Executive Committee Agenda

May 11, 2023

Click link to access the meeting:

https://us02web.zoom.us/j/94562188418

Zoom Meeting ID

Ways to Join

Computer: Click the link above. You will be prompted to run the Zoom browser or Zoom application. Once signed on to the meeting, you will have the option to join using your computer audio system or phone.

Webinar Features:

Raise Hand	▶	Use the **raise hand** feature every time you wish to make a public comment.
CC	▶	Participants can enable **closed captioning** by clicking the CC icon. You may also view the full transcript and change the font size by clicking 'subtitle settings'. These features are not available via phone.
	▶	This symbol shows you are **muted**, click this icon to unmute your microphone.
	▶	This symbol shows you are currently **unmuted**, click this button to mute your microphone.
	▶	The chat feature should be used by panelists and attendees solely for "housekeeping" matters as comments made through this feature will not be retained as part of the meeting record. See the **Live Verbal Public Comment** for instructions on how to make a public comment.

Smartphone or Tablet: Download the Zoom app and join the meeting by clicking the link or using the webinar ID (found in the link).

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1. If you are joining the meeting audio by phone and viewing the meeting on a device, dial the number provided in the 'join audio' phone call tab of the initial pop-up, and enter the Meeting ID (found in the link).
2. If you are joining by phone only, dial: **+1-669-900-9128** or **+1-253-215-8782** and type the meeting ID found in the link, press #. You will have access to the meeting audio, **but will NOT be able to view the PowerPoint presentations.**

Live Verbal Public Comments: Use the 'Raise Hand' icon every time you wish to make a public comment on an item. Raise your hand once the agenda item you wish to comment on has been called. In person public comments will be taken first, virtual attendees will be taken in the order in which they raise their hand. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting. Three-minutes of time is allotted per speaker, unless otherwise directed by the Chair.

Public Comments Made Via Zoom

1. Click the link found at the top of this instruction page
2. Click the raise hand icon located in the bottom center of the platform
3. The Clerk will announce your name when it is your turn to speak
4. Unmute yourself to speak

Public Comments Made by Phone Only

1. Dial **+1-669-900-9128**
2. Type in the zoom meeting ID found in the link and press #
3. Dial *9 to raise your hand via phone
4. The Clerk will call out the last 4 digits of your phone number to announce you are next to speak
5. Dial *6 to unmute yourself

Written Public Comments (before the meeting): Written public comments will be recorded in the public record and will be provided to MTS Board Members in advance of the meeting. Comments must be emailed or mailed to the Clerk of the Board* by 4:00pm the day prior to the meeting.

Translation Services: Requests for translation services can be made by contacting the Clerk of the Board* at least four working days in advance of the meeting.

In-Person Participation: In-person public comments will be heard first. Following in-person public comments, virtual attendees will be heard in the order in which they raise their hand via the Zoom platform. Speaking time will be limited to three minutes per person, unless specified by the Chairperson. Requests to speak will not be taken after the public comment period ends, unless under the Chair's discretion.

Instructions for providing in-person public comments:

1. Fill out a speaker slip located at the entrance of the Board Room;
2. Submit speaker slip to MTS staff seated at the entrance of the Board Room;
3. When your name is announced, please approach the podium located on the right side of the dais to make your public comments.

Members of the public are permitted to make general public comment at the beginning of the agenda or specific comments referencing items on the agenda during the public comment period. General Public Comment, at the beginning of the Board of Directors meeting only, will be limited to five speakers. Additional speakers with general public comments will be heard at the end of the meeting.

Assistive Listening Devices (ALDs): ALDs are available from the Clerk of the Board* prior to the meeting and are to be returned at the end of the meeting.

Reasonable Accommodations: As required by the Americans with Disabilities Act (ADA), requests for agenda information in an alternative format or to request reasonable accommodations to facilitate meeting participation, please contact the Clerk of the Board* at least two working days prior to the meeting.

***Contact Information:** Contact the Clerk of the Board via email at ClerkoftheBoard@sdmts.com, phone at **(619) 398-9681** or by mail at **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Agenda del Comité Ejecutivo

11 de Mayo 2023

Haga clic en el enlace para acceder a la reunión:

https://us02web.zoom.us/j/94562188418

ID de la reunión en Zoom

Formas de Participar

Computadora: Haga clic en el enlace más arriba. Recibirá instrucciones para operar el navegador de Zoom o la aplicación de Zoom. Una vez que haya iniciado sesión en la reunión, tendrá la opción de participar usando el sistema de audio de su computadora o teléfono.

Funciones del Seminario En Línea:

Levantar la mano	▶	Use la herramienta de **levantar la mano** cada vez que desee hacer un comentario público.
CC	▶	Los participantes pueden habilitar **el subtitulado** haciendo clic en el ícono CC. También puede ver la transcripción completa y cambiar el tamaño de letra haciendo clic en "configuración de subtítulos". Estas herramientas no están disponibles por teléfono.
	▶	Este símbolo indica que usted se encuentra en **silencio**, haga clic en este ícono para quitar el silenciador de su micrófono.
	▶	Este símbolo indica que su micrófono se encuentra **encendido**. Haga clic en este símbolo para silenciar su micrófono.
	▶	La herramienta de chat deben usarla los panelistas y asistentes únicamente para asuntos "pertinentes a la reunión", ya que comentarios realizados a través de esta herramienta no se conservarán como parte del registro de la reunión. Consulte el **Comentario público verbal** en vivo para obtener instrucciones sobre cómo hacer un comentario público.

Teléfono Inteligente o Tableta: Descargue la aplicación de Zoom y participe en la reunión haciendo clic en el enlace o usando el ID del seminario web (que se encuentra en el enlace).

