfers with one-way fares; 5) Fund revenue shortfalls through fiscal year (FY) 2024 with Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP) funds through 2024; and 6) Include an option for MTS to increase Adult one-way fares to $2.75 in 2025.

REPORT ITEMS

45. Zero Emission Bus (ZEB) Pilot Performance and Transition Plan Update (Mike Wygant and Kyle Whatley) — Informational

OTHER ITEMS

60. Chair Report — Informational

61. Chief Executive Officer’s Report — Informational

62. Board Member Communications — Informational

63. Additional Public Comments Not on the Agenda

If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.

64. Next Meeting Date: April 8, 2021.

65. Adjournment

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

MINUTES

March 11, 2021

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

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

   Chair Fletcher moved to approve the minutes of the February 11, 2021, MTS Board of Directors meeting. Board Member Salas seconded the motion, and the vote was 12 to 0 in favor with Board Member Aguirre, Board Member Moreno, and Board Member Sandke absent.

3. Public Comment

   There were no Public Comments.

CONSENT ITEMS

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17. Declaration of Surplus Property Site
Action would declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as “surplus land” for purposes of Government Code sections 54220, et seq.

Action on Recommended Consent Items

Board Member Gastil moved to approve Consent Agenda Item Nos. 6 to 17. Board Member Galvez seconded the motion, and the vote was 13 to 0 in favor with Board Member Aguirre and Board Member Sandke absent.

NOTICED PUBLIC HEARING

25. Trolley Extension Major Service Changes Public Hearing (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on the trolley extension major service changes. He discussed the differences including: the trolley extension stations, planning, public engagement takeaways, objectives to meet expectations, specific conditions to consider, new network proposals, proposed routes 8, 9, 27, 30, new routes 43, 44, 105, new route 140, Rapid 201/202, new route 985, proposal discontinued 50 and 150 routes, bus network changes, frequencies, Title VI, and next steps.

PUBLIC COMMENTS

Miguel Aguirre – Representing Grand Central West made a verbal statement to the Board during the meeting. Aguirre supported border policy for the binational region.

BOARD MEMBER COMMENTS

Board Member Gastil asked what the connectivity between North County Transit District (NCTD) and the Blue Line will be for riders. Mr. Desmond explained the two major connections, noting one of them as the UTC mall, which connects to the Coaster using route 179. The second route is NCTD bus route 101. MTS projects this route to continue normal service with NCTD.

Vice Chair Sotelo-Solis asked if the Mid-Coast trolley would be a seamless substitute for the 150 bus route elimination. Mr. Desmond confirmed the travel times of route 150 are more unreliable due to varying traffic patterns. He noted the trolley would offer more accurate time dependency.

Vice Chair Sotelo-Solis asked staff about funding sources to replenish the $1 million deficit that would fund nighttime service along the Blue Line. Sharon Cooney, MTS Chief Executive Officer, clarified the staff recommendation includes a funding allocation from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP). Vice Chair Sotelo-Solis replied that financial budgetary commitments to services show a commitment to the community south of the downtown region. She emphasized leveraging resources in the long-term.

Board Member Sandke highlighted bus routes 8, 9 and 140 support both work and tourist destinations. He acknowledged the lack of infrastructure at the border Blue Line station. He asked about route 44 reconfiguration and whether there are alternate routes that could support the connection between Clairemont Square and Clairemont Mesa Blvd. Mr. Desmond clarified route 43 would substitute route 44 service with no change to frequency.

PUBLIC COMMENTS

Dan Allen – Representing La Jolla Community Planning Association provided a verbal statement to the Board during the meeting. Allen expressed hope to have a shuttle bus connection between La Jolla Village and the nearest trolley station.

Nicole Burgess – Representing Bike Walk SD made a verbal statement to the Board during the meeting. Burgess asked how MTS defines nighttime services. Burgess highlighted the importance of the Blue Line service.

BOARD MEMBER COMMENTS

Chair Fletcher asked about the frequency of the Mid-Coast extension. Mr. Desmond responded north of downtown would offer 15-minute frequency 7 days per week with a 30-minute frequency beginning at 9pm. In the southern portion of downtown and beyond, the line will operate every 7.5 minutes on weekdays and 15 minutes on weekends.

Chair Fletcher asked if the bus service would be aligned with the trolley service. Mr. Desmond responded the 15-minute trolley service would coincide with 15-minute bus intervals.

Action Taken

Chair Fletcher noted that there would be no action taken. This item will be presented and voted on by the Board at the April 8th, 2021 meeting.

DISCUSSION ITEMS

30. Recommended Changes to the Regional Comprehensive Fare Ordinance (Rob Schupp)

Chair Fletcher commented that during the Executive Committee meeting, the proposed recommendation was reviewed and approved by the Committee. He listed the changes which included free transfers, reductions to youth fares, PRONTO engagement strategies, along with fare functionality with a fare increase. He noted the Committee did not want to approve a fare increase until 2025 in order to allow the system to self-stabilize and use a portion of the federal relief to bridge financial instability. Chair Fletcher recommended to the Board to remove the option to increase the adult one-way fare and revisit this option once the system stabilizes in the future.

Rob Schupp, MTS Director of Marketing and Communications, presented on the recommended changes to the regional comprehensive fare ordinance including: operations, rider benefits, background, transfer history, peer agency analysis, free transfers with one-way ticket analysis, free transfer revenue analysis/impacts, one-way ridership, and the proposed recommendation.

Chair Fletcher noted that he would propose removing the final recommendation in the staff presentation, which would seek approval of increasing adult one-way fares in 2025.

PUBLIC COMMENTS

David Grubb – Representing Sierra Club San Diego made a verbal statement to the Board during the meeting. Grubb stated their support for the staff recommendation with Chair Fletcher's recommendation incorporated.

Jesse O'Sullivan – Representing Circulate San Diego made a verbal statement to the Board during the meeting. O'Sullivan expressed their support for the agenda recommendation. O'Sullivan noted particular support for no cost transfers on the system.

Shelah Ott – Representing Hammond Climate Solutions made a verbal statement to the Board during the meeting. Ott opposed the fare increase and expressed support for staff's recommendation. Ott noted particular support to reduce youth fares and add no cost transfers to the system.

Cris Sotomayor – Representing Mid-City CAN made a verbal statement to the Board during the meeting. Sotomayor expressed their support for reduced youth fares and no cost transfers.

Carolina Martinez – Representing Environmental Health Coalition made a verbal statement to the Board during the meeting. Martinez noted particular support for reduced youth fares, no cost transfers, a transition to the PRONTO system and the suspension of fare increases.

Stephanie Hernandez – Representing City Heights Community Development Corporation on behalf of the San Diego Transportation Equity Working Group made a verbal statement to the Board during the meeting. Hernandez noted support for a transition to the PRONTO system, reduced youth fares, fare capping, no cost transfers, and the suspension of fare increases. Hernandez urged the Board to support the SANDAG Regional Transportation Plan (RTP) no cost fare scenarios for youth 24 years and younger.

Bertha Rodriguez – Representing San Diego Green New Deal Alliance made a verbal statement to the Board during the meeting. Rodriguez expressed support for staff's recommendation and voiced support for no cost fares for youth and free transfers. Rodriguez also opposed fare increases.

Judy Thomas – Representing The Boulevard made a verbal statement to the Board during the meeting. Thomas expressed support for reduced youth fares.

Keara Piña – Representing Center on Policy Initiatives made a verbal statement to the Board during the meeting. Piña opposed the potential fare increases and supported fare capping, reduced youth fares and no cost transfers. Piña urged the Board to support the SANDAG RTP, no cost fare scenarios for youth 24 years and younger.

Colin Parent – Representing Circulate San Diego made a verbal statement to the Board during the meeting. Parent expressed support for reduced youth fares and free transfers. Parent thanked staff for the fare capping initiatives.

Maria Cortez – Representing City Heights Development Corporation and Mid-City CAN made a verbal statement to the Board during the meeting. Cortez expressed support for reduced youth fares, the PRONTO system, and the suspension of fare increases.

Lori Kearns – Made a verbal statement to the Board during the meeting. Kearns supported the free transfers recommendation. Kearns expressed concerns about reduced senior fares not being available on the PRONTO system. Kearns expressed difficulty with the trolley to route 33 transfer.

Noah Harris – Representing Climate Action Campaign made a verbal statement to the Board during the meeting. Harris noted particular support for reduced youth fares, no cost transfers, fare capping and the suspension of fare increases. Harris urged the Board to support the SANDAG RTP, no cost fare scenarios for youth 24 years and younger.

Michael Horgan – Made a verbal statement to the Board during the meeting. Horgan expressed support for staff's recommendation. Horgan urged the Board to only increase fares as a last resort.

Yasmeen Obeid – Representing Mid-City CAN made a verbal statement to the Board during the meeting. Obeid expressed support for the suspension of fare increases, free transfers and reduced youth fares. Obeid urged the Board to support the SANDAG RTP, no cost fare scenarios for youth 24 years and younger.

Nicole Burgess – Made a verbal statement to the Board during the meeting. Burgess expressed support for the staff recommendation including the suspension of fare increases.

Alejandra Fen – Representing Environmental Health Coalition made a verbal statement to the Board on behalf of Maritza Garcia during the meeting. Fen expressed support for reduced youth fares and no cost transfers.

Michelle Krug – Made a verbal statement to the Board during the meeting. Krug was concerned about seniors being able to access the PRONTO card, especially with a 30-day transition period. Krug urged the Board to extend the transition period to 90 days as there are digital equity obstacles in the senior community. Krug also asked to keep route 30 in service and asked for the Blue Line service hours to be extended.

BOARD MEMBER COMMENTS

Board Member Sandke supported the motion with the removal of language to increase adult one-way fares in 2025. He acknowledged and thanked the public speakers for their comments.

Board Member Goble asked if there was a financial incentive for riders to purchase a monthly pass. Ms. Cooney responded that the monthly pass is an option for frequent riders and institutions who buy them for their constituents.

Board Member Goble asked about the pre-COVID rider estimate after PRONTO is launched. He asked if the funding shortfalls would be used from the CARES Act funding. Ms. Cooney clarified the CARES funding would be used to subsidize revenue shortfalls.

Board Member Goble asked if the CARES Act funds had an expiration. Ms. Cooney clarified that the CARES Act funds have no expiration date; however, the new American Rescue Plan (ARP) funds do have an expiration date. Board Member Goble was in support of using federal relief to fund no-cost transfers, along with the suspension of fare increases at this time.

Board Member Whitburn asked about the PRONTO card and the functionality with free transfers. He was concerned fare capping on the PRONTO system was only available through the application and was concerned about digital equity obstacles for the senior, disabled and unsheltered community. He asked for solutions to this potential complication. Mr. Schupp replied that a physical card would be easily obtainable through the retail network, which has approximately 400 partners. The retail partners will both distribute and reload the cards. MTS will also be partnering with social service agencies to assist with accessibility efforts.

Chair Fletcher noted the Executive Committee proposed that MTS increase partnerships with Community Based Organizations (CBOs) for formalized and funded outreach.

Board Member Moreno was concerned the staff report emphasized the revenue impact moreover than an impact to ridership. She clarified her support for this item would be to promote the increases to ridership. She urged the Board to consider ridership over revenue and advised to push ridership to pre-pandemic levels utilizing CARES and ARP funding.

Board Member Montgomery Steppe supported the motion and agreed with Board Member Moreno’s comments.

Board Member Elo-Rivera highlighted the impacts fare changes would have on the community and noted any deviations would have social equity and environmental justice impacts. He urged

the Board to consider community remarks for direction on this issue. He supported youth fare decreases and no-cost transfers. He urged the Board to think of reduced youth fares beyond an immediate revenue marker and rather an investment on future riders.

Board Member Gastil noted the Board may have to increase fares if there are not alternative funding sources available. He proposed a long-term strategy to eliminate charging fares on the system should be considered.

Vice Chair Sotelo-Solis reinforced previous comments made by the Board and the staff recommendation. She also supported formalized support from CBOs to conduct outreach.

Action Taken

Chair Fletcher moved to forward a recommendation to SANDAG to make the following changes to the Regional Comprehensive Fare Ordinance: 1) Adopt “best fare” functionality; 2) Reduce Youth one-way fares from $2.50 to $1.25; 3) Allow free transfers for one-way fares within two hours of the first boarding; 4) Request a PRONTO account to access free transfers with one-way fares; and 5) Fund revenue shortfalls through FY 2024 with CARES Act and ARP funds through 2024. Board Member Elo-Rivera seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS

45. Zero Emission Bus (ZEB) Pilot Performance and Transition Plan Update (Mike Wygant and Kyle Whatley)

The Board deferred the staff report for this item.

OTHER ITEMS

60. Chair Report

There was no Chair’s 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.

64. Next Meeting Date

The next regularly scheduled Board meeting is April 8, 2021.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER)

24. Closed Session Items

The Board convened to Closed Session at 11:00 a.m.

a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(2) (Government Tort Claim from Claudia Isabel Hernandez for herself and as successor in interest to the Estate of Angel Zapata Hernandez)

The Board reconvened to Open Session at 12:33 p.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

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

65. Adjournment

The meeting was adjourned at 12:37 p.m.

Chairperson
San Diego Metropolitan Transit System

Approved as to form:

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE):	March 11, 2021	CALL TO ORDER (TIME):	9:00 am
RECESS:		RECONVENE:	
CLOSED SESSION:	11:00 am	RECONVENE:	12:33 pm
PUBLIC HEARING:	09:03 am	RECONVENE:	09:53 pm
ORDINANCES ADOPTED:		ADJOURN:	12:37 pm

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	☒	(Vargas)	☐	9:00 am	12:33 pm
SOTELO-SOLIS	☒	(Bush)	☐	9:00 am	12:33 pm
AGUIRRE	☒	(Leyba-Gonzalez)	☐	9:06 am	12:33 pm
ELO-RIVERA	☒	(LaCava)	☐	9:00 am	12:33 pm
FRANK	☒	(Mullin)	☐	9:00 am	12:33 pm
GALVEZ	☒	(Cardenas)	☐	9:01 am	12:33 pm
GASTIL	☒	(Mendoza)	☐	9:00 am	12:33 pm
GLORIA	☐	(Whitburn)	☒	9:00 am	12:33 pm
GOBLE	☒	(Ortiz)	☐	9:00 am	12:33 pm
HALL	☒	(McNelis)	☐	9:00 am	12:33 pm
MONTGOMERY STEPPE	☒	(Von Wilpert)	☐	9:00 am	12:33 pm
MORENO	☒	(Campillo)	☐	9:02 am	12:33 pm
SALAS	☒	(Cardenas)	☐	9:00 am	12:33 pm
SANDKE	☒	(Bailey)	☐	9:04 am	12:33 pm
WEBER	☒	(Arapostathis)	☐	9:00 am	12:00 pm

SIGNED BY THE CLERK OF THE BOARD:

CONFIRMED BY THE GENERAL COUNSEL:

Metropolitan Transit System

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

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) PROGRAM OF PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2021 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5311 - FORMULA FUNDING

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 21-7 (Attachment A) authorizing the use of and application for $207,000 of FFY 2021 Section 5311 funds for operating assistance in rural areas.

Budget Impact

If awarded, MTS will receive FFY 2021 Section 5311 funds in the amount of $207,000 for operating assistance. The Section 5311 program has a 44.8% match requirement. MTS will be required to provide matching funds in the amount of $167,899.

DISCUSSION:

The FTA provides funding for capital and operating assistance to agencies providing rural transportation through the Section 5311 Non-Urbanized Area Formula Program. These funds do not come directly to the region, but are apportioned to the states. In turn, Caltrans, on behalf of the State of California, reapportions the funds to the region based solely on the regional rural population as a share of the state total rural population. The San Diego Association of Governments (SANDAG) allocates the region's funds to both North County Transit District (NCTD) and MTS based on the relative rural population in each service area.

MTS's apportionment of Fiscal Year (FY) 2021 Section 5311 funds is $336,226.00. Of this amount, $207,000 will be used for FY 2021 rural operations. Due to current levels of

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

rural operations, the full apportionment of funds will not be utilized in FY 2021. The balance of these funds will be carried over to the next fiscal year.

Caltrans requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Staff has also requested SANDAG to certify that it will amend the Regional Transportation Improvement Program in the event of a grant award, as per Caltrans requirements.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Board Resolution No. 21-7

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-7

Resolution Authorizing Federal Funding Under FTA Section 5311(49 U.S.C. Section 5311) with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, the San Diego Metropolitan Transit System (MTS) desires to apply for said financial assistance to operate rural transit service and support capital improvements in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region (including social service agencies);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does herby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended;

1. The Chief Executive Officer is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

2. The Chief Executive Officer is to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

3. The Chief Executive Officer is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

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

AYES:

NAYS:

ABSENT:

ABSTAINING:

_____
Chairperson
San Diego Metropolitan Transit System

Filed by:

_____
Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

_____
Office of the General Counsel
San Diego Metropolitan Transit System

Resolution No. 21-7

Metropolitan Transit System

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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) PROGRAM OF PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2021 FEDERAL TRANSIT ADMINISTRATION (FTA) INTERCITY BUS PROGRAM 5311(f) - COMPETITIVE FUNDING

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 21-8 (Attachment A) authorizing the use of and application for $300,000 of FFY 2021 Section 5311 (f) – competitive funding for operating assistance in non-urbanized areas.

Budget Impact

If awarded, MTS will receive FFY 2021 5311(f) funds in the amount of $300,000 for rural transit operating assistance. The 5311(f) has a 48.1% match requirement. MTS will be required to provide matching funds in the amount of $278,420.

DISCUSSION:

Caltrans administers a statewide competitive grant program wherein transit agencies and non-profit organizations are eligible to apply for up to $300,000 in financial assistance for operations serving areas outside of the federally defined urban boundary. Eligible projects can include existing operations, new services or service expansion. However, projects must be consistent with the state-adopted objectives and meet federal certifications and assurance guidelines. MTS already meets the federal guidelines as an eligible recipient of other federal funds.

Caltrans requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Staff has

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also requested the San Diego Associations of Governments (SANDAG) to certify that it will amend the Regional Transportation Improvement Program in the event of a grant award, as per Caltrans requirements.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.tuer@sdmts.com

Attachment: A. Board Resolution 21-8

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-8

Resolution Authorizing Federal Funding Under FTA Section 5311(f)
with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311(f) of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311(f) grants for transportation projects for the general public and for rural transit and intercity bus; and

WHEREAS, San Diego Metropolitan Transit System (MTS) desires to apply for said financial assistance to operate rural transit service in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does herby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended;

1. The Chief Executive Officer is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

2. The Chief Executive Officer is to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

3. The Chief Executive Officer is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

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

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

Office of the General Counsel
San Diego Metropolitan Transit System

Resolution No. 21-8

Metropolitan Transit System

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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

HELIOX TECHNOLOGY, INC (HELIOX) FAST DC 180 kW HIGH POWERED ELECTRIC CHARGERS (HPC) CHARGERS – SOLE SOURCE AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Heliox for eight (8) Fast DC 180 kW Electric Chargers, and twenty-four (24) overhead inverted pantographs through a sole source procurement in the amount of $1,275,595.50.

Budget Impact

The total budget for this project shall not exceed $1,275,595.50 (inclusive of sales tax). This project is funded by MTS Capital Improvement Project (CIP) 1009113201 (Iris Rapid – ZEB Bus Procurement).

DISCUSSION:

In continued efforts to reduce carbon emissions in San Diego and with the award of a Transit and Intercity Rail Capital Program (TIRCP) grant, MTS contracted with New Flyer of America Inc. through the State of California Bus Contract to purchase twelve (12) battery electric buses for the Iris Rapid Project. This project is an expansion route that will provide service from the Otay Border to the Iris Rapid Transit Center in Imperial Beach. The electric bus purchase will be supported by the first scalable / modular overhead charging infrastructure built at MTS's South Bay Division. The chargers are expected to be installed in mid-2022.

To maximize space in an already space-constrained yard, MTS will need to construct an overhead gantry structure to support the proposed electric charging equipment. To energize the 12 electric buses, MTS will need to purchase electric charging equipment that can charge multiple overhead pantographs simultaneously to optimize and

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efficiently charge buses to meet schedules. MTS completed a review of potential manufacturers that could meet these requirements. During the review, it was discovered that no other charger manufacturer has functionality that would allow for simultaneous charging as required for the project.

Today's proposed action would purchase eight (8) Fast DC 180 kW electric chargers, and twenty-four (24) overhead inverted pantographs from Heliox. The proposed Heliox electric chargers will have the newest telematics system, simultaneous charging functionality (parallel charging), remote monitoring, and energy management. The chargers are expected to have a maximum charge rate of 180 kW. Rate of charger varies considerably based on bus battery management system profiles that include temperature balancing / monitoring to maintain the life expectancy of the high-voltage batteries.

The table below provides a summary of costs:

Electric Depot Chargers				
#	Description	Qty	Unit Price	Extended Price
1	FAST DC/OC 175 kw Chargers (taxable)	8	$ 55,829.00	$ 446,632.00
2	Factory Acceptance Test (FAT)	3	$ 1,440.00	$ 4,320.00
3	250A Pantographs (taxable)	24	$ 15,082.00	$ 361,968.00
4	Bus Pairing IR PLC (taxable)	24	$ 6,400.00	$ 153,600.00
5	Site Acceptance Test (SAT) and Commission	4	$ 1,440.00	$ 5,760.00
6	Transportation	1	$ 4,000.00	$ 4,000.00
7	8 x Flex 180 Depot Chargers - Warranty and Service Level Agreement (SLA) - 5 years	5	$ 18,544.00	$ 92,720.00
8	24 x 250A Inverted Pantographs - Warranty and Service Level Agreement (SLA) - 5 years	5	$ 26,405.00	$ 132,025.00
			Subtotal	$1,201,025.00
			7.75% CA Sales Tax (#s 1, 3 & 4)	$ 74,570.50
			TOTAL	**$1,275,595.50**

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to issue a Purchase Order to Heliox for eight (8) Fast DC 180 kW Electric Chargers, and twenty-four (24) overhead inverted pantographs through a sole source in the amount of $1,275,595.50.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.241.4515, Julia.Tuer@sdmts.com

Attachment: A. Heliox Proposal



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Budgetary Quotation

Heliox Fast Charge Systems

Kyle Whatley
Zero Emissions Bus Project Specialist

Metropolitan Transit System

United States of America

BQ20210315-02MW

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Introduction to Heliox – high performance power conversion

Heliox has over 30 years of Professional Power Conversion experience. We focus on creating high quality future proof charging solutions in the most demanding markets. Our excellent R&D capabilities enable us to create and develop, together with our customers, innovative and customized power solutions. Heliox offers its customers flexibility and future-proof products with an optimal TCO.

From specification phase to design qualification and production, Heliox works in close cooperation with its customers to realize the optimal product. You benefit from best possible energy costs and most efficient grid connection, with Industry's Highest Charging Efficiency (97%) and Heliox ZERO Reactive Current Technology.

Integrating powerful solutions into your product requires unique skills, sophisticated technology and application know-how. We have the knowledge and can be your partner for innovation in power. Our production is centralized in three locations: in the Netherlands, USA and Slovakia, where we work with our solid partners to ensure you a lifetime of quality equipment, support and spare parts.





Heliox is the **Global Market Leader** in charging infrastructure for electric buses. At this time our reliable and robust products are being used in the world's largest opportunity charged e- bus projects.

We believe in quality. Unparalleled high up-time and high energy efficiency. We serve heavy duty powertrain markets: Bus, Truck, Autonomous.

Keep your fleet sustainable with Heliox.

UITP ADVANCING PUBLIC TRANSPORT

fd. GAZELLEN 2017

fd. Gazellen Awards 2016

THE WORLD'S SMARTEST Brainport Eindhoven

High Tech NL Award 2014

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10 reasons to work with Heliox

Proven track record

Heliox has a proven track record of successfully implementing and maintaining (fast) charging infrastructures all over Europe and beyond. We have implemented the largest fleets of electric buses in the Netherlands and Germany. Besides that, we have realized large scale projects from France to Finland, from Singapore to the USA.

We understand our customer's challenges when implementing large e-bus fleets. Therefore, we are committed to helping you through bringing our previous experience and know-how of our skilled project management team.

➲ Your advantage is a smooth start-up of the operation and good publicity.

Designed and available for a full lifecycle

We guarantee a full lifecycle management. We use our vast knowledge and experience to create charging solutions that are available, robust, and reliable. This also entails ensuring a swift availability of components. Heliox's chargers have been designed for a lifecycle of 15 years. You can be ensured that we strictly follow our Product Change Processes that allow our customers to be informed of all changes and improvements.