Descarga en el App Store

Obténla en Google Play

Teléfono:

1. Si está participando en la reunión mediante audio de su teléfono y viendo la reunión en un dispositivo, marque el número indicado en la pestaña de llamada telefónica "unirse por audio" en la ventana emergente inicial e ingrese el ID de la reunión (que se encuentra en el enlace).
2. Si está participando solo por teléfono, marque: **+1-669-900-9128** o **+1-253-215-8782** e ingrese el ID de la reunión que se encuentra en el enlace, pulse #. Tendrá acceso al audio de la reunión, **pero NO podrá ver las presentaciones en PowerPoint.**

Comentarios Públicos Verbales en Vivo: Use la herramienta "levantar la mano" cada vez que desee hacer un comentario público sobre alguno de los artículos. Levante la mano una vez que el artículo de la agenda sobre el que desea comentar haya sido convocado. Los comentarios públicos en persona se escucharán primero, se escuchará a los asistentes virtuales en el orden en el que levanten la mano. No se aceptarán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción. Comentarios públicos generales, únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión. Se otorga tres minutos de tiempo por persona que desee hablar, a menos de que el presidente instruya de otra forma. (*Consulte la página 2 para obtener instrucciones sobre cómo hacer un comentario público.*)

Comentarios Públicos a Través de Zoom

1. Haga clic en el enlace que se encuentra en la parte superior de esta página de instrucciones
2. Haga clic en el ícono de levantar la mano en el centro inferior de la plataforma
3. El secretario anunciará su nombre cuando sea su turno de hablar
4. Desactive el silenciador para que pueda hablar

Comentarios Públicos Realizados Únicamente por Teléfono

1. Marque el **+1-669-900-9128**
2. Ingrese el ID de la reunión en Zoom que se encuentra en el enlace y pulse #
3. Marque *9 para levantar la mano por teléfono
4. El secretario indicará los últimos 4 dígitos de su número de teléfono para anunciar que usted será el siguiente en hablar
5. Marque *6 para desactivar el silenciador

Comentarios Públicos por Escrito (Antes de la Reunión): Los comentarios públicos por escrito se registrarán en el registro público y se entregarán a los miembros de la Junta de MTS antes de la reunión. Los comentarios deben enviarse por correo electrónico o postal al secretario de la Junta* antes de las 4:00 p.m. el día anterior a la reunión.

Servicios de Traducción: Pueden solicitarse servicios de traducción comunicándose con el secretario de la Junta* por lo menos cuatro días hábiles antes de la reunión.

Participación en Persona: Los comentarios públicos en persona se escucharán primero. Después de los comentarios públicos en persona, se escuchará a los asistentes virtuales en el orden en el que levanten la mano a través de la plataforma de Zoom. El tiempo para hablar se limitará a tres minutos por persona, a menos de que el presidente especifique de otra forma. No se recibirán solicitudes para hablar después de que termine el periodo para hacer comentarios públicos, a menos de que el presidente determine de otra forma a su discreción.

Instrucciones para brindar comentarios públicos en persona:

1. Llene la boleta para personas que desean hablar que se encuentran en la entrada de la Sala de la Junta.
2. Entregue la boleta para personas que desean hablar al personal de MTS que se encuentra sentado en la entrada de la Sala de la Junta.
3. Cuando anuncien su nombre, por favor, acérquese al podio ubicado en el lado derecho de la tarima para hacer sus comentarios públicos.

Los miembros del público pueden hacer comentarios públicos generales al inicio de la agenda o comentarios específicos que hagan referencia a los puntos de la agenda durante el periodo de comentarios públicos. Los comentarios públicos generales únicamente al inicio de la reunión de la Junta de Directores, se limitarán a cinco personas que deseen hablar. Las personas adicionales que deseen aportar comentarios públicos generales podrán hacerlo al final de la reunión.

Dispositivos de Asistencia Auditiva (ALD, por sus siglas en inglés): Los ALD están disponibles con el secretario de la Junta* antes de la reunión y estos deberán ser devueltos al final de la reunión.

Facilidades Razonables: Según lo requerido por la Ley de Estadounidenses con Discapacidades (ADA, por sus siglas en inglés), para presentar solicitudes de información de la agenda en un formato alternativo o solicitar facilidades razonables para facilitar su participación en la reunión, por favor, comuníquese con el secretario de la Junta* por lo menos dos días hábiles antes de la reunión.

***Información de Contacto:** Comuníquese con el secretario de la Junta por correo electrónico en ClerkoftheBoard@sdmts.com, por teléfono al **(619) 398-9681** o por correo postal en **1255 Imperial Ave. Suite 1000, San Diego CA 92101.**

Executive Committee

Agenda

May 11, 2023 at 9:00 a.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 444-9171; Webinar ID: 945 6218 8418, https://us02web.zoom.us/j/94562188418

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	**Roll Call**	
2.	**Public Comments**	
3.	**Approval of Minutes** Action would approve the April 13, 2023 Executive Committee meeting Minutes.	Approve
DISCUSSION ITEMS		
4.	**Social Equity Listening Tour Findings and Funding (Stacie Bishop)** Action would forward to the Board of Directors a recommendation on allocation of funding for the Social Equity Listening Tour findings.	Approve
5.	**MTS Access Services Overview (Michael Wygant, Jay Washburn)**	Informational
6.	**Board Room Upgrade (Emily Outlaw)**	Informational
CLOSED SESSION		
7.	**Closed Session – Conference with Legal Counsel – Anticipated Litigation** Initiation of litigation pursuant to Government Code 54956.9 (d)(4) (one potential case)	Potential Action
OTHER ITEMS		
8.	**Review of Draft May 18, 2023 MTS Board Agenda**	
9.	**Other Staff Communications and Business**	
10.	**Committee Member Communications and Other Business**	
11.	**Next Meeting Date: June 8, 2023**	
12.	**Adjournment**	

DRAFT MINUTES

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM

EXECUTIVE COMMITTEE

April 13, 2023

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. The full comment can be heard by reviewing the recording at the MTS website.]