➲ You are assured a reliable charging infrastructure that lasts at least a lifetime

Real-time insight

Heliox chargers are equipped with wireless connection and use the OCCP 1.6., which enables remote monitoring and maintenance. 95% of the issues can be fixed remotely or even pre-emptively. You can connect to a back office or your preference to monitor real-time data about charging sessions, energy consumption etc.

➲ You are in control, save on maintenance and increase up-time.

Best Power Curve – Full Charge Power at any given Voltage SoC

Heliox Fast Charge Systems have the industry's best power handling Power Curve. What does this mean? You will have the total power availability independent of the vehicles battery level.

➲ Your advantage is a shorter charging time, hence a faster operation.

Reactive Current

Reach Optimized Grid Power Connection by realizing unity Power Factor (optimum utilization of the grid's capacity). The reactive power is brought to zero and the grid capacity is used optimally, reducing circulating energy to a minimum. This impacts the monthly fee you will have to pay to the electricity provider (this surcharge for Reactive Power can be 4x higher than for active power).

➲ Your advantage is a lower grid connection fee.

Grid Integrated

Thanks to our innovative design, Heliox has created a special MV grid integration (10-24 kVac), which combines all required functions into one dedicated MV grid transformer. It significantly reduces the

footprint of your charging infrastructure meanwhile increasing the charging efficiency. Ask for the possibilities for your project.

➲ Your advantage is a lower OPEX, CAPEX, 1-3% higher efficiency and a smaller footprint of your charging infrastructure.

Tested in different conditions

At the time being a clear majority (approximately 90%) of all e-buses using the conductive solution in Europe are charged with Heliox's chargers. This ensures that our solutions are continuously tested by hundreds of users every single day. Differentiating between countries and conditions, our chargers are being used from -35° in Finland to +40° in Singapore. We value all received feedback to ensure the continuous creation of even better products and services to our customers.

➲ Your up-time will quickly rise to a high level and sustain.

Interoperability

Heliox chargers comply with the standardized protocols IEC61851-1/23/24 / J1772 / J3105 / DIN 70121 / ISO15118. This means that each Heliox charger can charge any vehicle with a proper interface, independent if a CCS-plug or a pantograph (ACD) is being used. This is of high importance when you have an e-bus fleet and have to scale up or make other changes within your fleet. It is relevant that your infrastructure and bus fleet can operate during these changes without errors.

➲ You avoid a vendor lock-in and you have a flexible bus fleet and infrastructure.

Created for the future

The smart grid is soon to be developed, V1G, V2G and related energy trading models are ready in place. Keeping that in mind, our chargers are bi-directional- meaning that energy can flow both ways: into your battery pack or the grid. Heliox chargers are future proof and could change your business model for the future.

➲ Ensure your smart chargers ready for the future.

We care for you

As a business founded by experienced entrepreneurs, we are aware of your hesitations and challenges. One thing you can be assured of is: you do not have to face these challenges alone. You need qualified and engaged partners that help you achieve your goals and withstand threats. At Heliox, our customers are our priority. We will help you and stand by you, through offering the best quality products and services available on the market.

➲ We care for you.

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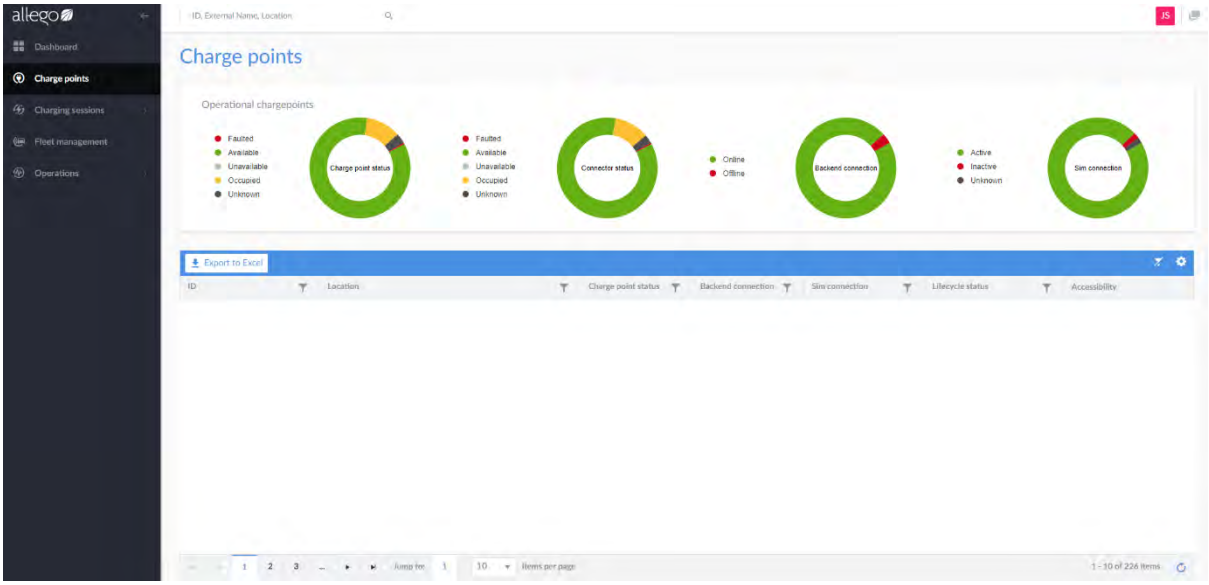
Uptime is key: Backoffice & Remote Monitoring

All of Heliox's' products have an OCPP communication-port. The Open Charge Point Protocol (OCPP) is an application protocol for communication between EV charging stations and a central management system, also known as a charging station network (like cell phones and cell phone networks). It enables the Heliox Fast Charge System and a central management system to communicate with each other for 24/7 remote monitoring & service as well as enabling 3rd party billing services. Updates of the current protocol OCPP 1.6 version to OCPP 2.0 / OSCP are implemented upon request and when new release is available.



- 24/7 remote monitoring, with every 15 minutes a status "heartbeat" of every charge system
- Local service and maintenance organization for bus and charge system.

The starting point is to take preventive action. Our failure process therefore aims to take preventative action based on analysis with our back-office system of which the incoming signals of the charging infrastructure actively monitors. (See below for examples of messages)



Backoffice

Interoperability is not only important with the vehicle but also on the backend side. Therefore, Heliox has implemented OCPP 1.6 in all charging systems. This way, you can handle various back office systems. Also, through this implementation, you are guaranteed a secure communication between charging system and back office and there is no vendor lock-in.



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Interoperability

As a public transport operator, you want flexibility and availability in your fleet and charging infrastructure. Together with several bus OEMs and other providers of charging systems, Heliox is currently involved in the process of standardization.

We contribute to the standard and safeguard the interests of the public transport operators in the European Standardization Committee UITP / CENCENELEC (ISO / IEC). We are also active in the Dutch NEN-standardization process.



Figure 1: Even electric racing cars can be charged with Heliox Charging Systems

As a result, we are closely involved in different parts of standardization, such as:

- ISO / IEC 15118 - WPT ACD & Control Interface
- IEC 61851-23-1 - Electrical Interface & System
- IEC 60364-7-722 – Safety
- SAE J 1772
- SAE J 3105
- Contact Interface

Proven interoperability

Heliox charging systems operate in accordance with ISO / IEC 15118, DIN 70121, IEC61851-1 /23/24 and SAE J3105 / SAE J1772. A selection of manufacturers vehicles in operation / proven interoperability:

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Fast DC 50 kW Mobile

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Mobile Charger
Fast DC 50 mobile





Specifications

The Heliox mobile charger is the ideal solution for bus depots, truck workshops or during driving events. The FAST DC 50 mobile* is lightweight, mobile, easy to handle and designed with service and maintenance personnel in mind.

Using this charger is very straight forward. Thanks to SAE J1772 charging standard it is plug and play, once connected to the vehicle the charging process will automatically start.

The yellow frame with wheels creates flexibility and protection. Available with SAE J1772 compliant CCS-1 up to 1000Vdc.

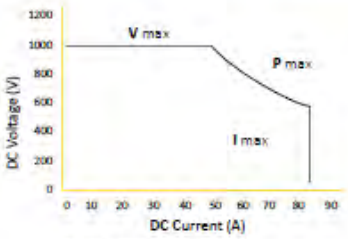
The extra long 9.10 ft CCS-cable gives you ultimate flexibility.

Dimensions

H: 35.43 inches
W: 19.69 inches
D: 19.69 inches



Power Curve



V min = 100 V DC
P max = 50 kW

General	Charger
Environment operating	Indoor/Outdoor
Temperature	-4 to 104 °F
Charging standard	SAE J1772
Compliance and safety	UL 2202* / UL2231*
Output DC voltage range	100 - 1000 V (CCS)
Rated DC output power	50 kW
Rated DC output current	84 A
Input connections	3P + PE
Input power rating; full load / idle	54 kVA / 15 VA
Input AC line-line voltage range	480 V +/-10%
Input AC phase current; maximum	65, inrush current limited
Power factor	> 0,95
Power conversion efficiency	> 93%
Dielectric withstand	2500 V RMS
Network connection	GPRS / 3G modem
Protection	NEMA 3R / IK10
Operational noise level	<55 dB(A) @ 3.28 ft
System weight	273.37 lbs

*** Specifications are subject to change without notice.**
*** Under development**

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Flex 180 kW Depot Charger

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FLEX 180 kW HPC
3 x 60 kW UL

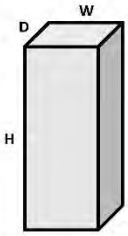


Charge any CCS compatible EV in flexible configurations with up to 180 kW. Performing at industry's highest efficiency of up to 95.5%. A fast and high-efficiency solution for a single vehicle, or a 3-vehicle fleet simultaneously. Covering the complete CharIN high power charging (HPC) required power, voltage and current ranges. Two HPC DC 180 kW chargers can be combined to exceed the HPC350 power class.

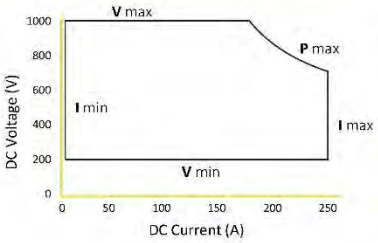
Industry highest component reliability and system redundancy keeps your fleets' battery charged at all times. Charger systems are designed according to the IEC 61851 / UL 2202, communicate according to ISO 15118 / DIN70121 and connect with a CCS-plug (SAE J1772, UL 2251) or alternatively with automated connection device (SAE J3105). This secures all vehicle manufacturer compatibility.

Dimensions

H: 95"
W: 32"
D: 32"



Power Curve



Specifications

General	Charger
Charging standard	SAE J1772 / SAE J3105
Communication standard	DIN70121 / ISO15118-1/2/3 ed1 (incl. V2ICP/VDV261 support)
Compliance and safety	UL 2202 / UL 2231
Output DC voltage range	200 - 1000 V
Rated DC output power	Single output: 180 kW Triple outputs: 60 kW each in parallel OR 180 kW sequential charge mode
Maximum DC output current	Single output: 250 A Triple outputs: 80 A each
Input connections	3P + G
Input power rating; full load / idle	205 kVA / 100 VA
Input line-line voltage range	480 V AC +6/-13 %, 60 Hz
Input maximum AC current per phase	283 A, inrush current limited
Power factor above 50 % rated	> 0.98
Peak efficiency	95.5%
Dielectric withstand	3000 V
Network cellular back office	4G modem, LAN OCPP 1.6J/2.0, ChargeSight
Temperature range	-22 to 113 °F, derating may apply
Operational noise level	<60 dB(A) @ 40"
System weight	1300 lb
Protection	NEMA 3R
Environment operating	ISO 12944: C4 H, optional C5 H

Specifications subject to change without notice

95.5% Efficiency
Highest up time
Back office systems
Zero Emissions
Support services
Industry's quietest

North America
Heliox Technology Inc.
+1 503 694 4868
info@heliox-energy.com

Global HQ
Heliox Automotive B.V.
The Netherlands
info@heliox.nl

The copyright of the (registered) trademarks are the property of the respective owners.

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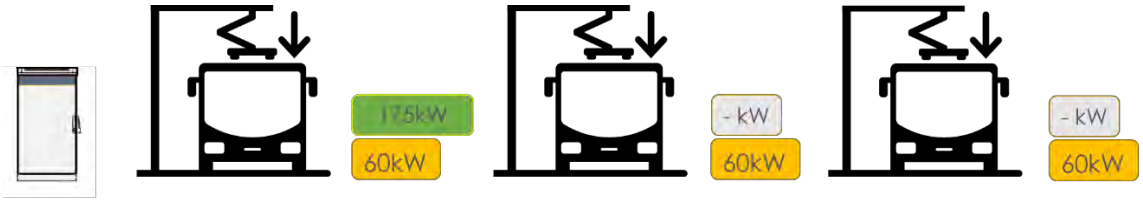
High Power Parallel Charging

Heliox High Power Parallel Charging - Smart charging at its best. Instead of having one charger per vehicle, the HPC 175kW offers up to:

- 3 Charge Pillars (CCS1/J1772) or
- 3 Inverted Pantograph (J3105-1).

Providing full 175kW fast charging capacity when one vehicle is connected. And charging all 3 vehicles with up to 60kW in parallel.

J3105-1



J1772



The advantages are:

• Vehicles are charged with high power, maximizing vehicle availability

• The required grid connection is smaller, reducing initial investments and operational costs

• The Charge Pillar is perfectly suited for depots with space constraints

• Optimal utilization of installed infrastructure, meaning lower investments in charging equipment





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SLS 301 Gantry Mounted Depot Charger



Manufacturer	Schunk Carbon Technology
Designation	Depot-Charger SLS 301
Part no.	E06.2217.01

The exact product- specifications depend on the application and customer specifications.
Detailed technical coordination with Schunk is necessary before the selection of the final configuration.

The product images shown serve as a reference and may differ from the product, due to special device configurations.

General features

- Developed for charging at the depot only
- Cost efficient System
- Compact and light weight design to save space and minimize weight for installation on existing infrastructure
- Maximum lifespan of the product via robust frame construction
- Low maintenance design of the entire system
- Appropriate alignment of parking deviations and movements during charging process
- Equal contact force distribution over the whole working range for safe charging process
- Multipole design for safe charging process
- Usable with existing contact rails OPPCharge compliant
- Flexible drive control (conventional or CAN Bus)

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Heliox Smart Charging

Energy Management (V1G)

Heliox Smart Charging (V1G) includes all intelligent functionalities that optimize the charging infrastructure by creating and distributing the available power in an efficient and flexible manner. Smart Charging safely balances the energy distribution throughout the electric fleet and other appliances on-site, ensuring the most efficient charging based on the available power capacity and power demand charges.

With Smart Charging, not only you avoid unnecessary costs such as overcapacity fees, but you'll also get the most out of your charging stations in case of limited power capacity, anytime, anyplace.

Dynamic Load Balancing

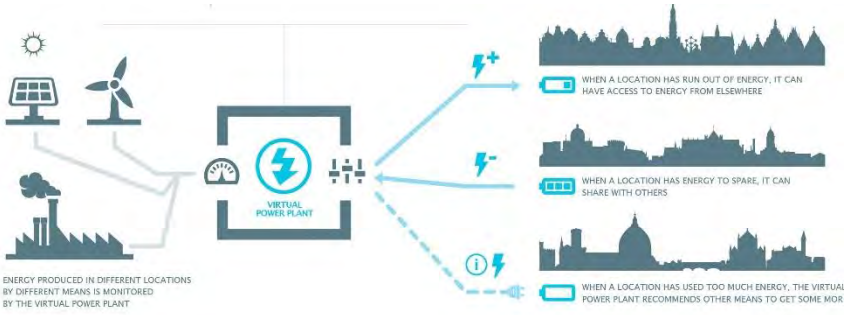
Dynamic load balancing optimizes how energy is distributed for electric vehicle charging based on the available power and energy demand on the site, determines which EV has charging priority, along with the order and speed of charging. Availability limited to applicable regulations and standardizations.

Smart Charging Management (V2G) *

Smart charging, also known as Vehicle to Grid (V2G) charging enables control of the charging process in a way that allows the charging power to be increased and decreased when needed. In addition, V2G enables the charged power to be momentarily transferred:

- to the grid from EV's batteries
- from one EV's battery to/from another EV's battery

This feature allows the EV fleet operator to assist their energy provider in balancing variations in energy production/consumption and network stability.



Stationary energy storage is rapidly becoming the go to solution for Utilities to manage Distributed Energy Resources (DER's) on their networks. However large-scale standing storage requires significant planning and investment. V2G is a great way for Utilities to balance DER energy production with consumption and provide valuable grid services to their networks. EV fleet owners already have the storage capacity and Heliox's bi-directional V2G enabled chargers provide a storage option with no extra costs. This will change the relationship between Utilities and EV fleet operators from supplier-customer to partner and will reduce energy costs for the EV fleet operator through the provision of standing storage and grid services.

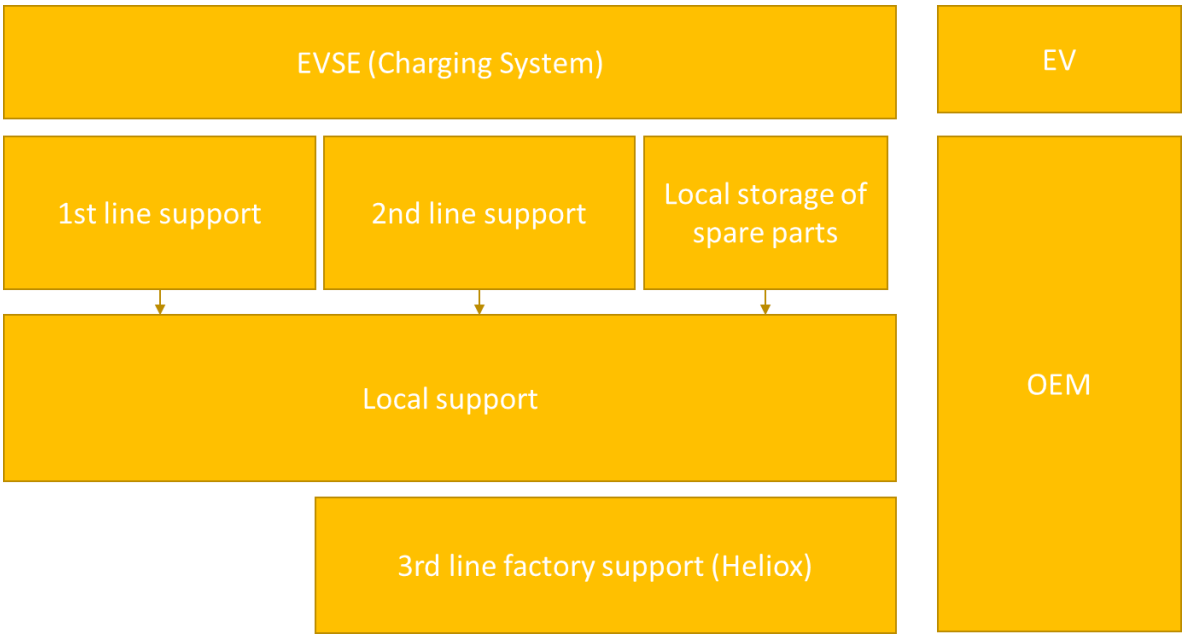
*Availability limited to applicable regulations and standardizations.

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Service and Maintenance

The SLA is important to define a level on which each participant can act. This needs to be discussed with all stakeholders. Our advice is to discuss this with the PTO and Heliox to get the optimal SLA.



Service levels are split into three parts:

1. First line service (normally via a back-office with standard and active monitoring)
2. Second line service (local or Heliox service remote or on site)
3. Third line service (Heliox service remote or on site)

First service level

The Heliox chargers are connected to a Backoffice via OCPP 1.6 connection. This Back office will have the first level of service.

The backoffice is informed via OCPP or via a message from the bus operator that a charging system isn't functional. This may be solved by re-instructing the driver (positioning, bus instructions or restart bus). When this doesn't help the backoffice can prepare a log file from the charger and perform a (remote) restart of the charger. The specific instructions will depend on the back-office procedures and software.

Second service level

The second service level will be performed by a local (trained) / Heliox service supplier. This service supplier is familiar with IEC60364 and IEC60204.

In addition the service supplier is trained by Heliox. This training will be in three levels:

1. Basic training: the service knows the working principle of the charger, can read out the diagnostics page and give a hard reset to the charger.
2. Advanced training: the service can understand the diagnostic page, can couple it to the different components in the charger and can do the necessary measurements and repairs.
3. Specialist training: the service supplier can virtually do all diagnostics and repairs in the charger cabinets.

The second line service supplier can log in the system via the back office and perform the first analysis in the office. The analysis may lead to direct intervention (reset, software or settings changes) or indicate the need to go on site.

Third service level

The third service level will always support the second line service remote or locally.

When a second line engineer cannot solve the issue the third line engineer will be warned by calling a central number or send an e-mail to: support@heliox.nl

The third line engineer will contact the service engineer to support him on the actions for repair.

This will at first be remote, but when necessary or desirable also on location.

The third line engineer can also consult the developments engineers, so the complete knowledge of the charger will be available to him.

Maintenance

Preventive maintenance is very important for the availability of the operation. By regularly inspecting chargers and for instance cleaning filters or replacing components for end of service life, we extend service life and increase system availability. When a charger fails, the direct and indirect costs are much higher than the cost of preventive maintenance. Warranty is only valid when the advised maintenance is done by Heliox certified service engineers with Heliox provided components.

Spares and consumables

Level 1: Basic set of spare parts that comprises mainly consumable parts for 1 year operation. These parts should preferable stored close to the installed equipment. Level 1 is not suitable as an emergency kit. Examples: fuses, liquids necessary, relays, etc.

Level 2: Spare parts that enable the end-user to avoid mayor down time. Level 2 spare parts are supplementary to level 1 spare parts. In the view of emergency purposes level 2 spare parts should be stored close to the installed equipment. These parts should be available within 1 hour.

Level 3: With level 3 spares parts it is possible to solve almost every failure that can occur. It is possible that these spare parts are purchased by the PTO or 2nd service level provider. Preferably, these spares can be stored by Heliox. Heliox will guaranty that these parts will be supplied ex works by Heliox within one working day.

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Service Level Agreement (United States)

Heliox offers an SLA – Not part of the scope of this offering however SLA or extended warranty pricing provided on request

Spare parts

Heliox offers a spare parts package for each charger type that are supplied that can be stored locally. This provides rapid repair with low waiting time for replacement parts.

Training

Heliox offers technical training and certification for a customer service technician who, once trained and certified can perform programed maintenance and up to level 2 corrective maintenance .

Operator training is provided as part of the equipment pricing

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Scope of supply

The scope of supply is divided in following parts:

- OC 450 Opportunity Charger
- Heliox OppCharge Mast with inverted pantograph

Scope of supply

Option 1

The scope of supply is divided in following parts:

- Fast DC 50 kW Mobile Chargers
- Heliox Flex 180 kW
- SLS 301 250 A gantry mounted Inverted Pantographs

FAST DC 50kW mobile UL

	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC 50kW mobile UL	50kW Mobile UL	2	$ 41,404.00	$ 82,808.00		
SUB TOTAL				$ 82,808.00		

FAST DC/OC 175kW UL

	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC/OC 175kW/60kW/60kW UL - Multi Port	FAST DC/OC 175kW/60kW/60kW UL	4	$ 57,822.00	$ 231,288.00		
Test						
Factory Acceptance Test	FAT	1	$ 1,440.00	$ 1,440.00		Factory Acceptance Test - Heliox Technology Inc.
MODULES						
Automatic Coupler Device	SLS 201.102	12	$ 18,314.00	$ 219,768.00		Only Inverted ACD
SUB TOTAL				$ 452,496.00		
SUPPORT						
Site Acceptance Test - SAT & Commissioning	Depot Chargers	2	$ 1,440.00	$ 2,880.00		Including: Functional test
Transportation (Estimate Only) assuming one truck load from MN to IL. Firm logistics cost obtained prior to PO submission		1	$ 4,000.00	$ 4,000.00		
SUB TOTAL				$ 6,880.00		
TOTAL					$ 542,184.00	

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Option 2

The scope of supply is divided in following parts:

- Fast DC 50 kW Mobile Chargers
- Heliox Flex 180 kW
- SLS 301 250 A gantry mounted Inverted Pantographs

DEPOT CHARGERS

FAST DC 50kW mobile UL

	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC 50kW mobile UL	50kW Mobile UL	2	$ 39,730.00	$ 79,460.00		
Length CCS charging cable (ft)	9.51		$ -	$ -		Standard 9,51ft external
SUB TOTAL				$ 79,460.00		

FAST DC/OC 175kW UL

	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC/OC 175kW/60kW/60kW UL - Multi Port	FAST DC/OC 175kW/60kW/60kW UL	6	$ 55,829.00	$ 334,974.00		
Test						
Factory Acceptance Test	FAT	2	$ 1,440.00	$ 2,880.00		Factory Acceptance Test - Heliox Technology Inc.
MODULES						
250A Depot Inverted Pantograph	SLS 201.102	18	$ 16,025.00	$ 288,450.00		Only Inverted ACD
Bus Pairing - IR PLC (Infrared Power Line Comunications		18	$ 6,800.00	$ 122,400.00		IR PLC Control Box (See IR PLC explanation PgX)
SUB TOTAL				$ 828,164.00		
SUPPORT						
Site Acceptance Test - SAT & Commissioning	Depot Chargers	3	$ 1,440.00	$ 4,320.00		Including: Functional test
Transportation- Estimate Only based on 1 truck driving from MN to CA . Firm logistics quote will be obtained with confirmation of a PO		1	$ 4,000.00	$ 4,000.00		
SUB TOTAL				$ 8,320.00		
TOTAL					$ 915,944.00	

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Option 3

The scope of supply is divided in following parts:

- Heliox Flex 180 kW
- SLS 301 250 A gantry mounted Inverted Pantographs

DEPOT CHARGERS					
FAST DC/OC 175kW UL					
	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC/OC 175kW/60kW/60kW UL - Multi Port	FAST DC/OC 175kW/60kW/60kW UL	8	$ 55,829.00	$ 446,632.00		
Test						
Factory Acceptance Test	FAT	3	$ 1,440.00	$ 4,320.00		Factory Acceptance Test - Heliox Technology Inc.
MODULES						
250A Depot Inverted Pantograph	SLS 301.102	24	$ 15,082.00	$ 361,968.00		Only Inverted Automatic Coupler Device (ACD)
Bus Pairing - IR PLC (Infrared Power Line Comunications		24	$ 6,400.00	$ 153,600.00		IR PLC Control Box (See IR PLC explanation PgX)
SUB TOTAL				$ 966,520.00		
SUPPORT						
Site Acceptance Test - SAT & Commissioning	Depot Chargers	4	$ 1,440.00	$ 5,760.00		Including: Functional test
Transportation- Estimate Only based on 1 truck driving from MN to CA . Firm logistics quote will be obtained with confirmation of a PO		1	$ 4,000.00	$ 4,000.00		
TOTAL					$ $976,280.00	

***Note**: Transport, Cables, Installation, Travel and accommodation costs, Backoffice integration, Service & Maintenance and spare parts are not included in this budgetary quotation.*

Service Level Agreement costing

MTA-SD SLA (3 year extended warranty with full 5 year service level agreement)				
Chargers	Monthly Cost per unit	Monthly	Yearly	5 years
8 x Flex 180 Depot Chargers	$ 193	$ 1,545	$ 18,544	$ 92,720
24 x 250A Inverted Pantographs	$ 92	$ 2,200	$ 26,405	$ 132,025
Total Price	**$ 285**	**$ 3,746**	**$ 44,949**	**$ 224,745**
Includes	Basic Back office for passive monitoring			
	24/7 Phone support			
	2nd Line Preventive maintenance			
	2nd Line corrective maintenance 24 Hr response Time			
	3rd Line engineering phone support			
	3rd Line on site support by Heliox engineers			
Does Not Include	Stock of spares for the Chargers and Pantographs which are sold separately			

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Option 4

The scope of supply is divided in following parts:

- Fast DC 50 kW Mobile Chargers
- Heliox Flex 180 kW
- SLS 301 250 A gantry mounted Inverted Pantographs

DEPOT CHARGERS

FAST DC 50kW mobile UL

	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC 50kW mobile UL	50kW Mobile UL	2	$ 39,730.00	$ 79,460.00		
Length CCS charging cable (ft)	9.51		$ -	$ -		Standard 9,51ft external
SUB TOTAL				$ 79,460.00		

FAST DC/OC 175kW UL

	Selection		Unit price	Sub-total	Total	Comment
Comply						
FAST DC/OC 175kW/60kW/60kW UL - Multi Port	FAST DC/OC 175kW/60kW/60kW UL	12	$ 54,830.00	$ 657,960.00		
Test						
Factory Acceptance Test	FAT	4	$ 1,440.00	$ 5,760.00		Factory Acceptance Test - Heliox Technology Inc.
MODULES						
250A Depot Inverted Pantograph	SLS 301.102	36	$ 15,082.00	$ 542,952.00		Only Inverted Automatic Coupler Device (ACD)
Bus Pairing - IR PLC (Infrared Power Line Comunications		36	$ 6,400.00	$ 230,400.00		IR PLC Control Box (See IR PLC explanation PgX)
SUB TOTAL				$ 1,516,532.00		
SUPPORT						
Site Acceptance Test - SAT & Commissioning	Depot Chargers	6	$ 1,440.00	$ 8,640.00		Including: Functional test
Transportation- Estimate Only based on 1 truck driving from MN to CA . Firm logistics quote will be obtained with confirmation of a PO		1	$ 4,000.00	$ 4,000.00		
SUB TOTAL				$ 12,640.00		
TOTAL					$ 1,608,632.00	

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TERMS and CONDITIONS

GENERAL

All our quotations, agreements or deliveries of any kind are subject to the ORGALIME SI14 GENERAL CONDITIONS for the SUPPLY AND INSTALLATION OF MECHANICAL, ELECTRICAL AND ELECTRONIC PRODUCTS Brussels, January 2014, however following conditions prevail or are a supplement. Additionally, Heliox Technology Inc. GENERAL TERMS AND CONDITIONS OF SALE apply. Other terms and conditions are expressly rejected.

PRICE CONDITIONS

All prices are in USD, strictly net excluding all duties and taxes and based on delivery EXW HELIOX Factory Minneapolis (MN) in the United States (unloaded) in accordance with Incoterms 2017 unless otherwise specified.

Heliox Applies the Consumer Price Index (CPI) on all its products. Heliox has the right to adjust yearly, as per January 1st, its prices according the CPI index.

VALIDITY

Prices remain valid for a period of 1 month after quotation date.

TERMS AND CONDITIONS OF PAYMENT:

Terms are based on the following payments:

- 50 % payment at Sales Order date, payable within 30 days after the date of invoice
- 25 % payment at FAT (one FAT for every kind of system), payable within 30 days after the date of invoice
- 25 % payment at SAT (one SAT for every system), payable within 30 days after the date of invoice and ultimately 2 months after FAT

In the event of late payment, interest shall accrue in accordance with the Act relating to interest on overdue payments (Dutch Interest on Overdue Payment Act)

SAT

a. The **Buyer** may only use the Charge System for commercial (external) purposes upon execution of the SAT Certificate or a similar statement to this effect and full payment by the **Buyer** to **Seller** of the payments which are due to **Seller** under the terms of this Agreement. Any use of the Charge System for commercial (external) purposes prior to the execution of the SAT Certificate shall constitute acceptance of the Charge System by the **Buyer** in the actual state the Charge System is at the time of commencement of such use. **Seller** shall be entitled to prevent the use of the Charge System for commercial (external) purposes until receipt of full payment by **Seller** of all payment instalments which are due under the terms of this Agreement.

b. [OPTION] If the Parties do not reach agreement on the SAT performance within 5 (five) Business Days after the date of SAT, an independent expert will be invited to verify the performance of SAT acceptance by means of a binding advice. Either Party may propose to the other Party one expert to carry out the verification. If the Parties cannot agree on an expert within 10 (ten) Business Days after the date of SAT, the experts proposed by each Party shall be requested to nominate a third expert who will carry out the verification and the Parties shall accept the determination by such third expert. The Parties shall each bear their own costs and expenses in connection with the verification of the SAT performance. The costs and expenses of the expert(s) shall be equally shared by the Parties.

TIME OF DELIVERY
To be confirmed.

WARRANTY

For all materials supplied or work performed by Heliox Automotive BV the Heliox Limited Warranty Policy is valid. The Heliox Limited Warranty Policy can be requested at your contact person within Heliox.

LIABILITY

1. The liability of the Supplier is limited to fulfilment of the obligations of the Supplier as defined in this contract. Supplier shall never be liable for any indemnification unless the damage is caused by intent or gross negligence of the Supplier. Supplier shall not be liable for any consequential damage, loss of profit, loss of production, loss of data or for any direct or indirect damage that may be suffered by the Provider and/or the Buyer. Provider will protect Supplier against any claims from third parties, which may result from the execution of this contract.
2. The liability of Seller for damages referred to in this Article is capped to the amount which is covered by her liability insurance, to the extent that the damages falls under the cover of her insurance. The coverage of Seller's insurance is for each incident € 2.5 million per occurrence with a maximum of € 5 million per year. Seller is obliged to maintain an insurance that provides adequate coverage.

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Ordering address

In order to guarantee correct handling of your shipments, please use the following address for your orders:

Heliox Technology Inc E-mail: orderdesk@heliox.nl

Contacts

Your contacts for this quotation are:

Michael Wegecsanyi (US)

Tel: 360 609 9340
E-mail michael.wegecsanyi@heliox-energy.com

We hope our quotation meets your requirements and would be pleased to receive your order. Please do not hesitate to contact us for any further technical or commercial clarifications.

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Attachment 1 Limited Warranty Mobile and Fixed Chargers

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Attachment 2 Heliox General Terms and Conditions

Metropolitan Transit System

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

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

INVESTMENT REPORT – QUARTER ENDING MARCH 31, 2021

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of March 31, 2021. The combined total of all investments has decreased quarter to quarter from $174.1 million to $139.6 million. This decrease is attributable to $66.7 million in capital expenditures, $7.8 million for the San Diego Transit Pension Plan (Plan) to offset the negative COVID-19 impact on Plan assets, partially offset by $35.3 million in Federal Transit Administration (FTA) Coronavirus Aid, Relief, and Economic Security (CARES) Act revenue, $8.5 million in FasTrak revenue from SANDAG, as well as normal timing differences in other payments and receipts.

The first column provides details about investments restricted for capital improvement projects. The second column, unrestricted investments, reports the working capital for MTS operations allowing payments for employee payroll and vendors' goods and services.

MTS remains in compliance with Board Policy 30 and is able to meet expenditure requirements for a minimum of the next six months as required.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, julia.tuer@sdmts.com

Attachment: A. Investment Report for the Quarter Ending March 31, 2021.

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

San Diego Metropolitan Transit System
Investment Report
March 31, 2021

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return		Benchmark
J.P. Morgan Chase	Operating Funds	Depository Bank	-	47,139,720	47,139,720	0.01%	*	0.080% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	8,512,914	-	8,512,914	N/A	**	-
San Diego County Treasurer's Office	Prop 1B TSGP Grant Funds	Investment Pool	21,466,445	-	21,466,445	0.850%		0.092% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted for Capital Support			**29,979,359**	-	**29,979,359**			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	36,788,656	36,788,656	0.357%		0.092% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	25,663,031	25,663,031	0.850%		0.092% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			-	**62,451,687**	**62,451,687**			
Grand Total Cash and Investments			**$ 29,979,359**	**$ 109,591,407**	**$ 139,570,766**			

*-The .01% is an annual percentage yield on the average daily balance that exceeds $30 million
** - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)

A-1

Metropolitan Transit System

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

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for Executive Committee Review Date: 05/06/2021

SUBJECT:

LAS CHOLLAS BRIDGE REPAIR – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute PWL334.0-21 (in substantially the same format as Attachment A), with 43TBlue Pacific Engineering and Construction, for the Las Chollas Bridge Repair in the amount of 44T41T$623,100.00 plus 20% contingency.

Budget Impact

The total budget for this project shall not exceed 42T$747,720.00 ($358,300.00 for the Base Bid, $242,500.00 for Add Alternate 1 and $22,300.00 for Add Alternate 2, plus 20% contingency in the amount of $124,620.00) over the duration of the construction services consisting of the following:

DESCRIPTION	BID AMOUNT	BID INCLUDING CONTINGENCY
Base – Executing	$358,300.00	$429,960.00
Add Alternate 1 – Executing at a later date	$242,500.00	$291,000.00
Add Alternate 2 – Executing at a later date	$22,300.00	$26,760.00
Grand Total Incl. Add Alternate 1 and 2	**44T41T$623,100.00**	**$747,720.00**

This project is funded by MTS Capital Improvement Project (CIP) 1009004202 – Miscellaneous Capital.

DISCUSSION:

On May 5, 2020, Las Chollas Bridge was inspected during an annual bridge inspection, as required. The inspector identified concerns with the condition of the bridge, and recommended a follow-up inspection of the bridge under freight rail loads. The

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subsequent inspection occurred on May 19, 2020, and recommended a special inspection every three (3) months on the eastbound track until repairs were made. Furthermore, if bridge condition changes are discovered during the special inspections, freight traffic may be required to be moved to the westbound track until repairs are completed.

MTS staff engaged the services of Mott McDonald for the design of the required repairs. The repairs, as recommended by the design engineers, primarily consist of the installation of grout-filled pile jackets at the existing piles, and the cleaning and repair of unsound concrete at the existing pile caps and bridge abutments. These repairs will allow the bridge to be operated under normal conditions and remove the requirement for the three-month inspections.

On March 9, 2021, staff issued an Invitation for Bids (IFB) inclusive of the repair design from Mott McDonald. In order to ensure the base bid work could be completed within budget, additional scopes of work were added to the bid documents as "add alternates". These add alternates are additional improvements associated with the base bid work. A description of the add alternates are as follows:

Add Alternate 1
Work will include the cleaning and repair of unsound concrete at the existing pile caps.

Add Alternate 2
Work will include the repair of unsound concrete at the bridge abutments.

Bids for this work were due on March 30, 2021 and the following Bids were received:

Las Chollas Bridge Repair	
COMPANY NAME	**BID AMOUNT**
MTS – Independent Cost Estimate (ICE)	*$720,718.23*
Blue Pacific Engineering and Construction	**41T$623,100.00**
Slater Water Proofing	$871,638.00

Based on the bids received, and in comparison, with the ICE, MTS staff recommends awarding the Base Bid with 43TBlue Pacific Engineering and Construction. Staff determined the price to be fair and reasonable.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWL334.0-21 (in substantially the same format as Attachment A), with 43TBlue Pacific Engineering and Construction, for the Las Chollas Bridge Repair in the amount of 44T41T$623,100.00 plus 20% contingency.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Agreement PWL334.0-21

Metropolitan Transit System

STANDARD CONSTRUCTION AGREEMENT

FOR

MTS DOC. NO. PWL334.0-21

LAS CHOLLAS CREEK BRIDGE REPAIR

THIS AGREEMENT is entered into this _____ day of _____ 2021, 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: Blue Pacific Engineering & Construction Address: 7730 Opportunity Rd. Ste. A

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

Email: selihu@bluepacificeng.com

Telephone: 858-956-1456 x 4

Authorized person to sign contracts Shahram Eliu (Name) Sole Proprieter (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 accordance with the Standard Agreement and General Conditions (Exhibit A), Scope of Work, Special Conditions and Attachments (Exhibit B), Bid Price Form (Exhibit C), and Forms (Exhibit D)

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:

LAS CHOLLAS CREEK BRIDGE REPAIR

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 Base Work required by the Contract Documents within **180 calendar days** from the commencement date stated in the Notice to Proceed. The Contractor shall complete Add Alternate One work required by the Contract Documents within **180 calendar days** from the commencement date stated in the Notice to Proceed. The Contractor shall complete all Add Alternate Two work required by the Contract

Documents within **180 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 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 three hundred fifty-eight thousand three hundred Dollars ($ 358,300.00). Payment shall be made as set forth in the General Conditions.

BID GROUP	AMOUNT	ACTION
BASE BID WORK	$357,800.00	NA
BID BOND	$500.00	NA
BASE BID TOTAL	$358,300.00	EXECUTE
ADD ALT 1	$242,500.00	EXECUTE AT A LATER DATE
ADD ALT 2	$22,300.00	EXECUTE AT A LATER DATE

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	BLUE PACIFIC ENGINEERING & CONSTRUCTION
By: _____ Sharon Cooney, Chief Executive Officer Approved as to form: By: _____ Karen Landers, General Counsel	By _____ Title: _____

Metropolitan Transit System

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

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

ON-CALL ELECTRICAL REPAIR 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. PWG330.0-21 (in substantially the same format as Attachment A), with ACM Artistic Neon, Inc., dba ACM Lighting Services (ACM) for on-call electrical repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of $227,414.04.

Budget Impact

The total budget for this project shall not exceed $227,414.04. This project will be funded through the respective fiscal years' maintenance operating budget accounts as follows:

Program	Budget Account	Amount
Land Management (LM)	791010-571250	$88,575.03
San Diego Trolley (SDTI) Facilities Department	380016-571140	$81,542.83
Bus Rapid Transit (BRT)	845012-571140	$7,500.00
	846012-571140	$22,500.00
	847012-571140	$22,500.00
	848012-571140	$4,796.18
	Total Amount	**$227,414.04**

DISCUSSION:

As part of its normal operations, MTS requires a contractor to provide on-call electrical repair services at various MTS stations and properties. These services include minor to

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complex electrical repairs and/or services on an as-needed basis. These services are necessary to ensure that electrical repairs at MTS facilities and properties are responded to and repaired in a timely professional manner, so as to mitigate damage to MTS infrastructure and lessen the impact of electrical issues on both MTS employees and tenants. The existing contract for these services is due to expire on May 31, 2021.

On February 16, 2021, MTS issued an Invitation for Bids (IFB) for On-Call Electrical Repair Services.

Five bids were submitted on March 23, 2021 from the following firms:

Firm	Grand Total
ACM Lighting	**$227,414.04**
Saturn	$255,450.75
Polar Electric	$265,014.75
GA Technical	$267,762.35
Pro Cal	$281,559.75
GPG	$300,169.75

By a comparison to MTS's Independent Cost Estimate (ICE) at $208,497.68, MTS staff determined ACM's bid to be fair and reasonable.

ACM is a registered Disadvantaged Business Enterprise (DBE) firm.

Staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG330.0-21 (in substantially the same format as Attachment A), with ACM for on-call electrical repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of $227,414.04.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Agreement MTS Doc. No. PWG330.0-21
B. Bid Summary

Metropolitan Transit System

STANDARD AGREEMENT
FOR

MTS DOC. NO. PWG330.0-21

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: ACM Lighting Services Address: 1411 S. Rimpau Ave., Ste. 202
Corona, CA 92879

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

Email: acmlighting@sbcglobal.net

Telephone: 951.830.0423

Authorized person to sign contracts Carlos H. Morales, Jr. (Name) Vice President (Title)

The Contractor agrees to provide services as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E).

The contract term is for up to 1 base years and 2 option years, exercisable at MTS's sole discretion, for a total of 3 years. Base period shall be effective June 1, 2021 through May 31, 2022 and option years shall be effective June 1, 2022 through May 31, 2024, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $73,735.53 for the base years and $153,678.51 for the option years, for a contract total not to exceed $227,414.04 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ACM LIGHTING SERVICES
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

DRAFT

BID SUMMARY - ON-CALL ELECTRICAL REPAIR SERVICES

Table I		Year 1					
		ACM	GA TECHNICAL	GPG	POLAR ELECTRIC	PRO CAL	SATURN
Item	Description	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
1	Journeyman Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	92.81	122	135	125	130	117
2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	60.41	95	115	75	85	57
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	139.22	155	375	187.5	225	164
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	90.62	130	300	112.5	135	80
5	Materials Allowance	1.05%	5.00%	5.00%	5.00%	5.00%	5.00%
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)						
7	Scissor Lift and/or Boom Truck Allowance	1.05%	2.00%	5.00%	5.00%	5.00%	0.00%
8	Maximum markup permitted on Scissor Lift 5% (Bidders to choose between 0%-5%)						

Table I		Optional Year 1					
		ACM	GA TECHNICAL	GPG	POLAR ELECTRIC	PRO CAL	SATURN
Item	Description	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
1	Journeyman Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	98.73	128	135	125	135	120
2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	64.27	102	115	75	90	60
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	148.11	160	375	187.5	230	167
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	96.4	130	300	112.5	140	83
5	Materials Allowance	1.05%	5.00%	5.00%	5.00%	5.00%	5.00%
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)						
7	Scissor Lift and/or Boom Truck Allowance	1.05%	2.00%	5.00%	5.00%	5.00%	0.00%
8	Maximum markup permitted on Scissor Lift 5% (Bidders to choose between 0%-5%)						

Table I		Optional Year 2					
		ACM	GA TECHNICAL	GPG	POLAR ELECTRIC	PRO CAL	SATURN
Item	Description	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price	Unit Price
1	Journeyman Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	105.03	128	145	125	140	123
2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	68.37	105	115	75	95	63
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	157.56	165	375	187.5	235	170
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	102.55	140	300	75	145	86
5	Materials Allowance	1.05%	5.00%	5.00%	5.00%	5.00%	5.00%
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)						
7	Scissor Lift and/or Boom Truck Allowance	1.05%	2.00%	5.00%	5.00%	5.00%	0.00%
8	Maximum markup permitted on Scissor Lift 5% (Bidders to choose between 0%-5%)						

Rank	Firm	Grand Total
1	**ACM Lighting**	**$ 227,414.04**
2	Saturn	$ 255,450.75
3	Polar Electric	$ 265,014.75
4	GA Technical	$ 267,762.35
5	Pro Cal	$ 281,559.75
6	GPG	$ 300,169.75

Metropolitan Transit System

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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for Executive Committee Review Date: 05/06/2021

SUBJECT:

COPELY PARK DIVISION (CPD) MAINTENANCE SHOP FLOORING REHABILITATION – WORK ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-19 under Job Order Contract (JOC) to MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A), with ABC Construction Co., Inc. (ABC), in the amount of $131,013.55 for the rehabilitation to the maintenance shop flooring at the CPD.

Budget Impact

The total budget for this project shall not exceed $131,013.55. Under MTS Doc No. L1282.0-16, with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of $2,305.84. This project is funded by the ADA Paratransit Construction Operations Budget 850012-571142 (Operation Budget).

DISCUSSION:

The existing concrete slab in the maintenance bays at CPD is original to the building and has not been modified or improved since MTS took ownership of the structure in 2011. The floor has numerous cracks, divots, and settling, allowing oil and grease to penetrate the concrete and make the floor nearly impossible to clean. The constant presence of oil and grease creates an unsightly appearance and increases the potential risk for slips and falls. In some areas, the floor is also settling at the perimeter of the building, allowing stormwater to flow into the building, under the roll up doors.

The CPD Maintenance Shop Flooring Rehabilitation project generally consists of the grinding and removal of the top ¼" of the concrete across the entirety of the 5,100 square foot maintenance bays and then installing a polyurethane mortar flooring system

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which will seal the cracks and be sloped to eliminate the stormwater condition at the building perimeter. This flooring was installed at both the East County and South Bay maintenance facilities, and in both locations the product has proven it does not absorb chemicals, oil, grease, cleans easily and provides superior impact resistance.

On April 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide on-call JOC General Civil Construction services that primarily consists of repair, remodeling, or other repetitive work for general civil and site improvements, including earthwork, utilities, paving, concrete, drainage, landscaping mitigation, site clearing, and all required incidental professional and technical services.

JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

The JOC program includes a catalogue of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, the Gordian Group. All potential contractors are subject to the pricing within this catalogue. Each contractor then includes an adjustment factor, escalating their proposed price from the catalogue price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalogue price (i.e. 1.25 adjustment factor represents 25% above the catalogue price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

Three (3) bids were received and MTS determined that ABC was the lowest responsive and responsible bidder. On June 13, 2019, the MTS Board of Director authorized the CEO to execute MTS Doc. No. PWG275.0-19 with ABC for Civil Construction Services.