1. Roll Call

Vice Chair Whitburn called the Executive Committee meeting to order at 9:02 a.m. A roll call sheet listing Executive Committee member attendance is attached.

AGENDA ITEM TAKE OUT OF ORDER

8. Other Staff Communications and Business

Vice Chair Whitburn stated that closed session item number 6 is a last-minute agenda item addition. Karen Landers, MTS General Counsel, added that under Government Code section 54954.2(b)(2), if an item is added to the agenda less than 72 hours before the meeting, the Board can add the item to the agenda under a two-thirds vote, if the item requires immediate action. She asked that the Board consider adding the closed session item to the agenda due to anticipated litigation with claimant Veda Short for a bus incident on March 19, 2023.

Action Taken

Board Member Hall moved to approve adding the closed session item to the agenda to discuss anticipated litigation with claimant Veda Short for a bus incident on March 19, 2023. Board Member Elo-Rivera seconded the motion, and the vote was 5 to 0 in favor with Board Member Vargas absent.

2. Public Comment

There were no Public Comments.

3. Approval of Minutes

Board Member Elo-Rivera moved to approve the minutes of the March 9, 2023, MTS Executive Committee meeting. Board Member Moreno seconded the motion, and the vote was 5 to 0 in favor with Board Member Vargas absent.

DISCUSSION ITEMS

4. Chairperson and Board Leadership Nomination (Karen Landers)

Sharon Cooney, Chief Executive Officer, explained that the former Chair's term expires on December 31, 2023. The item today is for the Executive Committee to discuss its process to nominate and propose a new Chair to the Board to finish the current term. Policy 22 states that: "in the event of a vacancy in a Chair position, the Executive Committee shall create an Ad Hoc Committee that shall recommend a candidate or candidates to the Board for consideration." She noted that this process was similar to the leadership and committee nominations that are conducted at the January meeting. She listed the various options the committee could do, including having the Executive Committee serve as the nominating body or creating a separate Ad Hoc Committee. She also noted that there was not a formal process to nominate a Chair at MTS. The nominations would be taken to the Board and be decided on by a two-thirds vote.

Committee Comment

Vice Chair Whitburn moved to form an Ad Hoc Nominating Committee for nominating candidates as Chair. He included the following to serve as members of the Committee: Board Member Elo-Rivera, Board Member Moreno, Board Member Hall, Board Member Bush, Board Member Gloria, Board Member Chavez and Vice Chair Whitburn. Board Member Hall seconded the motion.

Board Member Bush made a substitute motion to have the Executive Committee be the nominating body rather than the Ad Hoc Nominating Committee. Board Member Bush claimed that having the Executive Committee be the nominating body would be the fastest way to make such nominations. Board Member Elo-Rivera suggested that the Executive Committee make nominations to the Ad Hoc Nominating Committee and that the Ad Hoc Nominating Committee also forward additional nominations to the full Board. Board Member Bush withdrew his substitute motion. Board Member Moreno cautioned that the motion belonged to the body.

Action Taken – Creation of Ad Hoc Nominating Committee

Board Member Bush amended his substitute motion to have the Executive Committee make nominations to the Ad Hoc Nominating Committee and that the Ad Hoc Nominating Committee also forward additional nominations to the full Board. The Ad Hoc Nominating Committee would include Board Member Elo-Rivera, Board Member Moreno, Board Member Hall, Board Member Bush, Board Member Gloria, Board Member Chavez and Vice Chair Whitburn. Board Member Hall seconded the motion. The vote was 5 to 0 in favor with Board Member Vargas absent.

Committee Comment

Board Member Moreno made a motion to forward a motion to the Board to nominate Board Member Dillard as a candidate for Chair. Board Member Bush seconded motion. Board Member Moreno hoped to establish new and stable leadership on the Board. She believed she was an accomplished business professional who has the time and skills necessary to succeed in the role and was confident in her ability to be a successful Chairperson. Board Member Hall seconded the motion.

Board Member Hall stated that he wished to nominate additional members. Board Member Bush asked that each nominee be listed as a separate motion. Board Member Hall was under the impression that all names would be voted on in one motion and removed his support for Board Member Moreno's motion. Board Member Bush seconded the motion to nominate Board Member Dillard as a candidate for Chair.

Board Member Moreno clarified that she was opened to voting on additional members in subsequent motions. Vice Chair Whitburn clarified that the Ad Hoc Nominating Committee would meet between today and prior to the April 20, 2023 Board meeting. He noted that this is an opportunity for the Executive Committee to provide recommendations both to the Ad Hoc Nominating Committee and to the Board. Ms. Cooney added that the previous motion would forward a recommendation to the Board and would appear as the Executive Committee's nomination to the Board. Board Member Moreno clarified that it was her intent to nominate Board Member Dillard to the Board. Board Member Hall clarified that Board Member Dillard is a choice nominee but not the only nominee. Board Member Moreno suggested that Board Member Hall amend the original motion if he was unsatisfied with the phrasing. Chair Whitburn clarified that Board Member Hall would like the Executive Committee to recommend names to the Ad Hoc Nominating Committee with the intent that all of those names be considered by the

Ad Hoc Nominating Committee to forward to the Board. Board Member Hall proposed an amended motion to Moreno's original motion and requested to take all nominations to the Ad Hoc Nominating Committee. It was then clarified that Board Member Moreno's motion intended to take nominations to both the Board and the Ad Hoc Nominating Committee. Based on this clarification, Vice Chair Whitburn withdrew the amended motion. Board Member Hall proposed another amended motion to Moreno's original motion and requested to add two more Board Members: Vice Chair Whitburn and Board Member Goble, to the list of candidates to be considered as Chair. Board Member Moreno declined the amended motion. Subsequently, the Executive Committee voted on Board Member Moreno's original motion as well as subsequent motions, listed below.