Today's proposed action would issue a work order to ABC under this JOC master agreement. Pricing for this repair work order was reviewed and determined to be fair and reasonable. ABC will be providing all materials, labor, equipment for the repair to the concrete slab and to install of a new polyurethane mortar. Work is expected to be completed by July 2021.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC275-19 under JOC to MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A), with ABC, in the amount of $131,013.55 for the rehabilitation to the maintenance shop flooring at the CPD.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Work Order MTSJOC275-19, MTS Doc No. PWG275.0-19

Metropolitan Transit System

JOB ORDER CONTRACT
WORK ORDER

PWG275.0-19
CONTRACT NUMBER

MTSJOC275-19
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2021, 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: ABC Construction Co., Inc.

Address: 3120 National Avenue
San Diego, CA 92113

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

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat (Name) Project Manager (Title)

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL275.0-19), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED $131,013.55

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ABC CONSTRUCTION CO., INC.
By: _____ Sharon Cooney, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Karen Landers, General Counsel	Title: _____

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EXHIBIT A
(Scope of Work)

San Diego Metropolitan Transit System
1255 Imperial Ave
San Diego, CA 92101

Final Scope of Work

Date: 4/19/2021

Job Order Contracting

To: **From:**

Contract No:	PWG275.0-19
Job Order No:	MTSJOC275-19
Job Order Title:	CPD Shop Flooring Installation
Location:	CPD 7550 Copley Park Place San Diego, CA 92111
Brief Scope:	Installtion of epoxy mortar flooring at CPD.

SECTION 7- SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

SECTION 7-1 GENERAL

Within the Copley Park Division (“CPD”) maintenance building, the existing concrete floor has not kept up with the heavy use of bus maintenance and is settling at the rollup doors. This project generally consists of the installation of a Stonhard multi component epoxy mortar floor system (herein referred to as “flooring”) within the maintenance building

All work is to occur within the maintenance building at CPD located at 7490 Copley Park Place, San Diego 92111.

SECTION 7-2 STAGING

Contractor is to keep and store all materials and equipment within the work area as much as possible. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

SECTION 7-3 TEMP FACILITIES

The contractor may use the onsite restrooms and may use available onsite power and water.

SECTION 7-4 SAFETY AND ACCESS

Diligent caution must be taken during the undertaking of this work. All work will occur within the active lot. Key personnel will be granted badges for access. Only vehicles necessary for the performance of the work shall be parked in approved parking spots.

SECTION 7-5 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day.

SECTION 7-6 SCHEDULE AND SEQUENCING

All work shall be completed within thirty (30) calendar days from issuance of Notice to Proceed. The work shall commence once all material is available and the work can proceed without stoppages. Contractor is to provide a schedule for the work. The work is to occur in three separate phases as shown in the enclosed exhibit. All work must be completed and allowed to cure prior to moving on to the next phase. The intent is that the work occurs over a 5 day work week allowing the area to cure over the weekend prior to moving on to the next phase. It is assumed a two day cure time is necessary.

SECTION 7-7 FLOORING INSTALLATOIN

The project generally consists of the necessary prep work to accommodate a new Stonhard multi component epoxy mortar floor system (herein referred to as “flooring”). The existing concrete slab at the rollup doors is above the exterior concrete leading up to the roll up doors. The rollup doors are inset so during rain events the slope allows water to enter the building. The area from the door to the edge of the slab is to be grinded to allow for water to flow away from the building. MTS will move all equipment prior to the start of each phase. Contractor is to remove and reinstall security detectors at the rollup doors. Contractor is to install plastic dust barriers during install to limit dust traveling to the adjacent areas. Assume at least one day for moving equipment per phase.

Contractor is to prep and install flooring over approximately 4,735 SF, but contractor is to field verify the exact dimensions. In order to improve aesthetics, performance and cleanability, this project generally consists of the install of a multi component epoxy mortar floor system manufactured by Stonhard over 4,735 square feet of concrete slab.

The multi component epoxy mortar floor system that is to be installed in the maintenance bays shall consist of the following components:

- Stonhard Standard Primer
- Stonhard Stonclad GS
- Stonhard Stonkote GS4
- Stonhard Stonseal PA7
- Stonhard Stonflex MP7
- Stonhard Stonproof CT5

MTS will not accept other products or manufacturers as or-equals. The flooring is to be installed per the methods and descriptions in the enclosed product specifications. The existing flooring is to be prepared by mechanical means and include the use of a scabller, scarifier, or shot blasting. Areas that have cracking shall be removed to a depth necessary for flooring to be installed on a sound substrate. Areas adjacent to walls, columns, HVAC equipment, doors, etc. shall be prepared by hand or small tool. The new flooring is to be a minimum 1/4" thick.

Eli Belknap, Manager of Capital Projects **Date**

EXHIBIT B
(Cost Breakdown)

Metropolitan Transit System

Price Proposal Detail

By Division Report

Version: 2.0

Approved 04/19/2021 03:29:57 PM PST

Job: MTSJOC275-19: CPD Shop Flooring Installation

JOC Name (Contractor):	ABC Construction Co., Inc.
Contract Name:	2019 - General Civil - ABC - Option 1
Contract Number:	PWG275.0-19
Job Order Number:	MTSJOC275-19
Job Order Title:	CPD Shop Flooring Installation
Location:	CPD
Cost Proposal Date:	April 19, 2021
Proposal Value:	$131,013.55

Division		Division Totals
01	General Requirements	$979.04
02	Existing Conditions	$1,256.62
03	Concrete	$14,520.76
09	Finishes	$114,257.13
	Proposal Total:	**$131,013.55**
	The Percentage of Non Pre-Priced on this Proposal:	**0.00%**

Metropolitan Transit System

Price Proposal Detail

By Division Report

Version: 2.0

Approved 04/19/2021 03:29:57 PM PST

Job: MTSJOC275-19: CPD Shop Flooring Installation

JOC Name (Contractor):	ABC Construction Co., Inc.
Contract Name:	2019 - General Civil - ABC - Option 1
Contract Number:	PWG275.0-19
Job Order Number	MTSJOC275-19
Job Order Title	CPD Shop Flooring Installation
Location:	CPD
Cost Proposal Date:	April 19, 2021
Proposal Value:	**$131,013.55**

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
01 General Requirements							**$979.04**
1	017419000016		EA	40 CY Dumpster (5 Ton) "Construction Debris"			
	Accepted			**Quantity** x **Unit Price** x **Factor** =			**LineTotal**
		Installation	EA	1.00 x $814.98 x 1.2013 =			$979.04
Labor Excluded		**Equipment Excluded**					$979.04

User Note:

Item Note: Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.

Owner Comments:

Contractor Comments:

Metropolitan Transit System

Price Proposal Detail

By Division Report

Version: 2.0

Approved 04/19/2021 03:29:57 PM PST

Job: MTSJOC275-19: CPD Shop Flooring Installation

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
02 Existing Conditions							**$1,256.62**
2	029050000501		ROL	Visqueen 6 Mil			
	Accepted			**Quantity x**	**Unit Price x**	**Factor =**	**LineTotal**
		Installation	ROL	5.00 x	$167.39 x	1.2013 =	$1,005.43
Labor Excluded	**Equipment Excluded**						$1,005.43
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
3	029050000505		EA	Zip Wall Zippers			
	Accepted			**Quantity x**	**Unit Price x**	**Factor =**	**LineTotal**
		Installation	EA	10.00 x	$20.91 x	1.2013 =	$251.19
Labor Excluded	**Equipment Excluded**						$251.19
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						

Metropolitan Transit System

Price Proposal Detail

By Division Report

Version: 2.0

Approved 04/19/2021 03:29:57 PM PST

Job: MTSJOC275-19: CPD Shop Flooring Installation

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
03 Concrete							**$14,520.76**
4	030130510002		SF	Concrete Floors, Abrasive Shot Blasting			
	Accepted			**Quantity x**	**Unit Price x**	**Factor =**	**LineTotal**
		Installation	SF	5,186.00 x	$1.94 x	1.2013 =	$12,086.09
							$12,086.09
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
5	030130510002	**0054**	SF	For >5,000 To 10,000, Deduct			
	Accepted			**Quantity x**	**Unit Price x**	**Factor =**	**LineTotal**
		Installation	SF	5,186.00 x	-$0.05 x	1.2013 =	-$311.50
	Equipment Excluded		**Materials Excluded**				-$311.50
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
6	030130710040		LF	>1/4" To 1/2" Wide, Low Viscosity, High Strength Epoxy Resin, Gravity Fed Structural Crack Repair For Concrete, Surface Applied With Trowel (Sikadur® 35)			
	Accepted			**Quantity x**	**Unit Price x**	**Factor =**	**LineTotal**
		Installation	LF	300.00 x	$7.62 x	1.2013 =	$2,746.17
							$2,746.17
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
7	030130710040	**0139**	LF	For V-Grooving Crack With Grinder, Add			
	Accepted			**Quantity x**	**Unit Price x**	**Factor =**	**LineTotal**
		Installation	LF	0.00 x	$3.85 x	1.2013 =	$0.00
	Materials Excluded						$0.00
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						

Metropolitan Transit System

Price Proposal Detail

By Division Report

Version: 2.0

Approved 04/19/2021 03:29:57 PM PST

Job: MTSJOC275-19: CPD Shop Flooring Installation

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
09 Finishes							**$114,257.13**
8	096729000007		SF	Epoxy Flooring Trowel Applied Mortar Compound, 3/8", Chemical Resistant (10,000 - 12,000 PSI)			
	Accepted			**Quantity** x	**Unit Price** x	**Factor** =	**LineTotal**
		Installation	SF	5,186.00 x	$18.34 x	1.2013 =	$114,257.13
							$114,257.13
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
						Total:	**$131,013.55**
						Proposal Total:	**$131,013.55**
						The Percentage of Non Pre-Priced on this Proposal:	**0.00%**

EXHIBIT C
(Subcontractor Listing)

San Diego Metropolitan Transit System
1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 4/20/2021

Job Order Contracting

Contract #: PWG275.0-19
Job Order #: MTSJOC275-19
Job Order Title: CPD Shop Flooring Installation
Location: CPD
Contractor: ABC Construction Co., Inc.
Subcontractor: Stonhard

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Stonhard 7 Esterbrook Lane, Cherry Hill, NJ 08003	256840	Flooring		$100,000.00	76.33%

Metropolitan Transit System

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

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for Executive Committee Review Date: 05/06/21

SUBJECT:

PORTABLE TOILET 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. G2452.0-21 (in substantially the same format as Attachment A) with United Site Services of California, Inc., for portable toilet services, for three (3) base years with two (2) option years, for a total of five (5) years effective July 1, 2021, at a cost of $840,462.29.

Budget Impact

The total budget for this project shall not exceed $840,462.29. This project is funded by the following MTS Operations Budgets:

Group	Year	Amount	Funding
San Diego Trolley, Inc. (SDTI)	Years 1 - 3	$94,489.35	
	Option Years (2)	$62,992.90	
	Not-to-Exceed-Total	**$157,482.25**	**380016-571270**
San Diego Transit Corporation (SDTC)	Years 1 - 3	$357,670.41	
	Option Years (2)	$232,049.38	
	Not-to-Exceed-Total	**$589,719.79**	**201014-571270**
Bus Rapid Transit (BRT)	Years 1 - 3	$55,956.15	
	Option Years (2)	$37,304.10	
	Not-to-Exceed-Total	**$93,260.25**	**846012-571140**
	Total Cost:	**$840,462.29**	

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

DISCUSSION:

MTS operates bus routes and rail lines throughout the County of San Diego and requires portable toilets for use by staff during service hours, as well as during various special events.

On January 29, 2021, MTS issued an Invitation for Bids (IFB) for these services. By the deadline of March 5, 2021, MTS received a total of two (2) bids from Diamond Environmental ("Diamond") and United Site Services ("United"). Diamond's five (5) year bid total was $1,343,540.12 and United's bid totaled $2,171,110.20. The MTS Independent Cost Estimate (ICE) was $1,344,112.87.

Upon evaluation, Diamond's bid was deemed non-responsive as they are currently excluded from award of any new contracts by the Environmental Protection Agency.

On March 17, 2021, to ascertain that the solicitation was not restrictive, MTS performed a survey to determine other potential bidders' reason(s) for not bidding. The results indicated that neither the IFB nor MTS's procurement processes played a role in their decision not to respond.

On March 23, 2021, MTS entered into negotiations with United to negotiate costs and to discuss the scope of work including United's exceptions, types of portable toilets, transition process from current contract to new contract, and the contract term. Upon review of the quantities included on the bid form, staff determined that these quantities should be reduced. The scope of work remains the same just the number of portable toilets at some locations were reduced. These deductions resulted in a revised MTS ICE of $796,421.05.

On March 31, 2021 United submitted a revised bid of $840,462.29. Comparing the bid to MTS's ICE of $796,421.05, MTS staff deems the cost to be fair and reasonable. The cost summary is shown in Attachment C.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. G2452.0-21, with United Site Services of California, Inc., for portable toilet services, for three (3) base years with two (2) option years, for a total of five (5) years effective July 1, 2021, for up to five (5) years at a cost of $840,462.29.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft Standard Agreement MTS Doc. No. G2452.0-21
B. Scope of Work
C. Cost Summary

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

STANDARD AGREEMENT
FOR
MTS DOC. NO. G2452.0-21
PORTABLE TOILET SERVICES

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: United Site Services of California, Inc

Address: 475 Corporate Dr
Escondido, CA 92029

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

Email : Carol.hutchinson@unitedservices.com

Telephone: 619-218-0815

Authorized person to sign contracts: Jeff Dunlop (Name) Vice President (Title)

The Contractor agrees to provide services as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D) and Forms (Exhibit E).

The contract term is for up to 3 base years and 2 option years, exercisable at MTS's sole discretion, for a total of 5 years. Base period shall be effective July 1, 2021 through June 30, 2024 and option years shall be effective July 1, 2024 through June 30, 2026, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $508,115.91 for the base years and $332,346.38 for the option years, for a contract total not to exceed $840,462.29 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	UNITED SITE SERVICES OF CALIFORNIA, INC
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

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.

4. SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

4.1. SUMMARY

MTS is soliciting bids from qualified and experienced firms for the rental of portable chemical toilets, for a period of five (5) years, beginning July 1, 2021 to June 30, 2026. This will be a 3 year base contract, and 2 option years exercisable at MTS's sole discretion.

These services will be for three (3) groups: MTS Bus Operations, MTS Rail Operations and MTS Bus Rapid Transit (BRT), with toilets to be placed in various locations throughout the County of San Diego. The locations are shown in Attachment 1.

MTS will award one (1) contract for all the services.

4.2. CONTRACTOR MINIMUM QUALIFICATIONS AND EXPERIENCE

Contractor must be licensed and eligible to participate in the solicitation as further described in Debarment and Suspension, Sections 3.4 and 7.6.

The Contractor must have a minimum of five (5) years' experience in this scope of work. Experience should be shown on the Status of Current and Past Contracts Form attached to this IFB.

4.3. COMPLIANCE WITH LAWS AND REGULATIONS

All materials, parts and equipment furnished pursuant to these specifications shall be in compliance with the laws and regulations of the State of California, OSHA and the surrounding cities. The contractor shall, if requested by MTS, supply certification and evidence of such compliance.

4.4. LEGAL REQUIREMENTS AND PERMITS

The contractor agrees to fully comply with all local, city, state and federal laws, regulations and ordinances governing performance of contractual services required hereunder, and it will be the responsibility of the contractor to obtain all necessary licenses, permits and/or clearances.

4.5. BID FORMS

MTS has provided Bid Forms under Attachment 2, with a page for each of the three (3) groups above. Each group will have its own MTS Project Manager and a separate Purchase Order to be used for billing.

The Bid Form shows MTS's current monthly services and as-needed/on-call services that may be requested during the course of the contract. As-needed/on-call and upon request services will only be billed when performed.

The quantities shown are estimates used for bidding purposes only. Usage may be more or less than indicated. Since the exact quantities or locations cannot be predetermined, MTS reserves the right to increase or decrease quantities, or add or remove locations as deemed necessary to meet its requirements. When quantities are changed, locations added, or frequencies changed, the quoted price shall apply.

The unit costs provided shall be fixed, all-inclusive, including but not limited to all charges associated with the rental of the portable toilets, labor, cleaning service and maintenance charges, round trip transportation charges for delivery and pick-up, hasp replacement/repairs, taxes, and any other associated fees. MTS will not pay any additional costs.

4.6. GENERAL

MTS is looking for portable toilets enclosed with a door that can be locked from the inside and include a commode, urinal, dispensers for toilet paper and disposable paper seat covers, hand washing dispenser with running water, and paper towels with dispenser for hand drying, and a padlock hasp or handle that will accept a padlock from the outside. The hasp must have a 0.5-inch minimum opening for the MTS padlock to fit.

Only first quality fiberglass units are to be supplied. First quality shall mean a very heavy-duty fiberglass portable chemical toilet with a standard capacity for necessary chemicals. These units shall be in excellent condition with a tight fitting self-closing door, also shall be without dents or holes, graffiti free, free from leakage, and with an exterior and interior maintained with an aesthetically pleasant appearance. These units shall be properly vented and ventilated with sufficient chemicals of the proper type to effectively eliminate obnoxious odors. All units shall have secondary containment pans. MTS will make the sole final decision as to whether a unit meets quality standards. The contractor shall provide and maintain a written service log affixed to the inside of the portable toilet that lists the date of each service visit.

4.7. PORTABLE TOILET DESCRIPTIONS

The portable toilet units listed in the schedule of bid items are defined as follows:

A. Portable Toilet: 4 ft. x 4 ft. (+/- .5 ft.)
B. No unit will display the contractor`s name larger than 1 ft. x 2 ft.

4.8. SERVICE

Services shall include the following: remove, properly transport and dispose waste, remove all litter/trash/debris from interior, clean and disinfect interior surfaces, provide and replenish toilet paper, seat covers, hand towels, water, remove graffiti from interior and exterior of portable toilet, perform repairs as needed to make the toilet usable and maintain user privacy. Any unit that has been tipped over must be cleaned/disinfected offsite and exchanged for a new one the same day. As the number of tip overs is unknown, if this happens before or while the Contractor is at the MTS site, its employees will clean/disinfect/exchange for a new toilet while on site. If this happens after service, but before the next day's cleaning, MTS will notify the Contractor. Portable toilet units that cannot be repaired to a usable condition on-site must be replaced the same day.

Service shall be Monday through Saturday at the frequencies shown on the Bid Form. Unless notified by MTS, there will be no services on Sunday.

Upon request by MTS, Contractor shall provide enhanced sanitation of portable restrooms. Enhanced sanitation treatments shall include, but not be limited to, sanitation tailored to outbreaks and diseases such as Hep-A, Covid, etc.

IMPORTANT: All services performed must follow all local, state and federal guidelines including but not limited to the lawful guidelines for waste removal, transportation and disposal.

Contractor will provide the Standard With Sink (SWS) toilets. See Attachment A.

For the Courthouse location, and any other location requested by MTS, Contractor will provide the NU Concept Restroom. See Attachment B.

Contractor has provided 10 Point Service Plan that will be used on each unit serviced. See Attachment C.

4.9. PROPERTY

Contractor shall bear all risk of loss or damage to units during the term of this contract and shall be solely responsible for performing and paying for all necessary repairs or replacements of units. Contractor's risk includes loss or damage due to any negligence, willful misconduct, or criminal activity (for example: vandalism, fire, etc.) by third parties.

4.10. RENTAL TERM

Rental of portable toilets under this agreement shall be on a month-to-month basis and may be canceled by MTS with a 24-hour notice to the contractor. The charges for portable toilets that are cancelled during the course of a month shall be determined by prorating the amount based on the number of calendar days involved. Special Event rental portable toilets shall be charged on a rental period based on the number of calendar days as priced on the Bid Form.

4.11. ORDERING TOILETS

MTS will provide a minimum 24-hour notice when ordering toilets for delivery. Toilets ordered by 12:00PM shall be delivered by the next business day unless an MTS representative specifies a later day and time. The contractor will be provided a list of MTS staff authorized to order portable toilets. Acceptance of unauthorized orders for portable toilets may result in delayed payment while the charge is being investigated.

4.12. ADJUSTING NUMBER OF TOILETS, FREQUENCIES OR LOCATIONS

MTS at its sole discretion may revise the number of portable toilets, frequencies or locations to the contract as needed, based on its requirements. The cost per portable toilet added will be based on the pricing quoted for similar portable toilets listed in the IFB. If MTS revises the service frequency, the billed cost shall be as quoted on the bid form for the specific frequency.

4.13. PLACEMENT OF TOILETS

MTS and the contractor will coordinate the placement of portable toilets to accommodate the intended users and to allow access for service by the contractor at all times. At MTS's direction, the contractor shall secure portable toilets sited on soil or mulch with stakes or other attachment methods to prevent the unit from being tipped.

4.14. REMOVAL OF TOILETS

The contractor shall remove portable toilets rented by MTS for special events within forty-eight (48) hours after the event closes. Portable toilets shall be removed by the end of third business day following notice of cancellation by MTS.

4.15. SERVICE HOURS

The contractor shall service the portable toilets only between the hours of 6:00 AM and 6:00 PM unless directed otherwise by MTS staff. MTS may also specify the day of the week and time of

day for servicing of the portable toilets to accommodate MTS requirements. The contractor is responsible for compliance with different city's noise ordinances.

4.16. EMERGENCY SERVICE AND SPECIAL EVENTS

MTS will request emergency service under two circumstances:

A. Contractor fails to adequately service toilet during regular scheduled service leaving the toilet unusable. This service will be provided at no cost to MTS.
B. For reasons beyond the control of the contractor, toilets that require service in addition to the regularly scheduled service. This service will be charged at the emergency service rates listed in the schedule of bid items. Special events will also be charged at listed rates. Response shall be within one business day.

4.17. PADLOCKS

Portable toilets will be padlocked. MTS will provide the contractor with a minimum of two (2) keys. The contractor is not authorized to duplicate MTS's keys and shall request replacement or additional keys from the MTS's Project Manager. Portable toilets provided under this contract will be furnished with installed padlock hasps which must adequately fit all of MTS's locks at no additional charge whenever requested by MTS.

4.18. INVOICING AND PAYMENT

The contractor shall submit their invoice to the MTS Accounting Department, via email to ap@sdmts.com at the end of each month. All invoices must have the appropriate 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.

As-needed/on-call and upon request services will only be billed when performed.

MTS shall process the monthly invoices within thirty (30) days of the invoice date.

In the event this contract becomes effective or terminates during the course of a month, the amount paid to the contractor for the partial month shall be determined by prorating the amount on the basis of the number of calendar days involved.

4.19. CONTRACT TRANSITION

Upon completion or termination of this contract, the successful bidder shall coordinate with previous contractor to remove contractor`s equipment so there is no down time between contracts. MTS reserves the right to make the transition over a thirty (30) day period after award of any follow-on contract. The previous contractor shall remove all equipment from all locations, in any event no longer than thirty (30) days after contract terminates.

4.20. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract, shall be delivered to various locations throughout the County of San Diego, in first class condition, complete and ready for operation, and the contractor shall assume all responsibility and risk of loss incident to said delivery.

Contractor shall state delivery on the Bid Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified.

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall immediately approve the contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary).

4.21. TRANSITION PROCESS

Contract Begin:

At the end of the current contract # G1881.0-16, the transition process will be as shown below:

i. Current Agreement terminates on June 30, 2021.

ii. In June 2021, MTS and the Contractor will meet to discuss the various locations of portable toilets and will determine one of the following scenarios for placing the new toilets:

   a. The location has space for additional toilets. The new toilets will be placed ahead of the start date of the contract at the location and will be locked until the start of the contract.

   b. The location doesn't have space for additional toilets. MTS and the Contractor will create a schedule for installations of all toilets in this category. This will include installing toilets in coordination with the removal of existing units by the current Contractor. For some groups, MTS employees may be able to use the toilets of Transdev's provider in some cases during the transition period and this will be taken into account. In some cases, toilets might be placed near the permanent location in advance, and then once the current toilets are removed, the vendor will move the toilets into the permanent location. In some locations where there may not be an overlap of removal and installations, Contractor will allow MTS to use its toilets for a day or two before the contract start date of July 1, 2021.

iii. Under MTS direction and guidance, new Contractor shall be required to provide full cooperation with the current Contractor and transition all the services on an expedited basis. The process shall allow for a smooth transition without any interruption of or adverse impact on services.

iv. The entire conversion shall be completed on or about June 30, 2021.

v. Regardless of toilets placement on MTS property before the contract start date, Contractor's billing shall be for services beginning July 1, 2021, therefore bid pricing shall reflect this.