Action Taken – Nomination of Board Member Dillard as a Candidate for Chair

Board Member Moreno made a motion to forward a motion to the Board and Ad Hoc Nominating Committee to nominate Board Member Dillard as a candidate for Chair. Board Member Bush seconded the Motion. The vote was 3-1 in favor with Board Member Hall voting no, Vice Chair Whitburn abstaining, and Board Member Vargas absent.

Action Taken – Nomination of Vice Chair Whitburn as a Candidate for Chair

Board Member Hall made a motion to forward a motion to the Ad Hoc Nominating Committee and the Board to nominate Vice Chair Whitburn as a candidate for Chair. Board Member Elo-Rivera seconded the motion, and the vote was 3 to 1 in favor with Board Member Moreno voting no, Vice Chair Whitburn abstaining, and Board Member Vargas absent.

Action Taken – Nomination of Board Member Goble as a Candidate for Chair

Board Member Hall made a motion to forward a motion to the Ad Hoc Nominating Committee and the Board to nominate Board Member Goble as a candidate for Chair. Board Member Moreno seconded the motion, and the vote was 4 to 0 in favor with Vice Chair Whitburn abstaining and Board Member Vargas absent.

Committee Comments

There were no further nominations. Board Member Bush asked for clarification on next steps. Vice Chair Whitburn clarified that the members of the Ad Hoc Nominating Committee will meet virtually between today and the April 20, 2023 Board meeting to consider the nominations made by the Executive Committee, along with any additional nominations made by the Ad Hoc Nominating Committee. All nominations will then be forwarded to the Board of Directors on April 20, 2023 for consideration. Board Member Bush asked what the public noticing timeline would be for the Ad Hoc Nominating Committee. Ms. Landers clarified that there would be no public noticing requirement for the Ad Hoc Nominating Committee, as it is not a Brown Act meeting. Board Member Moreno removed her name from the Ad Hoc Nominating Committee, resulting in an updated slate of the Ad Hoc Nominating Committee including: Vice Chair Whitburn, Board Member Elo-Rivera, Board Member Hall, Board Member Bush, Board Member Gloria, and Board Member Chavez.

OTHER ITEMS (TAKEN OUT OF ORDER)

7. Review of Draft April 20, 2023 Board Agenda

Recommended Consent Items

4. Approval of Minutes
Action would approve the March 16, 2023 Board of Director meeting minutes and the April 6, 2023 Special Board of Director meeting minutes.

5. Fiscal Year (FY) 2022-2023 Low Carbon Transit Operations Program (LCTOP) Funding
Action would: 1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; and 2) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; and 3) Authorize the allocation of $8,100,849 in Fiscal Year (FY) 2022-2023 LCTOP funding for the procurement of Battery Electric Buses (BEBs), which will reduce greenhouse gas emissions and improve mobility with a priority on serving Disadvantaged Communities (DAC); and 4) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit DACs identified in Section 39711 of the Health and Safety Code.

6. San Diego Transit Enforcement (SDTE) Patio Upgrade – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-27 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC General Contracting, Inc. (ABCGC), in the amount of $149,913.51, for rehabilitating the patio area that is in use by SDTE officers adjacent to Building C.

7. Design Services for South Bay Maintenance Facility (SBMF) Electric Bus Charging Project – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA353-AE-18 (in substantially the same format as Attachment A) under MTS Doc No. PWL353.0-22 with Dokken Engineering (Dokken) in the amount of $16192.32, for the design of charging platforms, separate add alternate bid package, and additional design support during construction (DSDC) services.

8. Special Trackwork Replacement – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA352-AE-12 under MTS Doc. No. PWL352.0-22 (in substantially the same format as Attachment A) with HDR Inc. (HDR), in the amount of $413,230.03 for design services for special trackwork replacement at the Yard A track and Newton crossover.

9. Right-of-Entry Engineering Services – Work Order Agreement
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA355-AE-10 under MTS Doc. No. PWL355.0-22 (in substantially the same format as Attachment A) with Psomas in the amount of $475,914.28 to perform right-

of-entry (ROE) engineering review services for a period of one (1) year to support the MTS Land Management Department.

10. Declaration of Surplus Property and Authorization of Transfer
Action would declare the property located at the eastern corner of Camino de la Plaza and Interstate 5 in San Ysidro, San Diego, California (Assessor's Parcel Number 667-020-76-00) (Property) as "exempt surplus land" for purposes of Government code sections 54221, et seq, and approve the transfer of land to the United States Federal Government (USA).

Comments

Ms. Cooney noted that staff has attempted to remove any non-critical items from the Board agenda. She noted that the Board meeting will begin at 8:00am to provide enough time to cover all items. Previously, the Board had asked for staff to present on the San Ysidro Improvement Project Update and Trolley Extension to Tijuana at the April Board meeting. She asked if the Board would like to keep these items on the agenda or move them to the May Board agenda. Board Member Moreno asked that the items be moved to the May Board agenda. Ms. Landers noted there would be an additional discussion item related to the expansion of the 12th and Imperial Transit Center and Transit Oriented Development partnership with the San Diego Foundation. Ms. Cooney added that this was an opportunity offered by the San Diego Foundation to market the property for a well-developed joint transit-oriented development. Ms. Cooney explained that the Foundation is seeking to enter an agreement with MTS and would like to take this action to the Board in April. Board Member Moreno discouraged the item be taken to the April Board due to time constraints and asked if the item could be delayed. Ms. Cooney noted that delaying the item was an option and stated that regardless of other issues happening, MTS should continue fulfilling its mission. Board Member Moreno asked that the item be moved to May. Board Member Elo-Rivera suggested that the item stay on the agenda for the April Board meeting with the understanding that the Board may not have enough time to hear the item. Ms. Cooney also noted that the Safety and Security Focus Group results will go to the Public Security Committee in the afternoon and asked if the preference would be for the Public Security Committee to determine which Board meeting to present this item. Board Member Bush was in favor delegating the decision to the Public Security Committee.