Contract End:

Regarding contract # G2452.0-21, at the end of the base years, or option years if exercised by MTS, in the event there is a need to transition from the current Contractor to a new Contractor, the transition process will be as shown below:

i. On or about the last month of the contract, the current Contractor shall start a transition of the services to new Contractor, without any interruption of or adverse impact on services.
ii. MTS, the current and new Contractor shall select a time that has the least impact to client services.
iii. Under MTS direction and guidance, new Contractor and current Contractor shall be required to provide full cooperation and transition all the services on an expedited basis. The transition period shall be complete and allow for a smooth transition with no interruption of services.
iv. The entire conversion shall be completed on or about the end date of the current contract.

PORTABLE TOILETS
G2452.0-21
REVISED BID

GRAND TOTAL - BASIS OF AWARD

	UNITED	MTS ICE
SAN DIEGO TROLLEY, INC. (SDTI)		
Total Year 1	$31,496.45	$34,341.25
Total Year 2	$31,496.45	$35,362.75
Total Year 3	$31,496.45	$36,414.63
Total Year 4	$31,496.45	$37,498.35
Total Year 5	$31,496.45	$38,614.73
Grand Total:	**$157,482.25**	**$182,231.71**
BUS OPERATIONS (SDTC)		
Total Year 1	$151,211.27	$131,994.31
Total Year 2	$100,030.79	$88,509.38
Total Year 3	$106,428.35	$97,273.13
Total Year 4	$112,825.91	$106,483.14
Total Year 5	$119,223.47	$116,158.09
Grand Total:	**$589,719.79**	**$540,418.06**
BRT TRANSNET II (MTS)		
Total Year 1	$18,652.05	$14,152.76
Total Year 2	$18,652.05	$14,528.32
Total Year 3	$18,652.05	$14,915.44
Total Year 4	$18,652.05	$15,314.12
Total Year 5	$18,652.05	$14,860.64
Grand Total:	**$93,260.25**	**$73,771.28**

San Diego Trolley - Total 5 Years	$157,482.25	$182,231.71
Bus Operations - Total 5 Years	$589,719.79	$540,418.06
BRT Transnet II - Total 5 Years	$93,260.25	$73,771.28
Grand Total (Basis for Award)	**$840,462.29**	**$796,421.05**

PORTABLE TOILETS
G2452.0-21
REVISED BID

SDTI - YEAR 1				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet - Solar Elite Courthouse location	W C St & State St San Diego, CA 92101	6x/week	1	$533.13	12	$6,397.56	$1,400.78	12	$16,809.36
Portable Toilet - Solar Elite UTC location (Option)*	8615 Genesee, San Diego, CA 92121	6x/week	1	$533.13	12	$6,397.56	$1,400.78	12	$16,809.36
Portable Toilet - Arnele	762 1/2 N Marshall Ave El Cajon, CA 92020	6x/week	1	$533.13	12	$6,397.56	$465.84	12	$5,590.08
Portable Toilet - Santee	9888 Mission Gorge Rd Santee, CA 92071	5x/week	1	$450.40	12	$5,404.80	$390.00	12	$4,680.00
Portable Toilet - Fenton Parkway	2000 Fenton Parkway San	3x/week	1	$355.29	12	$4,263.48	$238.33	12	$2,859.96
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events	1x/daily		$81.23	50	$4,061.50	$49.00	50	$2,450.00
Portable Toilet - Solar Elite	As needed - Special events	1x/daily		$133.73	5	$668.65	$58.37	5	$291.85
Portable Toilet	Emergency services on an	1x/daily		$75.00	10	$750.00	$49.00	10	$490.00
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to:	3x/week	5	$355.29	2	$3,552.90	$117.00	2	$1,170.00
					YEAR 1 TOTAL:	$31,496.45		YEAR 1 TOTAL:	$34,341.25

SDTI - YEAR 2				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet - Solar Elite Courthouse location	W C St & State St San Diego, CA 92101	6x/week	1	$533.13	12	$6,397.56	$1,442.80	12	$17,313.60
Portable Toilet - Solar Elite UTC location (Option)*	8615 Genesee, San Diego, CA 92121	6x/week	1	$533.13	12	$6,397.56	$1,400.78	12	$16,809.36
Portable Toilet - Arnele	762 1/2 N Marshall Ave El Cajon, CA 92020	6x/week	1	$533.13	12	$6,397.56	$479.82	12	$5,757.84
Portable Toilet - Santee	9888 Mission Gorge Rd Santee, CA 92071	5x/week	1	$450.40	12	$5,404.80	$401.70	12	$4,820.40
Portable Toilet - Fenton Parkway	2000 Fenton Parkway San Diego, CA 92108	3x/week	1	$355.29	12	$4,263.48	$245.48	12	$2,945.76
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events	1x/daily		$81.23	50	$4,061.50	$50.47	50	$2,523.50
Portable Toilet - Solar Elite	As needed - Special events	1x/daily		$133.73	5	$668.65	$58.37	5	$291.85
Portable Toilet	Emergency services on an on-call basis including	1x/daily		$75.00	10	$750.00	$50.47	10	$504.70
(AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**

Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to:	3x/week	5	$355.29	2	$3,552.90	$120.51	2	$1,205.10
				YEAR 2 TOTAL:		$31,496.45	YEAR 2 TOTAL:		$35,362.75

				UNITED			MTS ICE		
SDTI - YEAR 3									
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet - Solar Elite Courthouse location	W C St & State St San Diego, CA 92101	6x/week	1	$533.13	12	$6,397.56	$1,486.09	12	$17,833.08
Portable Toilet - Solar Elite UTC location (Option)*	8615 Genesee, San Diego, CA 92121	6x/week	1	$533.13	12	$6,397.56	$1,400.78	12	$16,809.36
Portable Toilet - Arnele	762 1/2 N Marshall Ave El Cajon, CA 92020	6x/week	1	$533.13	12	$6,397.56	$494.21	12	$5,930.52
Portable Toilet - Santee	9888 Mission Gorge Rd Santee, CA 92071	5x/week	1	$450.40	12	$5,404.80	$413.75	12	$4,965.00
Portable Toilet - Fenton Parkway	2000 Fenton Parkway San Diego, CA 92108	3x/week	1	$355.29	12	$4,263.48	$252.84	12	$3,034.08
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**		**DAILY RATE**	**# OF DAYS**	
Portable Toilet	As needed - Special events	1x/daily		$81.23	50	$4,061.50	$51.98	50	$2,599.00
Portable Toilet - Solar Elite	As needed - Special events	1x/daily		$133.73	5	$668.65	$58.37	5	$291.85
Portable Toilet	Emergency services on an on-call basis including	1x/daily		$75.00	10	$750.00	$51.98	10	$519.80
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to:	3x/week	5	$355.29	2	$3,552.90	$124.13	2	$1,241.30
				YEAR 3 TOTAL:		$31,496.45	YEAR 3 TOTAL:		$36,414.63

				UNITED			MTS ICE		
SDTI - YEAR 4									
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet - Solar Elite Courthouse location	W C St & State St San Diego, CA 92101	6x/week	1	$533.13	12	$6,397.56	$1,530.67	12	$18,368.04
Portable Toilet - Solar Elite UTC location (Option)*	8615 Genesee, San Diego, CA 92121	6x/week	1	$533.13	12	$6,397.56	$1,400.78	12	$16,809.36
Portable Toilet - Arnele	762 1/2 N Marshall Ave El Cajon, CA 92020	6x/week	1	$533.13	12	$6,397.56	$509.04	12	$6,108.48
Portable Toilet - Santee	9888 Mission Gorge Rd Santee, CA 92071	5x/week	1	$450.40	12	$5,404.80	$426.16	12	$5,113.92
Portable Toilet - Fenton Parkway	2000 Fenton Parkway San Diego, CA 92108	3x/week	1	$355.29	12	$4,263.48	$260.43	12	$3,125.16
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events	1x/daily		$81.23	50	$4,061.50	$53.54	50	$2,677.00
Portable Toilet - Solar Elite	As needed - Special events	1x/daily		$133.73	5	$668.65	$58.37	5	$291.85
Portable Toilet	Emergency services on an on-call basis including	1x/daily		$75.00	10	$750.00	$53.54	10	$535.40

AS-NEEDED SERVICES	LOCATION	FREQUENCY	QTY.	UNIT RATE	# OF MONTHS	EXTENDED PRICE
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to:	3x/week	5	$355.29	2	$3,552.90
					YEAR 4 TOTAL:	$31,496.45

UNIT RATE	# OF MONTHS	EXTENDED PRICE
$127.85	2	$1,278.50
	YEAR 4 TOTAL:	$37,498.35

				UNITED		
SDTI - YEAR 5						
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet - Solar Elite Courthouse location	W C St & State St San Diego, CA 92101	6x/week	1	$533.13	12	$6,397.56
Portable Toilet - Solar Elite UTC location (Option)*	8615 Genesee, San Diego, CA 92121	6x/week	1	$533.13	12	$6,397.56
Portable Toilet - Arnele	762 1/2 N Marshall Ave El Cajon, CA 92020	6x/week	1	$533.13	12	$6,397.56
Portable Toilet - Santee	9888 Mission Gorge Rd Santee, CA 92071	5x/week	1	$450.40	12	$5,404.80
Portable Toilet - Fenton Parkway	2000 Fenton Parkway San Diego, CA 92108	3x/week	1	$355.29	12	$4,263.48
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events	1x/daily		$81.23	50	$4,061.50
Portable Toilet - Solar Elite	As needed - Special events	1x/daily		$133.73	5	$668.65
Portable Toilet	Emergency services on an on-call basis including	1x/daily		$75.00	10	$750.00
AS-NEEDED SERVICES	**LOCATION**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to:	3x/week	5	$355.29	2	$3,552.90
					YEAR 5 TOTAL:	$31,496.45

MTS ICE		
MONTHLY RATE/PER UNIT	**# OF MONTHS**	**EXTENDED PRICE**
$1,576.59	12	$18,919.08
$1,400.78	12	$16,809.36
$524.31	12	$6,291.72
$438.95	12	$5,267.40
$268.24	12	$3,218.88
DAILY RATE	**# OF DAYS**	**EXTENDED PRICE**
$55.15	50	$2,757.50
$58.37	5	$291.85
$55.15	10	$551.50
UNIT RATE	**# OF MONTHS**	**EXTENDED PRICE**
$131.68	2	$1,316.80
	YEAR 5 TOTAL:	$38,614.73

**The Mid-Coast extension is scheduled to open in approximately July 2021. The UTC location on the Mid-Coast corridor may need Solar Elite toilets. Should this be the case, MTS will notify the Contractor to deliver the Solar Elite there and the above bid pricing will At billing, Contractor will invoice the appropriate California tax per*

	YEAR	
Base Year	1	$31,496.45
Base Year	2	$31,496.45
Base Year	3	$31,496.45
Option Year	4	$31,496.45
Option Year	5	$31,496.45
	TOTAL	$157,482.25

	YEAR	
Base Year	1	$34,341.25
Base Year	2	$35,362.75
Base Year	3	$36,414.63
Option Year	4	$37,498.35
Option Year	5	$38,614.73
	TOTAL	$182,231.71

PORTABLE
G2452.0-21
REVISED BID

				UNITED			MTS ICE		
BRT Transnet II (MTS) - YEAR 1									
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$479.82	12	$11,515.68
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$50.47	15	$757.05
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$50.47	5	$252.35
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48	$135.64	12	$1,627.68
					YEAR 1 TOTAL:	$18,652.05		YEAR 1 TOTAL:	$14,152.76

				UNITED			MTS ICE		
BRT Transnet II (MTS) - YEAR 2									
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$494.21	12	$11,861.04
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$51.98	15	$779.70
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$51.98	5	$259.90
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**

Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48	$135.64	12	$1,627.68
					YEAR 2 TOTAL:	$18,652.05		YEAR 2 TOTAL:	$14,528.32

BRT Transnet II (MTS) - YEAR 3				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$509.04	12	$12,216.96
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$53.54	15	$803.10
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$53.54	5	$267.70
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48	$135.64	12	$1,627.68
					YEAR 3 TOTAL:	$18,652.05		YEAR 3 TOTAL:	$14,915.44

BRT Transnet II (MTS) - YEAR 4				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$524.31	12	$12,583.44
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$55.15	15	$827.25
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$55.15	5	$275.75

DESCRIPTION (AS-NEEDED	AS-NEEDED SERVICES	FREQUENCY	QTY.	UNIT RATE	# OF MONTHS	EXTENDED PRICE
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48
					YEAR 4 TOTAL:	$18,652.05

UNIT RATE	# OF MONTHS	EXTENDED PRICE
$135.64	12	$1,627.68
	YEAR 4 TOTAL:	$15,314.12

BRT Transnet II (MTS) - YEAR 5				UNITED		
DESCRIPTION	LOCATION	FREQUENCY	QTY.	MONTHLY RATE/PER UNIT	# OF MONTHS	EXTENDED PRICE
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12
DESCRIPTION (AS-NEEDED	AS-NEEDED SERVICES	FREQUENCY		DAILY RATE	# OF DAYS	EXTENDED PRICE
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00
DESCRIPTION (AS-NEEDED	AS-NEEDED SERVICES	FREQUENCY	QTY.	UNIT RATE	# OF MONTHS	EXTENDED PRICE
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48
					YEAR 5 TOTAL:	$18,652.05

MTS ICE		
MONTHLY RATE/PER UNIT	# OF MONTHS	EXTENDED PRICE
$504.04	12	$12,096.96
DAILY RATE	# OF DAYS	EXTENDED PRICE
$56.80	15	$852.00
$56.80	5	$284.00
UNIT RATE	# OF MONTHS	EXTENDED PRICE
$135.64	12	$1,627.68
	YEAR 5 TOTAL:	$14,860.64

	YEAR	
Base Year	1	$18,652.05
Base Year	2	$18,652.05
Base Year	3	$18,652.05
Option Year	4	$18,652.05
Option Year	5	$18,652.05
	TOTAL	**$93,260.25**

	YEAR	
Base Year	1	$14,152.76
Base Year	2	$14,528.32
Base Year	3	$14,915.44
Option Year	4	$15,314.12
Option Year	5	$14,860.64
	TOTAL	**$73,771.28**

At billing, Contractor will invoice the appropriate California tax per portable toilet location.

PORTABLE
G2452.0-21
REVISED BID

BRT Transnet II (MTS) - YEAR 1				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$479.82	12	$11,515.68
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$50.47	15	$757.05
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$50.47	5	$252.35
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48	$135.64	12	$1,627.68
					YEAR 1 TOTAL:	$18,652.05		YEAR 1 TOTAL:	$14,152.76

BRT Transnet II (MTS) - YEAR 2				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$494.21	12	$11,861.04
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$51.98	15	$779.70
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$51.98	5	$259.90
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**

Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48	$135.64	12	$1,627.68
					YEAR 2 TOTAL:	$18,652.05		YEAR 2 TOTAL:	$14,528.32

BRT Transnet II (MTS) - YEAR 3				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$509.04	12	$12,216.96
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$53.54	15	$803.10
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$53.54	5	$267.70
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**	**QTY.**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**	**UNIT RATE**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48	$135.64	12	$1,627.68
					YEAR 3 TOTAL:	$18,652.05		YEAR 3 TOTAL:	$14,915.44

BRT Transnet II (MTS) - YEAR 4				UNITED			MTS ICE		
DESCRIPTION	**LOCATION**	**FREQUENCY**	**QTY.**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**	**MONTHLY RATE/PER UNIT**	**# OF MONTHS**	**EXTENDED PRICE**
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12	$524.31	12	$12,583.44
DESCRIPTION (AS-NEEDED	**AS-NEEDED SERVICES**	**FREQUENCY**		**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**	**DAILY RATE**	**# OF DAYS**	**EXTENDED PRICE**
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45	$55.15	15	$827.25
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00	$55.15	5	$275.75

DESCRIPTION (AS-NEEDED	AS-NEEDED SERVICES	FREQUENCY	QTY.	UNIT RATE	# OF MONTHS	EXTENDED PRICE
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48
					YEAR 4 TOTAL:	$18,652.05

UNIT RATE	# OF MONTHS	EXTENDED PRICE
$135.64	12	$1,627.68
	YEAR 4 TOTAL:	$15,314.12

BRT Transnet II (MTS) - YEAR 5				UNITED		
DESCRIPTION	LOCATION	FREQUENCY	QTY.	MONTHLY RATE/PER UNIT	# OF MONTHS	EXTENDED PRICE
Portable Toilet	County of San Diego Area	6x/week	2	$533.13	12	$12,795.12
DESCRIPTION (AS-NEEDED	AS-NEEDED SERVICES	FREQUENCY		DAILY RATE	# OF DAYS	EXTENDED PRICE
Portable Toilet	As needed - Special events at various locations	1x/daily	1	$81.23	15	$1,218.45
Portable Toilet	Emergency services on an on-call basis including weekends if	1x/daily	1	$75.00	5	$375.00
DESCRIPTION (AS-NEEDED	AS-NEEDED SERVICES	FREQUENCY	QTY.	UNIT RATE	# OF MONTHS	EXTENDED PRICE
Portable Toilet Enhanced Sanitizing	Upon request only. Shall include, but not be limited to: Hep-A,	3x/week	1	$355.29	12	$4,263.48
					YEAR 5 TOTAL:	$18,652.05

MTS ICE		
MONTHLY RATE/PER UNIT	# OF MONTHS	EXTENDED PRICE
$504.04	12	$12,096.96
DAILY RATE	# OF DAYS	EXTENDED PRICE
$56.80	15	$852.00
$56.80	5	$284.00
UNIT RATE	# OF MONTHS	EXTENDED PRICE
$135.64	12	$1,627.68
	YEAR 5 TOTAL:	$14,860.64

	YEAR	
Base Year	1	$18,652.05
Base Year	2	$18,652.05
Base Year	3	$18,652.05
Option Year	4	$18,652.05
Option Year	5	$18,652.05
	TOTAL	**$93,260.25**

	YEAR	
Base Year	1	$14,152.76
Base Year	2	$14,528.32
Base Year	3	$14,915.44
Option Year	4	$15,314.12
Option Year	5	$14,860.64
	TOTAL	**$73,771.28**

At billing, Contractor will invoice the appropriate California tax per portable toilet location.

PORTABLE TOILETS
G2452.0-21
REVISED BID

				UNITED
DESCRIPTION (AS-NEEDED SERVICES)*	**LOCATION**	**FREQUENCY OF SERVICE**	**QTY.**	**MONTHLY RATE/PER UNIT**
Portable Toilet	As needed within the County of San Diego	6x/week	1	$533.13
Portable Toilet	As needed within the County of San Diego	5x/week	1	$450.40
Portable Toilet	As needed within the County of San Diego	4x/week	1	$438.02
Portable Toilet	As needed within the County of San Diego	3x/week	1	$355.29
Portable Toilet	As needed within the County of San Diego	2x/week	1	$202.21
Portable Toilet	As needed within the County of San Diego	1x/week	1	$119.48

This as-needed pricing will apply when used for all groups (either MTS Trolley, MTS Bus or BRT), as the locations remain the same, within the County of San Diego.
At billing, Contractor will invoice the appropriate California tax per portable

PORTABLE TOILETS
G2452.0-21
REVISED BID

Miscalleneous notes

1 Tip over fee: $35.00 per unit.

This cost will be applied only if we have already serviced the unit and we have to go back to do what would be then considered a
2 2nd cleaning since we have already been on site and provided the regular service.

We honored the same rate for the one solar unit since after the meeting it was confirmed 1 unit is only needed at the courthouse
3 location.

If there are any other requests for solar units at other locations they will be at a different price: $166.25 per month includes 1x
4 weekly service.

4.8.21: We will honor 1 solar unit at the Courthouse and 1 solar unit at the UTC location at the same price as the SWS unit. If any other solar units are needed it will be at a solar unit rate. The rate for additional solar units on 1x weekly service, per month, per
5 unit is $166.25 as noted on the excel spreadsheet (tip over tab).

Metropolitan Transit System

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

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for Executive Committee Review Date: 05/06/21

SUBJECT:

PEST CONTROL 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. G2454.0-21 (in substantially the same format as Attachment A), with Pestmaster Services, L.P., for pest control services totaling $277,865.24 for five (5) years effective June 8, 2021.

Budget Impact

The total budget for this project shall not exceed $277,865.24. This project is funded by the Operating Budgets as follows:

Group	Amount	Operating Budget
Group A: San Diego Trolley, Inc. (SDTI)	$121,489.04	380016-571210
Group A: Light Rail Vehicle (LRV)	$57,926.32	350016-536600
Group B: San Diego Transit Corporation (SDTC)	$59,593.76	331014-536600
Group C: For Hire Vehicle Administration (FHVA)	$4,726.04	791010-571250
Group C: Land Management	$34,130.08	791010-571250
Total	$277,865.24	

DISCUSSION:

SDTI, SDTC, FHVA and Land Management require pest control services on trolley stations, LRVs, buses and buildings. Pestmaster Services, L.P. will provide all labor, transportation, chemicals, equipment and supplies necessary to perform the services.

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

On January 26, 2021, MTS issued a Request for Proposals (RFP) for pest control services.

Six proposals were received by the due date of March 8, 2021 from:

1. BugMizer Termite and Pest Inc;
2. Dewey Services;
3. Innovative Pest Solutions;
4. Lloyd Pest Control;
5. Pestmaster Services; and
6. Plateau Pest Solutions

BugMizer, Dewey and Pestmaster were deemed responsive. Innovative Pest Solutions, Lloyd Pest Control and Plateau Pest Solutions proposals were deemed non-responsive for lack of a technical proposal.

On March 30, 2021, a selection committee consisting of representatives from MTS Finance, SDTI and SDTC met and scored the responsive proposals based on the following criteria:

1. Qualifications of the Firm or Individual	20%
2. Staffing, Organization, and Management Plan	20%
3. Work Plan	30%
4. Cost	30%
	Total 100%

The following table represents the proposer's scores and rankings following the initial evaluations:

Proposer	Technical Score	Cost Score	Total	Ranking
Pestmaster	46.67	23.63	70.30	1
BugMizer	24.67	30.00	54.67	2
Dewey	28.67	20.74	49.41	3

The initial costs are shown below:

Proposer	Initial Cost
Pestmaster	$277,865.24
BugMizer	$218,822.00
Dewey	$316,460.00
MTS Independent Cost Estimate (ICE)	*$335,527.34*

After the initial review, the evaluation team determined it would be in the best interest of MTS to interview Pestmaster only, and obtain clarifications on any questions they had.

On April 12, 2021, an interview was held that included the evaluation team and MTS end-user project managers. After the interview, the evaluation panel determined that

Pestmaster was the best value proposer and the evaluation process was complete. MTS staff determined that the proposed cost was fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2454.0-21 (in substantially the same format as Attachment A), with Pestmaster Services, L.P., for pest control services totaling $277,865.24 for five (5) years effective June 8, 2021.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft Standard Agreement MTS Doc. No. G2454.0-21
B. Scope of Work
C. Cost Summary

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

STANDARD AGREEMENT
FOR
MTS Doc No: G2454.0-21

PEST CONTROL SERVICES

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: Pestmaster Services, L.P. Address: 9716 S. Virginia St., Ste. E-F
Reno, NV 89511

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

Email: contracts@pestmaster.com

Telephone: (775) 858-7378

Authorized person to sign contracts Jason S. Virden (Name) Contracts Manager (Title)

The Contractor agrees to provide services as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E).

The contract term is effective June 8, 2021 through June 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $277,865.24 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	PESTMASTER SERVICES, L.P.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, Office of General Counsel	Title: _____

DRAFT

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

1. SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. GENERAL (SECTION 5.1 APPLIES TO ALL GROUPS)

A. INTRODUCTION

MTS operates San Diego Trolley, Inc. (SDTI) for Light Rail Vehicles (LRVs) operations and San Diego Transit Corporation (SDTC) for Bus operations. The scope of work includes pest control services for the following areas, with each group's services shown separately:

i. Group A - SDTI (including all LRV fleet, yards, buildings and trolley stations)
ii. Group B - SDTC (including all Bus fleet, buildings and grounds) for these two divisions:
    - Imperial Avenue Division (IAD) located at 100 16th Street, San Diego, CA 92101
    - Kearny Mesa Division (KMD) located at 4630 Ruffner Street, Kearny Mesa, CA 92111
iii. Group C – For-Hire Vehicle Administration (FHVA) and three (3) Land Management Properties

MTS will inform Contractor should buildings/locations/services need to be added (or removed) from the list, and an amendment to the contract will be issued under the contracted terms.

MTS will select one Contractor for all the services. Once the contract is awarded, three (3) Purchase Orders (POs) will be issued, one for group above. Each group will have its own MTS PM (PM).

Contractor shall furnish all necessities, including but not limited to labor, chemicals, supplies, transportation, equipment, licenses, permits, and insurance necessary to perform pest control services per industry standards, adhering to all requirements regarding use of pesticides, as directed by the California Department of Pesticide Regulations http://www.cdpr.ca.gov/.

Services shall be performed under the general technical guidance and direction of the respective MTS PM or designee. The MTS PMs are not authorized to commit MTS to changes in services, price or period of performance. Any changes to the contract will be made in writing via a contract amendment through the MTS Procurement Department.

Services will be effective as follows:
i. Group A: July 1, 2021 to June 30, 2026
ii. Group B: June 8, 2021 to June 30, 2026
iii. Group C:
    - FHVA from June 8, 2021 to June 30, 2026
    - 3 Land Management properties from July 1, 2021 to June 30, 2026.

B. PEST CONTROL STAFF REQUIREMENTS

By submitting its proposal, Contractor certifies that it shall:

i. Provide skilled staff (supervisors and general staff), and agrees to comply with all employment and labor standards, all applicable federal, state, local laws and regulations.

ii. Provide a single point of contact (name, phone number and email address) that MTS will use for all questions regarding performance and invoicing.

iii. Be solely and exclusively liable for all compensation due to the employee, adhere to all minimum wage requirements and overtime guidelines, and provide any and all benefits required by law.

iv. Ensure that all work is performed to the highest standard. Staff shall follow manufacturer's specifications and recommendations; meet all industry codes and standards, federal, state, and local requirements when using pest control agents. Proper supplies, tools and equipment shall be used to complete the required tasks.

v. Ensure that its staff receives the training/information required on regulations that pertain to the performance of the contract, policies including but not limited to safety, ethics and compliance with best practices and OSHA standards.

vi. Contractor is responsible for its employee's acts during performance of services. Proper conduct is expected of personnel at all times as while on MTS remises, they may be exposed to/come across sensitive or confidential materials.

vii. The person(s) assigned to provide services at shall be required to check in upon arrival, with the MTS PM or designee and sign in, every time service is performed. Upon completion of services, said assigned person shall be required to check out with the MTS PM or designee or his designee and sign out.

viii. All employees must be uniformed and must have IDs with them at all times. See Section 7.38 - Identification Of Personnel/Security. If Contractor staff is unable to perform services as a result of not having proper identification, Contractor must reschedule and perform required services within two (2) days of the original scheduled date. All rescheduling must be provided in writing to the MTS PM for approval to ensure MTS operations remain unaffected as a result of the revised schedule.

ix. All employees of the Contractor shall wear uniform style shirts bearing the Contractor's business name, and orange vests at all times. The Contractor shall provide a list of employees to the MTS PMs prior to start of the contract, and update the list as needed.

i. The Contractor shall provide sufficient labor, competent workers skilled in the services described, and ensure that supervision is provided while any work is being performed. If, in the judgment of MTS, any person is incompetent, disorderly, careless, or constitutes a security risk or safety hazard, or found to be violating CPUC or MTS safety rules and regulations, the Contractor shall promptly remove and replace such person from the work for the duration of the contract. Contractor's staff removal and replacement of said personnel shall be immediate to ensure MTS maintains a secure and safe operation.

C. ADDITIONAL CONTRACTOR REQUIREMENTS

i. Contractor shall be responsible of the applications of all material to ensure that it in no way contaminates the facilities, structures, environment, agriculture, water ways, or harms personnel, food, equipment, including but not limited to computer equipment, building surfaces, carpet, floors, finishes, landscape, or wall surfaces.

ii. The application shall be performed so as not to impact the use of any of the facilities.

iii. All work shall be performed in a professional manner and shall at no time obstruct MTS operations.

iv. Contractor shall not be permitted to store equipment and/or chemicals at any of MTS's service locations.

v. Contractor shall at no time be permitted to utilize existing or future on-site trash receptacles to dispose of waste or waste containers resulting from performance of services.

vi. Contractor shall at no time be permitted to rinse and/or clean containers and/or equipment utilized in performance of the services described herein, at any of MTS's service locations.

vii. Contractor shall be responsible for the clean-up once services have been completed and accepted by MTS. Following clean-up, Contractor shall request final inspection and acceptance of services from the MTS PM, unless the MTS PM agrees on an alternate approval in writing.

viii. Contractor shall certify that any materials and debris removed from the site shall be disposed of in accordance with applicable federal, state, and local laws, regulations, and ordinances. If requested by MTS, Contractor shall furnish proof of disposal. If disposal of materials and debris is found to not be in accordance with applicable laws, regulations, and ordinances MTS may notify appropriate authorities of Contractors negligence.

ix. All work shall be warrantied for sixty (60) days. Additional service calls required within this time, for warrantied services, shall be provided at no additional charge to MTS.

x. For "as needed" services, or work that is not covered under warranty, a walk through will be required before any commencement of work. Contractor will then submit a quote to the MTS PM for review. If the MTS PM determines the cost estimate and/or labor hours submitted are excessive, MTS reserves the right to get additional estimates, and to use a different contractor to perform the work. If cost estimate is deemed as fair and reasonable, MTS will issue a separate PO for these services.

xi. The Contractor shall not be permitted to subcontract any part of the work without specific prior written approval of MTS.

D. SAFETY REQUIREMENTS

i. Some pesticides are considered hazardous. The Contractor shall provide Material Safety Data Sheets (MSDS) for each item used to the respective MTS PM for each group receiving service, (and for SDTC provide for both IAD and KMD divisions), prior to commencement of services. The MTS PM or designee shall approve all chemicals and traps used in performing services prior to their use under this Agreement.

ii. All products used by the Contractor on MTS premises, and their application, shall be guaranteed for safe use around humans.

iii. All applicators, field representatives, and/or operators (Contractor staff) shall possess all applicable State of California Structural Pest Control Board Licenses throughout the term of the Agreement. http://www.pestboard.ca.gov/howdoi/lic.shtml

iv. Contractor shall be responsible for the applications of all materials, equipment and/or chemicals as to ensure said items in no way contaminate the facilities, structures, environment, agriculture, water ways, or pose real or perceived harm to personnel, food and equipment, buildings and MTS operations.

v. Contractor shall be responsible for the applications of all materials, equipment and/or chemicals as to ensure said items in no way contaminate the facilities, structures, environment, agriculture, water ways, or pose real or perceived harm to personnel, food and equipment, buildings and MTS operations.

vi. The pest control application shall be performed in a manner which does not impact the use or performance of any of the facilities, structures, and/or LRV or Bus fleet.

vii. It is the Contractor's responsibility to ensure that its employees are trained and adhere to all MTS policies and procedures. These procedures are not intended to replace or modify any existing requirements of any local, state, or federal agency.

viii. Contractor shall be responsible for adherence to MTS, Local, State, and Federal safety requirements, as applicable, while performing all services described.

ix. Contractor employees are subject to MTS safety rules and regulations and must attend a one-time safety briefing before working in MTS yards, grounds, stations, fleet, prior to commencement of services.

E. PAYMENT TERMS

Contractor shall be compensated for actual performance of services for each area serviced in accordance with the pricing schedule submitted by the Contractor. One hundred (100%) of the contract price for each area, will be paid to the Contractor within thirty (30) days after receipt of invoice and acceptance of services by MTS, as provided herein.

Payment terms less than ten (10) days from acceptance will not be considered. ***Advanced Payment is Not Allowable.***

F. INVOICES

One (1) contract will be awarded and three (3) purchase orders will be issued, one for each group.

Each month after performance of services, Contractor shall email an invoice for each purchase order to 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 and should include:

i. Purchase Order and Contract number
ii. Date the service was performed
iii. Location of the services using the same description and fixed cost as the contract
iv. Name of MTS PM
v. Number of vehicles treated

MTS shall pay the invoice within thirty (30) days following the receipt of the invoice.

1.2. GROUP A (SDTI)

A. DETAILED SDTI SCOPE OF SERVICES

Contractor shall provide services for the control of common ants, all varieties of spiders, roaches, rats, mice, and all crawling and flying insects (including bed bugs) that may infest the facilities, buildings, grounds, structures, hallways, offices, restrooms, warehouse, kitchen areas, closets, locker rooms, and walkways.

i. Contractor shall provide weekly service for the control of common ants, all varieties of spiders, roaches, German cockroaches, fleas, rats, mice, and all crawling and flying insects (including bed bugs) that may infest the LRV fleet. Contractor shall determine what service is required to maintain control for a period of four (4) months between servicing any particular LRV.

ii. Contractor shall provide service for large scale infestation of common ants, all varieties of spiders, roaches, German cockroaches, fleas, and all crawling and flying insects (including bed bugs) that may infest the LRV fleet. Contractor and MTS will mutually determine what constitutes an infestation. Contractor shall determine what service is required to eradicate any infestation. Contractor must respond within twenty-four (24) hours of initial call for service.

iii. Contractor shall provide all services for the clean-up of debris caused by infestations, including the removal of all insects, webs, and disposal of all rodent at all specified locations inclusive of both the interior and exterior of all buildings and structures and LRV fleet.

iv. With the exception of the LRVs, services shall be provided to all areas on the same day of the week, or month with the actual day to be arranged by the MTS Rail PM and Contractor. Contractor shall give two (2) days advance notice to the MTS Rail PM prior to providing services. Two (2) day advance notice is required if Contractor is not able to perform services at the scheduled time.

LRVs will be treated once a week from the hours of 10:00 p.m. to 2:00 a.m. The day of the week will be determined by the LRV Superintendent of Maintenance and Contractor. LRV service may be rescheduled during ‘Special Events’ which require vehicles to remain in service until 1:00 a.m.. MTS will provide two (2) day advance notice of any special events. Two (2) day advance notice is required if Contractor is not able to perform services at the scheduled time.

For Example: Special Events normally require the service provider to move service to another day if it falls on a regularly scheduled treatment day. For example pest control usually on Tuesday nights – but there is a Padres home game that night. We may ask them to move to Thursday night.

The two day notice is there if for whatever reason they are unable to come out on their regularly scheduled service day. We need advance notice of such so we don’t hold up cars for service. For example pest control usually scheduled for Tuesday nights and their technician is getting married that day – they contact us 2 days in advance and let us know and we reschedule that service.

MTS is a reasonable partner and will work with the Contractor during special events to ensure any pest control services required do not disrupt trolley services

v. Service receipts shall be signed by the MTS Rail PM or designee at each location at the time services are performed, and those receipts shall be submitted by the Contractor with each monthly invoice. Invoices shall not be processed without Contractor delivery of all service receipts, which correspond to the monthly invoice.

vi. Contractor employees are subject to California Public Utility Commission (CPUC) rules and regulations pertaining to the use of portable electronic devices while in or on SDTI yards, grounds and stations (http://www.cpuc.ca.gov/). The Contractor shall ensure that supervision is provided at all times while any work under this contract is being performed. If, in the judgment of MTS, any person is incompetent, disorderly, or found to be violating CPUC or MTS safety rules and regulations, the Contractor shall promptly remove and replace such person from the work for the duration of the contract.

vii. Contractor employees are subject to MTS safety rules and regulations and must attend a one-time safety briefing before working in SDTI yards, grounds, stations and LRVs prior to commencement of services.

viii. For the LRV fleet, Contractor must provide 'On Call' service within twenty-four (24) hours, seven days a week, not including holidays, if called for a report of LRV infestation. Infestation will constitute of either a passenger report of cockroaches or fleas visible during vehicle passenger service or employee reports. Upon request, MTS will provide copies of passenger complaints or employee reports.

B. PEST CONTROL SERVICE MAINTENANCE

Pest control services shall be provided at the following MTS Rail locations. Contractor is notified that during the term of the contract MTS may add or remove locations from the list:

i. SDTI Buildings:
   a) Building A: 12 S. 13th St., San Diego, CA 92113
   b) Building B: 1341 Commercial St., San Diego, CA 92113
   c) Building C: 1535 Newton Ave., San Diego, CA 92113
   d) Building C Office Annex: 1535 Newton Ave., San Diego, CA 92113
   e) Yard Tower: 1535 Newton Ave., San Diego, CA 92113
   f) Bogie Overhaul Shop: 1601 Newton Ave, San Diego, CA 92113

ii. SDTI Trolley Stations:
   a) Palomar St.: 1265 Industrial Ave., Chula Vista, CA 91911
   b) San Ysidro: 700 E. San Ysidro Blvd., San Diego, CA 92173
   c) Euclid Avenue: 450 Euclid Ave., San Diego, CA 92114
   d) Spring Street: 4250 Spring St., La Mesa, CA 91941
   e) La Mesa Blvd.: 8248 La Mesa Blvd., La Mesa, CA 91942
   f) Grossmont Center: 8601 Fletcher Parkway, San Diego, CA 91942
   g) El Cajon Transit: 352 S. Marshall, El Cajon, CA 92020
   h) Weld/Gillespie: 1990 N. Cuyamaca, El Cajon, CA 92020
   i) Little Italy: 1550 California St., San Diego, CA 92101
   j) Old Town: 4009 Taylor St., San Diego, CA 92110

k) Morena/Linda Vista: 5210 Linda Vista Rd., San Diego, CA 92110
l) Qualcomm Stadium: 9449 Friars Rd., San Diego, CA 92108
m) SDSU: 5260 Campanile Dr., San Diego, CA 92182
n) Grantville: 4510 Alvarado Canyon Rd., San Diego, CA 92120
o) City College 1155 C St., San Diego, CA 92101
p) 5th Avenue 500 C St., San Diego, CA 92101
q) Mission Valley Center: 1604 Camino De La Reina, CA 92108
r) Washington St.: 2136 W. Washington St., San Diego, CA 92110
s) E Street: 750 E. St., Chula Vista, CA 91910
t) Fashion Valley: 1205 Fashion Valley Rd., San Diego, CA 92108

(Stations below are Mid-Coast extension stations with services starting on 11/01/2021. Addresses TBD)

u) Tecolote:
v) Claremont Station:
w) Balboa:
x) Nobel:
y) VA Medical Center:
z) Pepper Canyon:
aa) Voigt:
bb) Executive:
cc) UTC Terminus:

iii. SDTI Grounds/Yard:
a) "A" Yard: 12 S. 13th St, San Diego, CA 92101
b) "A" Yard Trailers: 12 S. 13th St, San Diego, CA 92101
c) "C" Yard: 1535 Newton Avenue, San Diego, CA 92113
d) "C" Yard Paint Booth: 1535 Newton Avenue, San Diego, CA 92113

iv. SDTI LRV Fleet:
a) 1535 Newton Avenue, San Diego, CA 92113
b) 12 S. 13th St, San Diego, CA 92101

C. SDTI BUILDINGS

i. **Insect Control:** Spray interior and exterior perimeter of buildings and grounds for insects, common ants, bed bugs, roaches, and remove spider webs and wasp nests.

ii. **Rodent Control:** Maintain Rodent Stations, which may include but is not limited to glue trap stations, bait stations, and spring traps stations based on the needs of MTS. Stations shall be type where rodent is not visible to the public. MTS reserves the right to request substitution of station types at no additional cost. MTS also reserves the right to increase or decrease the amount of stations based on operational needs.

iii. Monthly: Perform inspections/services at a minimum of one (1) time per month.

iv. Perform pest and rodent control services at the following SDTI Building site locations:

Building A, 32,150 sq ft	Building C Paint Booth, 6,386 sq ft
Building B, 28,375 sq ft	Yard Tower, 676 sq ft
Building C, 85,500 sq ft	Bogie Overhaul Shop, 2000 sq ft
Building C Annex, 2,100 sq ft	

D. SDTI TROLLEY STATIONS

i. **Insect Control:** Spray interior and exterior perimeter of trolley stations for insects, common ants, bed bugs, roaches, and remove spider webs and wasp nests.

ii. **Rodent Control:** Maintain Rodent Stations, which may include but is not limited to glue trap stations, bait stations, and spring traps stations based on the needs of MTS. Stations shall be type where rodent is not visible to the public. MTS reserves the right to request substitution of station types at no additional cost. MTS also reserves the right to increase or decrease the amount of stations based on operational needs.

iii. If and when the Contractor receives a request from the Project Manager for a servicing, Contractor shall provide service within twenty-four (24) hours from said request.

iv. **Note:** Any spraying requiring the evacuation of the building shall be done after normal working hours and with proper posting at the building(s). Said services shall be coordinated with the staff at the locations requiring building evacuations to ensure operations are not impacted.

v. Perform pest and rodent control services for any of the following SDTI Trolley Stations:

1.	Palomar Street	16.	5th Avenue
2.	San Ysidro	17.	Mission Valley Center
3.	Euclid Avenue	18.	County Center
4.	Spring Street	19.	E Street
5.	La Mesa Station	20.	Fashion Valley
6.	Grossmont Center	21.	Tecolote *
7.	El Cajon Transit	22.	Claremont Mesa*
8.	Weld/Gillespie	23.	Balboa*
9.	Little Italy	24.	Nobel*
10.	Old Town	25.	VA Medical Center*
11.	Morena/Linda Vista	26.	Pepper Canyon*
12.	Qualcomm Stadium:	27.	Voight*
13.	SDSU	28.	Executive*
14.	Grantville	29.	UTC Terminus*
15.	City College		

** Services to start 11/01/2021*

E. SDTI TROLLEY GROUNDS/YARD

i. **Insect Control:** Spray interior and exterior perimeter of trolley paint booth, trailers, grounds and yards for insects, common ants, bed bugs, roaches, and remove spider webs and wasp nests.

ii. **Rodent Control:** Maintain Rodent Stations, which may include but is not limited to glue trap stations, bait stations, and spring traps stations based on the needs of MTS. Stations shall be type where rodent is not visible to the public. MTS reserves the right to request substitution of Station types at no additional cost. MTS also reserves the right to increase or decrease the amount of stations based on operational needs.

iii. Perform pest and rodent control services for any the following SDTI Trolley Grounds/Yards:

1. "A" YARD TRAILER	2. "C" YARD
3. "A" YARD	4. "C" YARD PAINT BOOTH

F. SDTI LRV FLEET

i. **Insect Control:** Spray interior, rooftop (S70 vehicles only) and exterior perimeter of LRV fleet for insects, common ants, bed bugs, roaches, German cockroaches, and remove spider webs and wasp nests.

ii. **On Call Service:** Contractor to provide method of eradicating and cleaning any pest infestation within the LRV.

iii. If and when the Contractor receives a request from the Project Manager for a servicing, Contractor shall provide service within twenty-four (24) hours from said request.

iv. Perform weekly and on-call pest control services for the following SDTI Fleet:

LRV TYPE	QUANTITY
1. PCC	2
2. SD100 (2000 series)	40
3. S70 (3000 series)	11
4. S70US (4000 series)	65
5. S700 (5000 series)	45
6. S700 (5046-4092)*	47*
7. U2	1

**S700 fleet vehicle numbers 5046-5092 to be delivered beginning in April of 2021 rate of 2 per month approximately.*

G. SERVICE HOURS (SDTI)

Contractor shall provide service within the following times at all locations, unless otherwise authorized in writing by the MTS PM:

Buildings, stations and Grounds/Yards Monday through Friday

8:00 a.m. to 4:00 p.m.

LRV Fleet: Monday through Sunday
10:00 p.m. to 4:00 a.m.

Note: Any spraying requiring the evacuation of a building or area shall be done after normal working hours and with proper posting at the building(s)area to be serviced. Said services shall be coordinated with the staff at the locations requiring building evacuations to ensure operations are not impacted.

H. SITE MAP - See Attachment 2.

1.3. GROUP B (SDTC)

A. DETAILED SDTC SCOPE OF SERVICES

i. Contractor shall provide pest control services for the control of common ants, all varieties of spiders, roaches, rats, mice, and all crawling and flying insects that may infest the facilities, buildings, grounds, structures, hallways, offices, restrooms, warehouse, kitchen areas, closets, locker rooms, walkways, and bus fleet.

ii. Contractor shall provide all services for the clean-up of debris caused by infestations, including the removal of all insects, webs, and disposal of all rodent at all specified locations inclusive of both the interior and exterior of all buildings and structures, and bus fleet.

iii. Services shall be provided to all areas on the same day of the month, with the actual day to be arranged and approved by the MTS Bus Project Manager and the Contractor. Contractor shall give two (2) days advance notice to the MTS Bus Project Manager prior to providing services. Two (2) day advance notice is required if Contractor is not able to perform services at the scheduled time. Contractor shall be required to reschedule service, in writing, and provide required service(s) within two (2) days from the date of Contractors missed performance date.

iv. Service receipts shall be signed by the MTS Bus Project Manager or designee at each location at the time services are performed, and those receipts shall be submitted by the Contractor with each monthly invoice. Invoices shall not be processed without Contractor delivery of all service receipts, which correspond to the monthly invoice.

B. PEST CONTROL SERVICE MAINTENANCE

MTS reserves the right to increase or decrease the number of bus fleet vehicles as well as the service frequency throughout the term of the agreement. Contractor shall provide services and maintain agreed to cost as identified in Contractors submitted pricing regardless of increases or decreases in bus fleet vehicles.

Pest control services shall be provided at the following two MTS locations:

C. IMPERIAL AVENUE DIVISION (IAD)

Located at 100 16th Street, San Diego, CA 92101

i. BUILDINGS AND GROUNDS

a) **Insect Control:** Spray perimeter of buildings and grounds for insects, common ants, roaches, and remove spider webs and wasp nests.

b) **Rodent Control:** Maintain Rodent Stations, which may include but is not limited to glue trap stations, bait stations, and spring traps stations based on the needs of MTS. Stations shall be type where rodent is not visible to the public. MTS reserves the right to request substitution of station types at no additional cost. MTS also

reserves the right to increase or decrease the amount of stations based on operational needs.

c) **Monthly:** Perform inspections/services at a minimum of one (1) time per month, as scheduled between the Parties.

d) Perform pest control services at the following **IAD site locations**:

1. Main Administration Building	- Dispatch/drivers room/ kitchen area - Patio area / drivers locker room - 2nd floor food prep area - Overhaul shop - General grounds area
2. Ram Building	- Foreman's office - 2nd floor food prep area - 2nd floor locker rooms - Maintenance bay - General grounds area
3. Service Lanes Building	- Foreman's office / break room - General grounds area

ii. BUS FLEET

a) **Insect Control:** Spray interior and exterior perimeter of bus fleet for insects, common ants, roaches, and remove spider webs and wasp nests.

b) **Weekly:** Perform inspections/services at a minimum of one (1) time service call at IAD division per week. Service technician will meet with MTS foreman for a list of buses that need to be sprayed that week. The list will be returned to the foreman when service is complete.

c) **Bi-monthly:** Perform fleet-wide sweep bi-monthly or as required to control pests. Every bus shall have a minimum of one (1) inspection and service every 60 days. Contractor is responsible for tracking buses serviced. MTS will provide a master bus list to vendor.

d) If and when the Contractor receives a request from the Project Manager for a bus fleet servicing, Contractor shall provide service within twenty-four (24) hours from said request.

e) Perform pest control services for the following IAD Bus fleet*:

Imperial Avenue Division (IAD)	- 110 standard 40-foot coaches - 44 articulated 60-foot coaches

MTS reserves the right to increase and/or decrease the quantities above

D. KEARNY MESA DIVISION (KMD)

Located at 4630 Ruffner Street, Kearny Mesa, CA 92111.

i. **BUILDINGS AND GROUNDS:**

a) **Insect Control:** Spray perimeter of buildings and grounds for insects, common ants, roaches, and remove spider webs and wasp nests.

b) **Rodent Control:** Maintain Rodent Stations, which may include but is not limited to glue trap stations, bait stations, and spring traps stations based on the needs of MTS. Stations shall be type where rodent is not visible to the public. MTS reserves the right to request substitution of station types at no additional cost. MTS also reserves the right to increase or decrease the amount of stations based on operational needs.

c) **Monthly:** Perform inspections/services at a minimum of one (1) time per month.

d) Perform pest control services at the following KMD site locations:

1. Dispatch Building	- Dispatch/drivers' locker area - Patio area - General grounds area
2. Main Bus Maintenance Building	- 2nd floor food prep area - 2nd floor locker rooms - Maintenance bay - General grounds area
3. Service Lanes	- Foreman's office - General grounds area

ii. BUS FLEET

a) **Insect Control:** Spray interior and exterior perimeter of bus fleet for insects, common ants, roaches, and remove spider webs and wasp nests.

b) **Weekly:** Perform inspections/services at a minimum of one (1) time service call at KMD division per week. Service tech will meet with MTS foreman for a list of buses that need to be sprayed that week. The list will be returned to the foreman when the service is complete.

c) **Bimonthly :** Perform fleet-wide sweep Bimonthly or as required to control pests. Every bus shall have a minimum of one (1) inspection and service every 60 days. . Vendor is responsible for tracking buses serviced. MTS will provide a master bus list to vendor.

d) If and when the Contractor receives a request from the MTS PM for a servicing, Contractor shall provide service within twenty-four (24) hours from said request.

e) Perform pest control services for the following **KMD Bus fleet***:

Kearny Mesa Division (KMD)	- 74 standard 40-foot coaches - 42 articulated 60-foot coaches

MTS reserves the right to increase and/or decrease the quantities above

iii. **SERVICE HOURS (IAD/KMD**)
Contractor shall provide service within the following times at all locations, unless otherwise authorized in writing by the Project Manager.