9. Committee Member Communications and Other Business

There was no Committee Member Communications and Other Business discussion.

10. Next Meeting Date

The next Executive Committee meeting is scheduled for May 11, 2023, at 9:00 a.m.

CLOSED SESSION (TAKEN OUT OF ORDER)

The Board convened to Closed Session at 9:43 a.m.

5. Closed Session – Conference with Legal Counsel – Existing Litigation Pursuant to California Government Code Section 54956.9(d)(1)
Grecia Figueroa v Nathan Fletcher, San Diego Metropolitan Transit System, et al. San Diego Superior Court Case No. 37-2023-00012828-CU-OE-CTL

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session on Item 5: The Board received a report and gave instructions to legal counsel.

6. Closed Session – Conference with Legal Counsel - Anticipated Litigation
Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of Section 54956.9: (Claimant: Veda Short; bus incident 3-19-2023)

Karen Landers, General Counsel, reported the following oral report of final actions taken in Closed Session on Item 6: The Board received a report from legal counsel and gave instructions.

The Board reconvened to Open Session at 11:40 a.m.

11. Adjournment

The meeting was adjourned at 11:41 am.

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

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

ROLL CALL

MEETING OF (DATE):	April 13, 2023	CALL TO ORDER (TIME):	9:02am
RECESS:		RECONVENE:	
CLOSED SESSION:	9:43am	RECONVENE:	11:40am
PUBLIC HEARING:		RECONVENE:	
ORDINANCES ADOPTED:		ADJOURN:	11:41am

REPRESENTING	BOARD MEMBER		ALTERNATE		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
City of San Diego	Elo-Rivera	☒	Montgomery Steppe	☐	9:02am	11:41am
County of San Diego		☐	Vargas	☐	ABSENT	ABSENT
East County	Hall	☒	Frank	☐	9:02am	11:41am
SANDAG Transportation Committee	Moreno	☒	Bush	☐	9:02am	11:41am
South Bay	Bush	☒	Leyba-Gonzalez	☐	9:02am	11:41am
Vice Chair	Whitburn	☒	No Alternate	☐	9:02am	11:41am

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

Agenda Item No. 4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 11, 2023

SUBJECT:

Social Equity Listening Tour Findings and Funding (Stacie Bishop)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward to the Board of Directors a recommendation on allocation of funding for the Social Equity Listening Tour findings.

Budget Impact

$3 million in previously allocated Capital Improvement Program (CIP) dollars.

DISCUSSION:

Last year, MTS hired Pueblo Planning, an equity-oriented community engagement and planning firm, to help conduct the Social Equity Listening Tour (SELT). This public engagement effort aimed to understand the experiences of transit riders and to take steps in addressing issues of inequity in transit. The project was designed to identify local communities' top transit priorities with regard to inequities in transit service, operations, amenities, and programs.

Pueblo Planning and MTS staff worked together to identify target audiences, as well as develop a community engagement framework, to ask riders for their top priorities when it comes to transit. As part of the outreach, MTS committed $3 million in FY23 CIP funding to the findings and outcomes of those outreach efforts.

In total, Pueblo Planning facilitated 15 workshops (both virtual and in-person) and pop-ups throughout the MTS service areas. Additionally, Pueblo Planning partnered with five community-based organizations to engage with intentional communities, including people with disabilities, low-wealth Black communities and communities of color, the elderly, youth, people who are unhoused or facing housing insecurity, immigrants, refugees and binational migrants. In total, approximately 400 people participated in the SELT engagement effort.

Pueblo Planning will present a summary of the engagement process and report findings. MTS will present a draft funding package.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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Attachment: A. Social Equity Listening Tour Report

San Diego Metropolitan Transit System (MTS)

Social Equity Listening Tour

April 2023

Casa Familiar, San Ysidro

Special Thanks to Our Partners

Community Engagement + Report by

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INTRODUCTION

Casa Familiar, San Ysidro

The San Diego Metropolitan Transit System's (MTS) Social Equity Listening Tour is a public engagement effort aiming to understand the experiences of transit riders and to take steps in addressing issues of inequity in transit. The project was designed to identify local communities' top transit priorities with regard to inequities in transit service, operations, amenities, and programs. The project team facilitated fifteen workshops (both virtual and in-person) and pop-ups throughout the MTS service area. As part of these efforts, Pueblo Planning, the planning team, intentionally included and prioritized core transit riders most impacted by MTS decisions regarding service, policies, budgets, and design to co-develop recommendations. We partnered with five community-based organizations (CBOs) to engage with intentional communities, including people with disabilities, low-wealth Black communities and communities of color, the elderly, youth, people who are unhoused or facing housing insecurity, immigrants, refugees, and binational migrants.

This report includes an account of the planning team's methodology, identified community priorities, an in-depth analysis of the communities' priorities, and an overview of key takeaways from the planning process.