Buildings and Grounds:	Monday through Friday 10:00 p.m. . to 4:00 a.m. .
Bus Fleet:	Monday through Friday 10:00 p.m. to 4:00 a.m.

Note: Any spraying requiring the evacuation of the building shall be done after normal working hours and with proper posting at the building(s). Said services shall be coordinated with the staff at the locations requiring building evacuations to ensure operations are not impacted.

iv. SITE MAP - See Attachment 3.

1.4. GROUP C (LAND MANAGEMENT - FOR-HIRE VEHICLE ADMINISTRATION)

A. DETAILED SDTC SCOPE OF SERVICES

i. Contractor shall provide services for the control of common ants, all varieties of spiders, roaches, rats, mice, and all crawling and flying insects (including bed bugs) that may infest the facilities, buildings, grounds, structures, hallways, offices, restrooms, warehouse, kitchen areas, closets, locker rooms, walkways, and trolley fleet.

ii. Contractor shall provide all services for the clean-up of debris caused by infestations, including the removal of all insects, webs, and disposal of all rodent at all specified locations inclusive of both the interior and exterior of all buildings and structures.

iii. Services shall be provided to all areas on the same day of the week, or month with the actual day to be arranged by the MTS For-Hire Vehicle Administration (FHVA) Project Manager and Contractor. The Contractor shall give two (2) days advance notice to the MTS FHVA Project Manager prior to providing services. Two (2) day advance notice is required if Contractor is not able to perform services at the scheduled time. Contractor shall be required to reschedule service, in writing, and provide required service(s) within two (2) days from the date of Contractors missed performance date.

iv. Service receipts shall be signed the MTS FHVA Administration or designee at each location at the time services are performed, and those receipts shall be submitted by the Contractor with each monthly invoice. Invoices shall not be processed without Contractor delivery of all service receipts, which correspond to the monthly invoice.

B. PEST CONTROL SERVICE MAINTENANCE

Location: For-Hire Vehicle Administration Building National: 1501 National Ave, San Diego, CA 92113; 7,000 sq ft.

Perform pest and rodent control services at the location:

i. **Insect Control:** Spray interior and exterior perimeter of trolley stations for insects, common ants, bed bugs, roaches, and remove spider webs and wasp nests.

ii. **Rodent Control:** Maintain Rodent Stations, which may include but is not limited to glue trap stations, bait stations, and spring traps stations based on the needs of MTS. Stations shall be type where rodent is not visible to the public. MTS reserves the right to request substitution of station types at no additional cost. MTS also reserves the right to increase or decrease the amount of stations based on operational needs.

iii. **Monthly:** Perform inspections/services at a minimum of one (1) time per month.

iv. If and when the Contractor receives a request from the Project Manager for servicing, Contractor shall provide service within twenty-four (24) hours from said request.

v. **Note:** Any spraying requiring the evacuation of the building shall be done after normal working hours and with proper posting at the building(s). Said services shall be coordinated with the staff at the locations requiring building evacuations to ensure operations are not impacted.

C. SERVICE HOURS BUILDINGS

Contractor shall provide service on Monday through Friday, from 8:00 a.m. to 4:00 p.m. unless otherwise authorized in writing by the Project Manager.

D. Note: Any spraying requiring the evacuation of a building or area shall be done after normal working hours and with proper posting at the building(s)area to be serviced. Said services shall be coordinated with the staff at the locations requiring building evacuations to ensure operations are not impacted.

1.5. GROUP C (LAND MANAGEMENT – OTHER PROPERTIES)

A. DETAILED LAND MANAGEMENT SCOPE OF SERVICES

i. Locations:

a) Prospect Square: 9805 Prospect Ave., Santee, CA 92071; 7,844 sq ft
b) Front St: 304-306 Front St., El Cajon, CA 92020; 2,984 sq ft
c) Auto Auction: 5801 Fairmont Ave., San Diego, CA 92120; 10,000 sq ft

ii. Days/Times of service: Monday through Friday, 8:00 a.m. to 4:00 p.m.

iii. Days/Times of as-needed service: Monday through Sunday, 8:00 a.m. to 4:00 p.m.

iv. Project Management:

Services shall be performed under the general guidance and direction of the MTS PM.

Services shall be provided to all areas on the same day of the week, or month with the actual day to be arranged by the MTS PM. The Contractor shall give two (2) days advance notice prior to providing services. A two (2) day advance notice is required if Contractor is not able to perform services at the scheduled time.

Service receipts shall be signed by the MTS PM or designee at each location at the time services are performed, and those receipts shall be submitted by the Contractor with the monthly invoice.

MTS PM will notify contractor of any as needed services.

v. Pest Control Maintenance:

a) **Insect Control:** Spray interior and exterior perimeter of buildings and grounds for insects, common ants, bed bugs, roaches, and remove spider webs and wasp nests.
b) **Rodent Control:** Maintain rodent traps. Traps shall be type where rodent is not visible to the public.
c) **As Needed Services:** Maintain damaged traps, provide additional spraying, or removal of nests or pests either alive or deceased that need disposal.
d) **Monthly:** Perform inspections/services at a minimum of one (1) time per month.
e) **Services:** Perform pest control services at the following MTS Building site locations:

Perform pest and rodent control services at the following Land Management properties:

1. Prospect Square
2. Front St
3. Auto Auction

B. SPECIFIC LAND MANAGEMENT REQUIREMENTS

i. The Contractor shall provide services for the control of common ants, all varieties of spiders, roaches, rats, mice, and all crawling and flying insects (including bed bugs) that may infest

the facilities, buildings, grounds, structures, hallways, offices, restrooms, warehouse, kitchen areas, closets, locker rooms, and walkways.

ii. The Contractor shall provide for all necessary clean-up debris caused by infestations including the removal of all insects, webs, and disposal of all rodent animals at all specified locations both on the interior and exterior of all buildings and structures.

iii. No on-site trash receptacles shall be used to dispose of waste or waste containers.

iv. Contractor is to provide its Project Manager's contact information for when or if as needed work is necessary on weekends if it would be different than week days. As needed work could occur on both weekends or weekdays. This type of work would typically be fairly urgent, like a visible or trapped rodent, something that has come deceased and presents a foul odor, a broken trap or a sudden outset of a pest.

PEST CONTROL SERVICES
G2454.0-21

		SUMMARY COSTS			
		MTS Independent Cost Estimate (ICE)	BugMizer	Dewey	Pestmaster
SDTI Blds/yards/station	Group A	$ 189,971.64	$ 110,052.00	$ 116,120.00	$ 121,489.04
SDTI LRV	Group A	$ 62,138.88	$ 45,000.00	$ 88,640.00	$ 57,926.32
SDTC (IAD & KMD)	Group B	$ 54,570.00	$ 44,350.00	$ 83,096.00	$ 59,593.76
Land Mgmt (FHVA)	Group C	$ 3,681.52	$ 4,010.00	$ 7,684.00	$ 4,726.04
Land Mgmt (3 Properties)	Group C	$ 25,165.30	$ 15,410.00	$ 20,920.00	$ 34,130.08
	Total	**$ 335,527.34**	**$ 218,822.00**	**$ 316,460.00**	**$ 277,865.24**

PEST CONTROL SERVICES RFP (MTS DOC. NO. G2454.0-21)
DETAILED COSTS

Pestmaster Services, L.P.

		Group A - SDTI (Buildings, Stations, Yards)	Group A - SDTI (LRVs)	Group B – SDTC (IAD & KMD)	Group C – Land Mgmt (FHVA)	Group C – Land Mgmt (3 locations)	Overall Total
Pest Control Services	Year 1	$16,239.20	$11,446.80	$11,222.36	$522.00	$3,249.12	**$42,679.48**
	Year 2	$23,747.28	$11,446.80	$11,222.36	$522.00	$3,249.12	**$50,187.56**
	Year 3	$23,747.28	$11,446.80	$11,222.36	$522.00	$3,249.12	**$50,187.56**
	Year 4	$24,459.72	$11,792.96	$11,561.04	$537.72	$3,346.56	**$51,698.00**
	Year 5	$24,459.72	$11,792.96	$11,561.04	$537.72	$3,346.56	**$51,698.00**
As needed: Rodent Station Installation	Year 1	$458.64		$127.40	$127.40	$127.40	**$840.84**
	Year 2	$458.64		$127.40	$127.40	$127.40	**$840.84**
	Year 3	$458.64		$127.40	$127.40	$127.40	**$840.84**
	Year 4	$489.96		$131.20	$131.20	$133.70	**$886.06**
	Year 5	$489.96		$131.20	$131.20	$133.70	**$886.06**
As needed: Pest Applicator and Installer	Year 1	$1,260.00		$420.00	$280.00	$280.00	**$2,240.00**
	Year 2	$1,260.00		$420.00	$280.00	$280.00	**$2,240.00**
	Year 3	$1,260.00		$420.00	$280.00	$280.00	**$2,240.00**
	Year 4	$1,350.00		$450.00	$300.00	$300.00	**$2,400.00**
	Year 5	$1,350.00		$450.00	$300.00	$300.00	**$2,400.00**
As needed for Land Management only	Year 1					$3,000.00	**$3,000.00**
	Year 2					$3,000.00	**$3,000.00**
	Year 3					$3,000.00	**$3,000.00**
	Year 4					$3,300.00	**$3,300.00**
	Year 5					$3,300.00	**$3,300.00**
Overall Total		**$121,489.04**	**$57,926.32**	**$59,593.76**	**$4,726.04**	**$34,130.08**	**$277,865.24**

Metropolitan Transit System

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

Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for Executive Committee Review Date: 05/06/2021

SUBJECT:

BUS SUBCOMPONENTS – CONTRACT AWARDS

RECOMMENDATION:

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

1) Execute MTS Doc. No. B0731.0-21 (in substantially the same format as Attachment A), with Mohawk Manufacturing & Supply (Mohawk), in the amount of $166,134.17 plus 20% contingency for the provision of bus brake and planetary kits, and air brake parts for a five-year term; and

2) Execute MTS Doc. No. B0732.0-21 (in substantially the same format as Attachment B), with Vehicle Maintenance Program [a Women's Business Enterprise (WBE)], in the amount of $118,811.83 plus 20% contingency for the provision of and disc brake parts for a five-year contract term.

Budget Impact

The total budget for this project shall not exceed $341,935.20 ($284,946.00 plus $56,989.20, 20% contingency) over the five-year terms. This project is funded by the MTS Bus Maintenance Operations Budget 311014-545100.

DISCUSSION:

MTS operates a fleet of buses to deliver public transit services in its operating area. The agency has an ongoing fleet inspection, maintenance and repair program which helps to ensure that buses are kept in a high state of good repair and are always in the safest operating condition. The various replacement bus brake parts under this procurement are inventoried at both MTS internally operated Bus operating divisions Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD) and are a critical element of that

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

program. These replacement parts will allow the maintenance staff the ability to adequately maintain MTS's buses and continue to provide safe and reliable public transit service.

An Invitation for Bids (IFB) to provide bus subcomponent parts was issued on January 22, 2021. In order to maximize open and free competition, the solicitation was divided into five parts categories.

1. Group A: Bus Brake and Planetary Kits
2. Group B: Air Brake Parts
3. Group C: Disc Brake Pads
4. Group D: Shock Absorbers
5. Group E: Air Suspensions

Bids were opened on March 3, 2021, and the following summarizes the results for each group (see Bid Summary – Attachment C):

1. Group A – Bus Brake and Planetary Kits

   Four (4) bids were received for this group of which two were found technically non-responsive. Muncie Reclamation and Selective Transit did not bid this group in its entirety as required in the solicitation. Mohawk is the lowest responsive, responsible bidder at $145,684.03.

2. Group B – Air Brake Parts

   Four (4) bids were received for this group of which two were found technically non-responsive. CMB and Neopart did not bid this group in its entirety as required in the solicitation. Mohawk is the lowest responsive, responsible bidder at $20,450.14.

3. Group C – Disc Brake Pads

   Seven (7) bids were received for this group in which all Bidders were responsive to the solicitation requirements. Vehicle Maintenance Program is the lowest responsive, responsible bidder at $118,811.83.

4. Group D - Shock Absorbers

   Three (3) bids were received for this group in which all Bidders were responsive to the solicitation requirements. Muncie Reclamation and Supply is the lowest responsive, responsible bidder at $40,816.02.

5. Group E: Air Suspensions

   Four (4) bids were received for this group in which all Bidders were responsive to the solicitation requirements. Muncie Reclamation and Supply is the lowest responsive, responsible bidder at $20,276.40.

The award is based on the lowest total bid amount for each group for all five years. Estimated contract values are based on historical usage and actual orders will dictate

the actual spend for these items. A total of two (2) contracts will be awarded for these parts, and require Board approval as indicated by the bold lettering below, as the other contracts are within the CEO's signature authority. The contract summaries are as follows:

MTS Doc. No.	Contractor	Description	Total Amount
B0731.0-21	**Mohawk Mfg. & Supply Company**	**Group A: Bus Brake and Planetary Kits** **Group B: Air Brake Parts**	**$145,684.03** **$ 20,450.14**
B0732.0-21	**Vehicle Maintenance Program**	**Group C: Disc Brake Pads**	**$118,811.83**
Purchase Orders	Muncie Reclamation and Supply	Group D: Shock Absorbers Group E: Air Suspensions	$40,816.02 $20,276.40
		Total:	**$346,038.42**
		20% Contingency:	**$ 69,207.68**
		GRAND TOTAL:	**$415,246.11**

Therefore, staff recommends that the MTS Board of Directors authorize the CEO:

1) Execute MTS Doc. No. B0731.0-21 (in substantially the same format as Attachment A), with Mohawk Manufacturing & Supply (Mohawk), in the amount of $166,134.17 plus 20% contingency for the provision of bus brake and planetary kits, and air brake parts for a five-year term; and

2) Execute MTS Doc. No. B0732.0-21 (in substantially the same format as Attachment B), with Vehicle Maintenance Program [a Women's Business Enterprise (WBE)], in the amount of $118,811.83 plus 20% contingency for the provision of and disc brake parts for a five-year contract term.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft MTS Doc. No. B0731.0-21
B. Draft MTS Doc. No. B0732.0-21
C. Bid Summary

Metropolitan Transit System

STANDARD PROCUREMENT AGREEMENT

FOR

MTS DOC. NO. B0731.0-21

GROUP A: BUS BRAKE AND PLANETARY KITS
GROUP B: AIR BRAKE PARTS

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: Mohawk Mfg. & Supply Co.

Address: 7200 N. Oak Park Ave.

Niles IL 60714
City State Zip

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

Email : bbrown@mohawkmfg.com

Telephone: 847-647-1611

Authorized person to sign contracts Bob Brown (Name) Vice President (Title)

The Contractor agrees to provide bus brake and planetary kits (Group A) and air brake parts (Group B) as specified in the Scope of Work/Minimum Technical Specifications (Exhibit A), Mohawk Mfg. & Supply's Bid dated March 3, 2021 (Exhibit B), and in accordance with the Standard Procurement Agreement, including Standard Conditions Procurement (Exhibit C), Federal Requirements (Exhibit D), and signed MTS Forms (Exhibit E).

The contract term is for five (5) years effective approximately July 1, 2021 through June 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $166,134.17 ($145,684.03 for Group A and $20,450.14 for Group B) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	MOHAWK MFG. & SUPPLY CO.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, Office of General Counsel	Title: _____

Metropolitan Transit System

STANDARD PROCUREMENT AGREEMENT

FOR

MTS DOC. NO. B0732.0-21

GROUP C: DISC BRAKE PADS

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: Vehicle Maintenance Program

Address: 3595 Dixie Hwy Bay 7

Boca Raton FL 33431
City State Zip

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

Email : lindi@vmpparts.com

Telephone: 561-362-6080

Authorized person to sign contracts Lindi Brooks President
Name Title

The Contractor agrees to provide disc brake pads as specified in the Scope of Work/Minimum Technical Specifications (Exhibit A), Vehicle Maintenance Program's Bid dated March 3, 2021 (Exhibit B), and in accordance with the Standard Procurement Agreement, including Standard Conditions Procurement (Exhibit C), Federal Requirements (Exhibit D), and signed MTS Forms (Exhibit E).

The contract term is for five (5) years effective approximately July 1, 2021 through June 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $118,811.83 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VEHICLE MAINTENANCE PROGRAM
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, Office of General Counsel	Title: _____

BID SUMMARY
BUS SUBCOMPONENTS IFB, MTS DOC. NO. B0726.0-21

GROUP A: BUS BRAKE & PANETARY KITS		TOTAL BID AMOUNT							
#	CONTRACT TERM	THE AFTERMARKET PARTS COMPANY	CBM USA, INC.	MOHAWK MFG & SUPPLY *	MUNCIE RECLAMATION AND SUPPLY	NEOPART	SELECTIVE TRANSIT	VEHICLE MAINTENANCE PROGRAM	WETMORE'S / SAN DIEGO FRICTION
1	BASE YEAR 1 (7/1/21 - 6/30/22)	$ 34,467.00	No Bid	$ 25,773.10	$ 19,143.50	No Bid	$ 11,949.50	No Bid	No Bid
2	BASE YEAR 2 (7/1/22 - 6/30/23)	$ 35,501.01	No Bid	$ 26,416.50	$ 19,717.80	No Bid	$ 12,778.50	No Bid	No Bid
3	BASE YEAR 3 (7/1/23 - 6/30/24)	$ 36,566.04	No Bid	$ 27,075.30	$ 20,309.60	No Bid	$ 13,672.50	No Bid	No Bid
4	BASE YEAR 4 (7/1/24 - 6/30/25)	$ 37,663.02	No Bid	$ 27,752.70	$ 20,918.90	No Bid	$ 14,644.00	No Bid	No Bid
5	BASE YEAR 5 (7/1/25 - 6/30/26)	$ 38,792.91	No Bid	$ 28,188.00	$ 21,546.20	No Bid	$ 15,668.00	No Bid	No Bid
6	**SUBTOTAL**	**$ 182,989.98**	**No Bid**	**$ 135,205.60**	**$ 101,636.00**	**No Bid**	**$ 68,712.50**	**No Bid**	**No Bid**
7	**7.75% CA SALES TAX**	**$ 14,181.72**	**No Bid**	**$ 10,478.43**	**$ 7,876.79**	**No Bid**	**$ 5,325.22**	**No Bid**	**No Bid**
8	**GRAND TOTAL:**	**$ 197,171.70**	**No Bid**	**$ 145,684.03**	**$ 109,512.79**	**No Bid**	**$ 74,037.72**	**No Bid**	**No Bid**
	COMMENTS:			* LOWEST BIDDER	NonResponsive - incomplete bid pricing		NonResponsive - incomplete bid pricing		

GROUP B: AIR BRAKE PARTS		TOTAL BID AMOUNT							
#	CONTRACT TERM	THE AFTERMARKET PARTS COMPANY	CBM USA, INC.	MOHAWK MFG & SUPPLY *	MUNCIE RECLAMATION AND SUPPLY	NEOPART	SELECTIVE TRANSIT	VEHICLE MAINTENANCE PROGRAM	WETMORE'S / SAN DIEGO FRICTION
1	BASE YEAR 1 (7/1/21 - 6/30/22)	$ 4,506.10	$ 6,215.65	$ 3,574.60	No Bid	$ 4,052.84	No Bid	No Bid	No Bid
2	BASE YEAR 2 (7/1/22 - 6/30/23)	$ 4,641.28	$ 6,400.75	$ 3,682.55	No Bid	$ 5,321.61	No Bid	No Bid	No Bid
3	BASE YEAR 3 (7/1/23 - 6/30/24)	$ 4,780.52	$ 10,792.30	$ 3,793.15	No Bid	$ 5,481.26	No Bid	No Bid	No Bid
4	BASE YEAR 4 (7/1/24 - 6/30/25)	$ 4,923.94	$ 6,783.90	$ 3,906.35	No Bid	$ 5,645.70	No Bid	No Bid	No Bid
5	BASE YEAR 5 (7/1/25 - 6/30/26)	$ 5,071.66	$ 6,986.70	$ 4,022.60	No Bid	$ 5,815.07	No Bid	No Bid	No Bid
6	**SUBTOTAL**	**$ 23,923.50**	**$ 37,179.30**	**$ 18,979.25**	**No Bid**	**$ 26,316.48**	**No Bid**	**No Bid**	**No Bid**
7	**7.75% CA SALES TAX**	**$ 1,854.07**	**$ 2,881.40**	**$ 1,470.89**	**No Bid**	**$ 2,039.53**	**No Bid**	**No Bid**	**No Bid**
8	**GRAND TOTAL:**	**$ 25,777.57**	**$ 40,060.70**	**$ 20,450.14**	**No Bid**	**$ 28,356.01**	**No Bid**	**No Bid**	**No Bid**
	COMMENTS:		NonResponsive - incomplete bid pricing	*LOWEST BIDDER		NonResponsive - incomplete bid pricing			

BID SUMMARY
BUS SUBCOMPONENTS IFB, MTS DOC. NO. B0726.0-21

GROUP C: DISC BRAKE PADS		TOTAL BID AMOUNT							
#	CONTRACT TERM	THE AFTERMARKET PARTS COMPANY	CBM USA, INC.	MOHAWK MFG & SUPPLY	MUNCIE RECLAMATION AND SUPPLY	NEOPART	SELECTIVE TRANSIT	VEHICLE MAINTENANCE PROGRAM *	WETMORE'S / SAN DIEGO FRICTION
1	BASE YEAR 1 (7/1/21 - 6/30/22)	$ 27,559.80	$ 25,792.50	$ 23,547.00	$ 21,627.00	$ 23,872.50	No Bid	$ 21,398.10	$ 24,525.00
2	BASE YEAR 2 (7/1/22 - 6/30/23)	$ 27,929.84	$ 26,416.80	$ 23,547.00	$ 22,275.00	$ 23,872.50	No Bid	$ 21,398.10	$ 24,525.00
3	BASE YEAR 3 (7/1/23 - 6/30/24)	$ 28,767.74	$ 27,209.40	$ 23,547.00	$ 22,944.60	$ 23,872.50	No Bid	$ 21,960.00	$ 24,525.00
4	BASE YEAR 4 (7/1/24 - 6/30/25)	$ 29,160.32	$ 28,025.10	$ 24,127.50	$ 23,633.10	$ 24,454.50	No Bid	$ 22,518.00	$ 25,335.00
5	BASE YEAR 5 (7/1/25 - 6/30/26)	$ 29,564.58	$ 28,866.60	$ 24,127.50	$ 24,343.20	$ 25,035.30	No Bid	$ 22,992.00	$ 25,335.00
6	**SUBTOTAL**	**$ 142,982.28**	**$ 136,310.40**	**$ 118,896.00**	**$ 114,822.90**	**$ 121,107.30**	**No Bid**	**$ 110,266.20**	**$ 124,245.00**
7	**7.75% CA SALES TAX**	**$ 11,081.13**	**$ 10,564.06**	**$ 9,214.44**	**$ 8,898.77**	**$ 9,385.82**	**No Bid**	**$ 8,545.63**	**$ 9,628.99**
8	**GRAND TOTAL:**	**$ 154,063.41**	**$ 146,874.46**	**$ 128,110.44**	**$ 123,721.67**	**$ 130,493.12**	**No Bid**	**$ 118,811.83**	**$ 133,873.99**
	COMMENTS:							* LOWEST BIDDER	