The ten highest priorities identified by community members through the Listening Tour include:

- Improving the ***cleanliness*** of transit stops, buses, and trolleys *(mentioned 163 times)*;
- Addressing ***treatment by bus operators*** *(mentioned 85 times)*;
- Keeping and/or expanding the ***Youth Opportunity Pass*** *(mentioned 84 times)*
- Implementing ***shade*** at transit stops system-wide *(mentioned 84 times)*;
- Increasing ***weekend transit frequency*** *(mentioned 66 times)*;
- Increasing overall ***transit frequency to 5-10 minute***-long headways *(mentioned 63 times)*;
- Providing ***compassionate care and developing partnerships with community services*** to support people needing access to hygienic amenities as well as those struggling with mental illness *(mentioned 57 times)*;
- Furnishing transit stops, buses, and trolleys with ***WiFi*** *(mentioned 57 times)*;
- Including ***electric outlets*** at bus and trolley stations as well as buses and trolleys *(mentioned 54 times);*
- Increasing bus and trolley frequency to ***24 hour service*** *(mentioned 47 times)*
- Incorporating more access to ***restrooms*** system-wide *(mentioned 46 times)*; and
- Developing more ***lighting*** at transit stops *(mentioned 40 times)*.

Community-Based Organization partners (City Heights CDC, Casa Familiar, El Cajon Collaborative, I Am Green, and The Arc of San Diego) have reviewed this report and have provided feedback that has been integrated in order to ensure our team accurately represented community priorities and narratives. Partners also reviewed our analysis to support the report's capacity to increase understanding and awareness of the priority issue areas such that they will effectively inform the community-based recommendations throughout the report.

Prior to engaging community members, the planning team conducted a thorough historical analysis of news reports, public comments, and previous planning efforts to gain a deep understanding of the collective experience of transit ridership in the MTS service area. Subsequently, we engaged with various intentional communities throughout MTS' service area to learn about their transportation experiences and to understand their visions for a joyful and just transit experience. Throughout our engagement, we learned that many priorities had been shared in the past with MTS, including in previous planning efforts. The planning team was mindful of this history while analyzing and synthesizing community commentary from the ten engagement workshops, three community pop-ups, and two MTS committee conversations we facilitated.

As such, this report will showcase a holistic view of the top identified priorities and will incorporate details from historical archives and previous community advocacy efforts. We also highlight the historically repetitive nature of some of the priorities mentioned by community members, as it has created planning fatigue for some over the years. Along with the historical references, this report also acknowledges some of the ongoing community advocacy efforts to further contextualize the community priorities identified through the Social Equity Listening Tour.

The Social Equity Listening Tour aims to build a different experience and a pathway towards visible change, particularly regarding matters highlighted as concerns around equity. The overall vision is to not only create a joyful and just transit experience in the future, but to also ensure respectful and dignified transit experiences with ongoing community engagement and transparency.

METHODOLOGY

The planning team values, above all, designing and executing an inclusive and accessible process when engaging community members. Our methodology included the co-development of the engagement process and desired outcomes with community-based organizations, MTS committees, and community members. Prior to engaging community members, we conducted grounding research and established partnerships with community-based organizations, and then co-developed the engagement framework with the community-based organization partners. This helped inform the series of ten listening session workshops, three listening session pop-ups, and two MTS Committee listening sessions. We prioritized building an inclusive and accessible process at every step as well as providing joyful and welcoming spaces for community members to openly share. We also took every caution to avoid causing any harm to community members throughout the project. The following sections will go into each of the engagement planning steps in more detail.

Grounding Research

We conducted grounding research that focused on historical accounts around social equity in MTS operations, services, programs, and amenities. The historical research was derived from news articles, recent planning documents, and public testimony. This was inclusive, but not limited to, experiences around public transit infrastructure such as restrooms, affordability, and security. The research was a key part of the Social Equity Listening Tour as it helped the planning team gain an understanding of ridership experiences to identify recurring patterns throughout history, determine if community members are expressing the same or different concerns today, and gain a holistic understanding of how community members have been defining social equity in relation to public transit.

Community Based-Organization Partners

Pueblo Planning partnered with five community-based organizations for the listening session process. These CBOs were chosen due to their authentic relationships with the communities intentionally identified for this project. We acknowledge that there are a multitude of CBOs that could have been potential partners on this project. The budget and timeline, however, required the planning team to narrow down potential partners to five. The following criteria were utilized to choose the CBO partners:

- A current and ongoing relationship with one or more of the intentional communities that were identified for engagement;
- Interest or previous involvement in transit planning and/or policy; and
- Collectively, the selected CBOs represent geographic diversity in the MTS service area.

Community-Based Organization	Service Area	Intentional Communities
City Heights CDC *(Anchor CBO Partner)*	Mid-City	Low-wealth, Black and communities of color, youth, immigrants, refugees
I Am Green	Southeastern, La Mesa, Spring Valley	Low-wealth, Black and communities of color, the elderly, youth
El Cajon Collaborative	East County	Unhoused/housing insecure youth and adults
Casa Familiar	Cross-Border Communities, Tijuana	Binational migrants, low-income communities of color, monolingual Spanish speakers
The Arc of San Diego	MTS Service Area-Wide (based in Logan Heights)	People with disabilities, social workers

Each CBO was compensated for their time and expertise. The role of each CBO partner in the process included:

- Providing guidance to inform the community engagement and reporting process;
- Conducting community outreach for two community listening sessions;
- Supporting with logistics for the listening sessions; and
- Co-developing and providing feedback on the draft Social Equity Listening Tour Report.

City Heights CDC served as the project team's anchor CBO. Beyond the aforementioned role, they also organized partnerships with the Environmental Health Coalition and Mid-City CAN to ensure broad and diverse representation from the Mid-City communities at the in-person and virtual listening sessions. As an anchor CBO, their role and responsibilities also included:

- Supporting the project with historical research;
- Providing context on transit equity issues facing transit riders;
- Informing the selection of partnering CBOs;
- Serving as connectors to ensure transit advocacy groups are informed and included in the planning process; and
- Providing ongoing guidance on the planning process and report development.

Engagement Framework

Social equity starts with thoughtful, reparative processes. For this reason, prior to any engagement process, Pueblo Planning works with community-based organization partners to co-develop an engagement framework. The engagement framework process serves as a tool for understanding the communities engaged and identifies their needs before engagement. The framework, most significantly, serves as a guide so that facilitators account for necessary information when developing listening sessions and tailor their approaches to adapt to each community. This ensures inclusivity and respect for all contributors. The engagement framework discussion focuses on the following questions:

- Who will be engaged (demographics and other considerations)?
- How can spaces of healing and repair be facilitated?
- How do CBO partners define respect and reciprocity?
- What are the communities' language and disability justice needs?
- What are the logistics for the listening session (location, date, time, etc.) and what will be the feedback loop?

CBO partners were asked to share how listening session workshops and pop-ups could be facilitated to both prevent an extractive process and to create and maintain spaces of healing and repair. The following nine elements are a synthesis of what the CBO partners shared:

1. Many community members have experienced planning fatigue–feeling not listened to–due to their sharing of ideas and needs rarely being implemented. It is imperative to clearly communicate how community members' feedback will directly connect to what will be implemented and by when.
2. Ensure a direct relationship is built between community members and MTS staff in which community members have MTS staff members' contact information and are able to get to know them as individuals. Feeling like the agency has "disappeared" after the engagement can leave the community feeling abandoned, and it might lead to a breach of trust.
3. If community members share heavy content (i.e., sexual assault, police brutality, housing displacement, etc.), it is important to make space for them to share their experiences if they desire to do so, and to also promptly provide them with supportive resources. As part of this process we shared information about the Urban Restoration Counseling Center, which offers low to no cost counseling services to Black, Indigenous, and People of Color (BIPOC) communities.
4. In order to build a joyful and rejuvenating space, it is important to acknowledge community members' stories and honor the victories they have been able to accomplish.
5. It is critical to create safe spaces and to guarantee that folks know that answering questions is voluntary and that it is okay if they are not comfortable answering any of the questions. It is crucial not to press for answers.
6. When developing a workshop, it is important to set up the space in a way that values community members. Community members are the experts of their communities and it is important to validate their experiences and remind them that their contributions are of valued throughout the listening session.
7. It is also necessary to create a welcoming space in workshops. Culturally relevant music can help people ease into the space and feel welcomed.
8. Engagement teams should enter community spaces with humility. Mistakes may be made along the way, but making space for check-ins to correct course and acknowledge harm is a best practice for moving through and forward when mistakes are made.
9. Teams should develop infographics and one-pagers to share how feedback is being integrated into the final recommendations shared with MTS.

Additionally, our team asked CBO partners to define what respect and reciprocity can look like in the engagement process. The following nine elements summarize CBO expectations of the project team:

1. The project team must position themselves as facilitators, rather than experts or representatives of MTS.
2. The project team should actively listen and show participants that their thoughts, stories, and opinions are valued, and be sure to not embody a “savior complex.”
3. The team must provide clarity about the intention of the listening sessions and follow-through with commitments.
4. The team should provide what will be shared with participants in advance.
5. The team should respect participants’ time and ensure compensation and resources are available.
6. The team should respect the dignity of all participants by making sure they are accommodated in the space and that their contributions are affirmed and validated.
7. The team should conduct a grounding exercise to bring everyone together in the space.

We integrated these elements into listening session workshops and pop-ups. We must note, however, that many of these elements will require ongoing implementation and maintenance by MTS staff as this project moves into its budgetary and implementation phases and beyond.

Community Engagement

The engagement framework helped inform the community engagement for the Social Equity Listening Tour. The engagement framework uplifted the reality that every community is different and faces their own unique circumstances. The planning team addressed each community with careful attention because there is no "one size fits all" approach when it comes to working with communities with diverse complexities. As a result, the following facilitation guide, when needed, was modified in real time to adjust to the needs of participants and to the space. However, the prompts asked remained the same and we achieved the intended outcomes of the listening sessions. We facilitated a series of fifteen listening sessions with ten workshops, three pop-ups, and two MTS committee conversations. ***A total of 417 people who attended the workshops and pop-ups shared their name and contact information. However, the total amount of people who participated in the Social Equity Listening Tour may higher because not everyone wanted to share their name and contact information. These totals may also reflect counting the same person as a participant more than once if they attended more than one workshop.*** The tables below shows only the count of people who shared their contact information at each of the listening sessions.

CBO Partner	**Workshop 1**	**Workshop 2**
City Heights CDC	57 *(in-person)*	32 *(virtual)*
The Arc of San Diego	43 *(in-person)*	18 *(in-person)*
Casa Familiar	13 *(in-person)*	22 *(in-person)*
I Am Green	44 *(virtual)*	49 *(in-person)*
El Cajon Collaborative	20 *(in-person)*	25 *(in-person)*

Location/Event	**Pop-Up**	**MTS Committee**
Linda Vista Farmer's Market	25 *(in-person)*	-
Barrio Logan Trolley Station	19 *(in-person)*	-
El Cajon Trolley Station	18 *(in-person)*	-
Accessible Services Advisory Committee	-	7 *(virtual)*
Community Advisory Committee	-	25 *(in-person)*

Listening Session Workshops

For the first five workshops (one virtual and four in-person) in partnership with CBOs, the planning team focused on developing an understanding of how transit riders define accessibility and safety, and facilitated a discussion for community members to share their vision of what is necessary for a joyful transit experience and what type of relationship community members would like to have with MTS. Before beginning the listening sessions, we made sure participants had the resources they needed to meet their language and accessibility needs

including Spanish, ASL, or Braille translation and interpretation services. CBO partners provided an initial welcome and warm hand-off to the planning team for introductions. As part of introductions, community members were asked to share what transit lines they use most often. Once welcomed and settled into the space, the planning team informed community members of the project's process, steps, and time-frame to provide clarity and transparency and to help establish a foundation for building trusting relationships with the community. During the listening sessions, the planning team facilitated a three part interactive discussion and visioning collage activity with community members. As part of the interactive activities, community members were asked a series of questions including:

- What are your experiences taking public transit? Think about what equity, safety, and accessibility mean to you.
- What is your vision for a joyful transit experience?
- What does your relationship with MTS look like today and what do you want your relationship with MTS to look like moving forward?