GROUP D: SHOCK ABSORBERS		TOTAL BID AMOUNT							
#	CONTRACT TERM	THE AFTERMARKET PARTS COMPANY	CBM USA, INC.	MOHAWK MFG & SUPPLY	MUNCIE RECLAMATION AND SUPPLY *	NEOPART	SELECTIVE TRANSIT	VEHICLE MAINTENANCE PROGRAM	WETMORE'S / SAN DIEGO FRICTION
1	BASE YEAR 1 (7/1/21 - 6/30/22)	$ 7,895.25	NO BID	$ 9,711.60	$ 7,134.76	NO BID	NO BID	NO BID	NO BID
2	BASE YEAR 2 (7/1/22 - 6/30/23)	$ 8,132.11	NO BID	$ 9,999.00	$ 7,348.74	NO BID	NO BID	NO BID	NO BID
3	BASE YEAR 3 (7/1/23 - 6/30/24)	$ 8,376.07	NO BID	$ 10,295.40	$ 7,569.39	NO BID	NO BID	NO BID	NO BID
4	BASE YEAR 4 (7/1/24 - 6/30/25)	$ 8,627.35	NO BID	$ 10,600.50	$ 7,796.71	NO BID	NO BID	NO BID	NO BID
5	BASE YEAR 5 (7/1/25 - 6/30/26)	$ 8,886.17	NO BID	$ 10,914.90	$ 8,030.70	NO BID	NO BID	NO BID	NO BID
6	**SUBTOTAL**	**$ 41,916.95**	**NO BID**	**$ 51,521.40**	**$ 37,880.30**	**NO BID**	**NO BID**	**NO BID**	**NO BID**
7	**7.75% CA SALES TAX**	**$ 3,248.56**	**NO BID**	**$ 3,992.91**	**$ 2,935.72**	**NO BID**	**NO BID**	**NO BID**	**NO BID**
8	**GRAND TOTAL:**	**$ 45,165.51**	**NO BID**	**$ 55,514.31**	**$ 40,816.02**	**NO BID**	**NO BID**	**NO BID**	**NO BID**
	COMMENTS:				* LOWEST BIDDER				

BID SUMMARY
BUS SUBCOMPONENTS IFB, MTS DOC. NO. B0726.0-21

GROUP E: AIR SUSPENSIONS		TOTAL BID AMOUNT							
#	CONTRACT TERM	THE AFTERMARKET PARTS COMPANY	CBM USA, INC.	MOHAWK MFG & SUPPLY	MUNCIE RECLAMATION AND SUPPLY *	NEOPART	SELECTIVE TRANSIT	VEHICLE MAINTENANCE PROGRAM	WETMORE'S / SAN DIEGO FRICTION
1	BASE YEAR 1 (7/1/21 - 6/30/22)	$ 5,174.00	$ 3,800.00	$ 3,758.00	$ 3,544.40	NO BID	NO BID	NO BID	NO BID
2	BASE YEAR 2 (7/1/22 - 6/30/23)	$ 5,329.22	$ 3,914.00	$ 3,851.60	$ 3,650.80	NO BID	NO BID	NO BID	NO BID
3	BASE YEAR 3 (7/1/23 - 6/30/24)	$ 5,489.10	$ 4,031.20	$ 3,947.60	$ 3,760.40	NO BID	NO BID	NO BID	NO BID
4	BASE YEAR 4 (7/1/24 - 6/30/25)	$ 5,653.77	$ 4,152.00	$ 4,046.00	$ 3,873.20	NO BID	NO BID	NO BID	NO BID
5	BASE YEAR 5 (7/1/25 - 6/30/26)	$ 5,823.28	$ 4,276.80	$ 4,146.80	$ 3,989.20	NO BID	NO BID	NO BID	NO BID
6	**SUBTOTAL**	**$ 27,469.37**	**$ 20,174.00**	**$ 19,750.00**	**$ 18,818.00**	**NO BID**	**NO BID**	**NO BID**	**NO BID**
7	**7.75% CA SALES TAX**	**$ 2,128.88**	**$ 1,563.49**	**$ 1,530.63**	**$ 1,458.40**	**NO BID**	**NO BID**	**NO BID**	**NO BID**
8	**GRAND TOTAL:**	**$ 29,598.25**	**$ 21,737.49**	**$ 21,280.63**	**$ 20,276.40**	**NO BID**	**NO BID**	**NO BID**	**NO BID**
	COMMENTS:				* LOWEST BIDDER				

TOTAL (MULTIPLE AWARDS)	**$ 346,038.42**
20% Contingency	**$ 69,207.68**
GRAND TOTAL (MULTIPLE AWARDS)	**$ 415,246.11**

Metropolitan Transit System

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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

PAYMENT CARD INDUSTRY DATA SECURITY STANDARDS (PCI-DSS) PROFESSIONAL CONSULTING 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. G2444.0-21 (in substantially the same format as Attachment A), with CampusGuard LLC, for the PCI-DSS Professional Consultancy Services for a three (3) year base term with two (2) one-year options in the amount of $684,000.00.

Budget Impact

The total budget for this project shall not exceed $684,000.00. This project is funded by the Information Technology (IT) Operations Budget (661010-571250).

DISCUSSION:

As an organization that accepts payments by credit and debit card, MTS has long desired to achieve compliance with the PCI-DSS standard. Historically this technologically has been impossible due to the limitations of the existing fare administration system, because it predates the emergence of the PCI-DSS. Compliance will not only avoid fines from our payment processing vendor, but most importantly, assure our customers that our handling of their payment card details complies with the required industry standard.

The PCI-DSS necessarily evolves and grows and compliance certification lasts for one (1) year. Compliance is achieved through an annual audit by a Payment Card Industry Qualified Security Assessor (PCI QSA).

On January 21, 2021, MTS released a Request for Proposals (RFP) for PCI-DSS Professional Consultancy Services.

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

On February 23, 2021, MTS received a total of four (4) proposals from the following firms:

1. Niel Gonsalves & Associates LLC (AARC-360)
2. CampusGuard LLC.
3. Technology Crest Corp.
4. True North Consulting Group, LLC

A selection committee consisting of representatives from the Marketing, Finance and Information Technology departments met and scored the proposals based on the following:

1. Qualifications of the Firm or Individual	30%
2. Staffing, Organization, and Management Plan	20%
3. Work Plan	15%
4. Cost and Price	35%
	100%

The following table illustrates the scores and ranking of each firm:

Proposer Name	Total Avg. Tech Score	Initial Price Proposal	Cost Score	Total Avg. Score (max. 100)	Ranking
CampusGuard LLC.	53.90	$720,000.00	9.68	63.58	1
True North Consulting Group, LLC	50.80	$734,400.00	9.49	60.29	2
Technology Crest Corp.	24.80	$199,200.00	35.00	59.80	3
Neil Gonsalves & Associates LLC (AARC-360)	38.20	$511,200.00	13.64	51.84	4

After the initial evaluation of the proposals, the selection committee determined it would be in MTS's best interest to send questions and clarifications to the top three (3) proposers that were within competitive range. On April 16, 2021, MTS received Best and Final Offers (BAFO) from CampusGuard LLC, True North Consulting Group, LLC and Technology Crest Corp, and below are the updated scores.

Proposer Name	BAFO Tech Score	BAFO	Cost Score	Total Avg. Score (max. 100)	Ranking
CampusGuard LLC.	**53.90**	**$684,000.00**	**10.19**	**64.09**	**1**
True North Consulting Group, LLC	50.80	$672,000.00	10.38	61.18	2
Technology Crest Corp.	24.80	$199,200.00	35.00	59.80	3

Based on the selection committee's evaluation of the technical proposal, risk, BAFO and comparison to the market rate standards for PCI DSS Compliance/Audit, CampusGuard LLC offer is reasonably priced and offers the most advantageous service to MTS.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2444.0-21 (in substantially the same format as Attachment A), with CampusGuard LLC, for the PCI-DSS Professional Consultancy Services for a three (3) year base term with two (2) one-year options in the amount of $684,000.00.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft MTS Doc. No. G2444.0-21

STANDARD AGREEMENT
FOR
MTS DOC. NO. G2444.0-21
PAYMENT CARD INDUSTRY DATA SECURITY STANDARDS (PCI-DSS) PROFESSIONAL CONSULTING SERVICES

THIS AGREEMENT is entered into this _____ day of _____, 2021 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: CampusGuard LLC

Address: 4740 North Cumberland Ave, Suite 365
Chicago, IL 60656

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

Email : hgannon@campusguard.com

Telephone: (419) 409-0424

Authorized person to sign contracts: Harvey Gannon (Name) CEO (Title)

The Contractor agrees to provide Payment Card Industry Data Security Standards (PCI-DSS) Professional Consultancy services as specified in the conformed Scope of Work (Exhibit A), Contractor's Cost Proposal Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Forms (Exhibit D), and Policy 44C Travel Guidelines for Contractors (Exhibit E).

The contract term is for up to three (3) base years and two (2) option years, exercisable at MTS's sole discretion, for a total of five (5) years. Base period shall be effective June 1, 2021 through May 31, 2024 and option years shall be effective June 1, 2024 through May 31, 2026, if exercised by MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $410,400.00 for the base years and $273,600.00 for the option years, for a contract total not to exceed $684,000.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CAMPUSGUARD LLC
By: _____ Sharon Cooney, Chief Executive Officer Approved as to form: By: _____ Karen Landers, General Counsel	By _____ Title: _____

DRAFT

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 13, 2021

Draft for
Executive Committee
Review Date: 05/06/2021

SUBJECT:

COMMUNICATION EQUIPMENT HEATING VENTILATION AIR CONDITIONING (HVAC) MAINTENANCE SERVICES – AMENDMENT

RECOMMENDATION:

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

1) Ratify Amendments 1-3, 5 and 6 (4 was not used) under MTS Doc. No. PWG225.0-17 (Attachments B – F) with Comfort Mechanical for a total of $98,919.00; and

2) Authorize the Chief Executive Officer (CEO) to exercise Amendment 7, inclusive of option years 3 and 4, and increase the number of locations for the additional Mid-Coast stations under MTS Doc. No. PWG225.7-17 (in substantially the same format as Attachment A) with Comfort Mechanical for a total of $98,948.50.

Budget Impact

The total budget for this project shall not exceed $314,867.00. This project is funded by Operations Budget 360016-571210 (Maintenance of Way) and 848012-571210 (Bus Rapid Transit).

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

Ratification of Amendments 1-3, 5 and 6 include the following:

BASE	Approved by Board on 2/2018	$116,999.50
Amendment 1	Sept. 2018	$16,801.00
Amendment 2	Feb. 2019	$50,000.00
Amendment 3	May 2019	$11,000.00
Amendment 4	NOT USED	
Amendment 5	Oct. 2019	$1,118.00
Amendment 6	May 2019	$20,000.00
TOTAL		**$215,918.50**

Execution of Amendment 7, inclusive of option year 3 and 4 include the following:

OPTION YEARS 3 AND 4	$80,614.50
ADDITIONAL STATIONS	$18,334.00
TOTAL INCREASE	**$98,948.50**

DISCUSSION:

On September 27, 2017, MTS issued the Request for Proposal (RFP) for preventive maintenance services, including scheduled routine inspection, adjustments, cleaning, minor repairs, testing, and inspecting Communication Cabinets equipment to reduce or avoid service interruption in strict compliance with the relevant equipment manufacturers' recommendations.

MTS staff is now requesting the options for this agreement be exercised, as well as adding additional stations for the Mid Coast Trolley Line and additional stations previously not included.

- Amendment No. 1 was issued to add additional unscheduled repair funds.
- Amendment No. 2 was issued to add additional unscheduled repair funds.
- Amendment No. 3 was issued to add additional unscheduled repair funds.
- Amendment No. 5 was issued to add 5 pre-established stations to the agreement.
- Amendment No. 6 was issued to add additional unscheduled repair funds.

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify Amendments 1-3, 5 and 6 (4 was not used) under MTS Doc. No. PWG225.0-17 with Comfort Mechanical for a total of $98,919.00 and

2) Authorize the Chief Executive Officer (CEO) to exercise Amendment 7, inclusive of option years 3 and 4, and increase the number of locations for the additional

Mid-Coast stations under MTS Doc. No. PWG225.7-17 with Comfort Mechanical for a total of $98,948.50.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft MTS Doc. No. PWG225.7-17
B. Amendment 1
C. Amendment 2
D. Amendment 3
E. Amendment 5
F. Amendment 6

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

May 15, 2021

MTS Doc. No. PWG225.7-17

Sean Caviness
Comfort Mechanical
10740 Kenney St.
Santee, CA 92071

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. PWG225.0-17; COMMUNICATIONS CABINET MAINTENANCE SERVICES.

Dear Mr. Caviness:

This shall serve as Amendment No. 7 to our agreement for the Metropolitan Transit System (MTS) Communication Cabinet Maintenance Services.

SCOPE OF SERVICES

1. The five (5) pre-established stations shall be added for option years four (4) and five (5) at the contract price, and sixteen (16) communication box locations (at 13 different stations) shall be added at regular price show below;

   Pre-established optional contract stations;

   1. Heritage Station (1300-12378 E Palomar St. Chula Vista, CA 91913)
   2. Lomas Verdes Station (1745 E Palomar St. Chula Vista, CA 91913)
   3. Santa Venetia Station (1909-1915 E Palomar St. Chula Vista, CA 91913)
   4. Otay Ranch Town Center (2015 Birch Rd. Chula Vista, CA 91915)
   5. Otay Mesa Intermodal Transportation Center (9489-9499 Nicola Tesla Ct.San Diego, CA 92154)

   Sixteen (16) additional communication box locations (at 13 station locations) shall be added at regular preventative maintenance price as shown below;

   1. Grantville Station (station includes 4 communication boxes) (4510 Alvarado Canyon Road San Diego, CA 92120).
   2. America Plaza Station (1050 India Street San Diego, CA 92101).
   3. City College Station (1155 C Street San Diego, CA 92101).
   4. Park and Market Station (600 Park Blvd. San Diego, CA 92101).
   5. Baltimore Junction (5161 Baltimore Dr. La Mesa CA 9

   New Mid-Coast locations with preventative maintenance starting September, 2021.

   6. Tecolote Road (1364 W Morena Blvd, San Diego, CA 92110)
   7. Clairmont Drive. (2680 Morena Blvd San Diego, CA 92117)
   8. Balboa Avenue (3690 Morena Blvd, San Diego, CA 92117)
   9. VA Medical Center (3380 La Jolla Village Drive, San Diego, CA 92161)

San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

10. Nobel Drive (3449 Nobel Dr, San Diego, CA)
11. Pepper Canyon (415 Lyman Lane, La Jolla, CA 92093)
12. Voigt Drive (3669 Voigt Drive, La Jolla, CA 92037)
13. Executive Drive (9235 Genesee Avenue, San Diego, CA 92121)

YEAR 4 ADDITIONAL STATIONS				NOTE
DESCRIPTION	**PRICE**	**QTY.**	**TOTAL**	
Additional stations at reg rate mow only stations	$618.00	4	$2,472.00	
Grantville- 4 units combined	$618.00	4	$2,472.00	
BRT stations	$103.00	5	$515.00	PRE-ESTABLISHED PRICE
Half year pm rate for year 4 Mid-Coast locations	$309.00	8	$2,472.00	HALF YEAR PRICE
TOTAL YEAR 4			$7,931.00	
YEAR 5 ADDITIONAL STATIONS				
DESCRIPTION	**PRICE**	**QTY.**	**TOTAL**	
Additional stations at reg rate mow only stations	$618.00	4	$2,472.00	
Grantville - 4 units combined	$618.00	4	$2,472.00	
BRT stations	$103.00	5	$515.00	PRE-ESTABLISHED PRICE
Full price year pm service rate for Mid-Coast locations	$618.00	8	$4,944.00	FULL YEAR
TOTAL YEAR 5			$10,403.00	
TOTAL FOR ADDITIONAL STATIONS AMENDMENT 7			$18,334.00	

2. Exercise option years Four (4), Five (5) per MTS Document No. PWG225.0-17 as shown below;

OPTIONS PRICING DETAIL		
YEAR 4 pm	$35,226.00	
YEAR 5 PM	$35,226.00	
UNSCHEDULED REPAIRS YEARS 4 AND 5 STRAIGHT TIME	$3,960.00	
UNSCHEDULED REPAIRS YEARS 4 AND 5 AFTER HOURS.	$2,970.00	
UNSCHEDULED REPAIRS MATERIAL ALLOWANCE	$3,000.00	taxable
TAX ON MATERIAL ALLOWANCE	$232.50	
TOTAL OPTION YEARS 3 AND 4 (NOT INCLUDING NEW STATIONS)	$80,614.50	

SCHEDULE

The period for option years four (4) and five (5) shall be March 22, 2021 through March 21, 2023.

PAYMENT

The contract amount shall be increased by $98,948.50 for options and additional stations. The total value of this contract including this amendment shall not exceed $314,867.00.

Sincerely,

Sharon Cooney
Chief Executive Officer

Accepted:

_____
Sean Caviness
Comfort Mechanical

Date: _____

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
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(619) 231-1466

September 20, 2018

MTS Doc. No. PWG225.1-17

Sean Caviness
Comfort Mechanical
10740 Kenney St.
Santee, CA 92071

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWG225.0-17; COMMUNICATIONS CABINET MAINTENANCE SERVICES.

Dear Mr. Caviness:

This shall serve as Amendment No. 1 to our agreement for the Metropolitan Transit System (MTS) Communication Cabinet Maintenance Services.

SCOPE OF SERVICES

There shall be no change in scope.

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

Unscheduled allowance shall be increased by $16,801.00 for years one (1) - three (3). The total cost for all work under this Amendment shall not exceed $16,801.00, without prior written approval from MTS. The total value of this contract including this amendment shall not exceed $133,800.50.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Sean Caviness
Comfort Mechanical

Date: 9·20·2018

cc: Fred Byle
Troy Girard
Bid File

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.

Metropolitan Transit System

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(619) 231-1466

February 6, 2019

MTS Doc. No. PWG225.2-17

Sean Caviness
Comfort Mechanical
10740 Kenney St.
Santee, CA 92071

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. PWG225.0-17; COMMUNICATIONS CABINET MAINTENANCE SERVICES.

Dear Mr. Caviness:

This shall serve as Amendment No. 2 to our agreement for the Metropolitan Transit System (MTS) Communication Cabinet Maintenance Services.

SCOPE OF SERVICES

There shall be no change in scope.

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

Unscheduled allowance shall be increased by $50,000.00 for years two (2) - three (3). The total cost for all work under this Amendment shall not exceed $50,000.00, without prior written approval from MTS. The total value of this contract including this amendment shall not exceed $183,800.50.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Sean Caviness
Comfort Mechanical
Date: 2/20/19

cc: Fred Byle
Troy Girard
Bid File

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.

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Metropolitan Transit System

Memorandum

TO: Purchasing Department

FROM: Fred Byle, Superintendent of Wayside Maintenance

DATE: January 17, 2019

SUBJECT: **Justification for SDSU Station Electrical Room Fire Suppression System**

On April 17, 2018, Comfort Mechanical Inc. was awarded a (3) three year agreement for Preventative Maintenance/On-call Services for Metropolitan Transit System (MTS) station communication cabinet HVAC systems. The communication systems provide ridership with next train arrival times and other pertinent ridership information. The HVAC systems are vital to keeping communications on-line and processing valuable ridership information.

Since the awarding of this contract and approximately (1) one years' worth of Preventative Maintenance/On-call Services, our data shows the need to increase the On-Call Services for years (2) two and (3) three of the contract. The data shows a higher than expected rate of motor failures, leaks and a compressor failure on the older equipment, see below:

Repair type	Qty	2018 Cost	Ave. Cost
Motor replacement	7	$ 11,842.48	$ 1,691.78
Leak repair	3	$ 5,990.76	$ 1,996.92
Refrigerant charge	3	$ 2,076.86	$ 692.29
Capacitor replacement	2	$ 1,864.65	$ 932.33
Thermostat replacement	2	$ 1,254.65	$ 627.33
Compressor replacement	1	$ 3,018.77	$ 3,018.77
Relay replacement	1	$ 567.00	$ 567.00
	19	**$ 26,615.17**	$ 1,400.80

Our cost analysis reveals a need to start planning capital improvement replacement of these older units. Until Capital funding is gained, MTS would like to increase the On-Call Services of the existing contract with Comfort Mechanical Inc. for an additional $50,000.00 to cover On-Call Services for the remaining (2) two years of the contract, $25,000.00 for year (2) two and $25,000.00 for year (3) three.

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Metropolitan Transit System

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

May 6, 2019

MTS Doc. No. PWG225.3-17

Sean Caviness
Comfort Mechanical
10740 Kenney St.
Santee, CA 92071

Subject: AMENDMENT NO. 3 TO MTS DOC. NO. PWG225.0-17; COMMUNICATIONS CABINET MAINTENANCE SERVICES.

Dear Mr. Caviness:

This shall serve as Amendment No. 3 to our agreement for the Metropolitan Transit System (MTS) Communication Cabinet Maintenance Services.

SCOPE OF SERVICES

There shall be no change in scope.

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

Unscheduled allowance shall be increased by $11,000.00 for years two (2) - three (3). The total cost for all work under this Amendment shall not exceed $11,000.00, without prior written approval from MTS. The total value of this contract including this amendment shall not exceed $194,800.50.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Sean Caviness
Comfort Mechanical

Date: 5-8-2019

cc: Fred Byle
Troy Girard
Bid File

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Metropolitan Transit System

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

October 8, 2019

MTS Doc. No. PWG225.5-17

Sean Caviness
Comfort Mechanical
10740 Kenney St.
Santee, CA 92071

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. PWG225.0-17; COMMUNICATIONS CABINET MAINTENANCE SERVICES.

Dear Mr. Caviness:

This shall serve as Amendment No. 5 to our agreement for the Metropolitan Transit System (MTS) Communication Cabinet Maintenance Services.

SCOPE OF SERVICES

Add 5 optional stations as stated in the agreement.

8	Heritage Station (1300-1378 E Palomar Street, Chula Vista, CA 91913)	✓		Future Station
9	Lomas Verdes Station (1745 E Palomar Street, Chula Vista, CA 91913)	✓		Future Station
10	Santa Venetia Station (1909-1915 E Palomar Street, Chula Vista, CA 91913)	✓		Future Station
11	Otay Ranch Town Center (2015 Birch Road, Chula Vista, CA 91915)	✓		Future Station
12	Otay Mesa Intermodal Transportation Center (9489-9499 Nicola Tesla Court, San Diego, CA 92154)	✓		Future Station

ADD ALTERNATE - ADDITIONAL STATIONS				
Item	Description	QTY	Unit Price	Total Price
25	Additional Stations Preventative maintenance per year	5	$ 103	$ 515

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

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The contract amount shall be increased by $1,118.00 to add 5 additional stations for the remainder of the base contract. The total value of this contract including this amendment shall not exceed $195,918.50.

Sincerely,

Paul C. Jablonski
Chief Executive Officer

Accepted:

Sean Caviness
Comfort Mechanical

Date: 10·22·2019

Metropolitan Transit System

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

November 6, 2020

MTS Doc. No. PWG225.6-17

Sean Caviness
Comfort Mechanical
10740 Kenney St.
Santee, CA 92071

Subject: AMENDMENT NO. 6 TO MTS DOC. NO. PWG225.0-17; COMMUNICATIONS CABINET MAINTENANCE SERVICES.

Dear Mr. Caviness:

This shall serve as Amendment No. 6 to our agreement for the Metropolitan Transit System (MTS) Communication Cabinet Maintenance Services.

SCOPE OF SERVICES

Additional funds to shall be added to unscheduled services in the amount of $20,000 at the contract rates below;

19	Straight Time Hourly Labor Rate	85	$120.-	$10,200.-
20	After Hours (as defined in the specifications)	20	$180.-	$3,600.-

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

The contract amount shall be increased by $20,000 to add unscheduled repair funds for year three (3). The total value of this contract including this amendment shall not exceed $215,918.50.

Sincerely,

Sharon Cooney

Sharon Cooney
Chief Executive Officer

Accepted:

Sean Caviness
Comfort Mechanical

Date: 11.24.2020

Metropolitan Transit System (MTS) is comprised of the Metropolitan Transit Development Board (MTDB), a California public agency, San Diego Transit Corp., and San Diego Trolley, Inc., in cooperation with Chula Vista Transit and National City Transit. MTS is Taxicab Administrator for eight cities. MTDB is owner of the San Diego and Arizona Eastern Railway Company.

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