All workshops had a professional Spanish interpreter along with bilingual (English/Spanish) staff, and the workshops with the Arc of San Diego had ASL interpreters.

Casa Familiar, San Ysidro

Casa Familiar, San Ysidro

City Heights CDC, Mid-City

City Heights CDC, Mid-City

Workshop 1 Facilitation[1]

Small Group Discussion (Storytelling)

Participants were asked to break out into discussion groups to allow for dynamic conversations. Once in groups, the planning team passed out note-cards and writing supplies. The participants were asked to write a word or phrase in response to the first question. We

[1] This facilitation guide, when needed, was modified in real time to adjust to the needs of participants as well as the space. However, the prompts asked remained the same and the intended outcomes of the listening session were achieved.

provided participants with three different colored note-cards (red, yellow, and green). Red signified something that needs to be addressed immediately. Yellow signified a sense of urgency, but also something that could be addressed longer-term. Green signified something that MTS is doing well and that participants would like MTS to continue doing or do more of. These prompts helped participants recall and formulate their own personal stories about their experiences taking public transit. Depending on participants' abilities or comfort levels, the planning team staff assisted with transcribing a verbal response. Once done, the group reconvened and shared their stories behind the written statements. For visually impaired participants, the project staff noted their experiences on the note-cards.

I Am Green, Southeastern

I Am Green, Southeastern

Visioning Activity (Art-Making)

The visioning activity asked participants to create a collective collage in small groups to portray their visions for a joyful transit experience. We provided community members with large poster paper and distributed cut-out images to participants. Participants were also given writing supplies to draw, mark, or write on the poster. Upon completion, the larger group reconvened to discuss what each small group included in their collage. Visually impaired participants could express their vision directly with the planning team verbally.

Casa Familiar, San Ysidro

At the end of each listening session, the planning team opened up the space for questions and final comments and informed participants of take-home items and what to expect next. The items included a postcard with the project description, MTS staff member contact information, and a card with information for the Urban Restoration Counseling Center that offers low to no cost counseling services. The listening sessions closed with a final question where folks were asked to share a word or short sentence about what community members'

City Heights CDC, Mid-City

relationships with MTS look like today and what they would like their relationships with MTS to look like moving forward.

Workshop 2 Facilitation[2]

Once community members shared their experiences during the first round of listening sessions, the planning team was able to identify common themes. The second listening session served as a feedback loop where the planning team shared with the community members what was heard throughout the listening sessions and what the planning team found out in its continued research. We did this while also providing space for community members to review our work to determine if anything was missed or misunderstood and to further expand on collective and individual priorities.

During the listening session, the planning team shared a recap of the process, steps, and time-frame of the project to both provide clarity and transparency in the engagement process and to help establish a foundation for building trusting relationships with the community. We also shared some of what had been heard in previous listening sessions. During the listening session, the planning team facilitated a two part interactive activity with community members. As part of these activities, community members had an opportunity to identify their priorities as a group and as individuals.

Casa Familiar, San Ysidro

City Heights CDC, Mid-City

The Arc SD, Greater Logan Heights

The Arc SD, Greater Logan Heights

[2] This facilitation guide, when needed, was modified in real-time to adjust to the needs of participants and given the space. However, the prompts asked to residents remained the same and the intended outcomes of the listening session was achieved.

Collective Priorities Activity

Participants were asked to break out into discussion groups to allow for more dynamic conversations. Once in groups, the planning team passed out MTS priority card decks to each group. The card decks were representative of the priorities that had been heard throughout MTS' service area and cataloged into four categories: amenities, programs, customer service, and operations. The participants were asked to collectively discuss and identify their ten highest priorities from those identified in the card deck. Wild cards were also provided so community members could add unidentified priorities. Once complete, the group reconvened and shared out their highest priorities to the larger group.

Casa Familiar, San Ysidro

Casa Familiar, San Ysidro

Individual Priorities Activity

Our team had a self-standing display wall with a series of cards in clear pockets, each representing one priority the communities had shared in previous listening sessions. After sharing out, participants were provided with approximately ten pom-pom balls and asked to place them in the pockets with the card that was their personal greatest priority. There were also blank cards available so community members could add a priority that was not represented by a card on display. Community members could place any amount of pom-pom balls in a pocket if the card indicated a priority that was important to them.

I Am Green, Southeastern

At the end of the listening session, we opened up the space for questions and final comments and informed participants of take-home items and what to expect next.

City Heights CDC, Mid-City

Listening Session Pop-Ups

We acknowledge the immense diversity of the MTS service area. For this reason, we conducted three additional community engagement opportunities to purposefully select geographic areas where intentional communities may not have been reached in the listening session workshops. With community-based organization partners, the three recommended communities included rural communities, portside communities (National City and Barrio Logan), and Linda Vista.

Rural Communities *(El Cajon Transit Station)*

Route 888 (Jacumba Hot Springs - El Cajon via Alpine), 891 (Borrego Springs - El Cajon via Shelter Valley / Ramona), 892 (Borrego Springs - El Cajon via Ranchito / Ramona), 894 (Morena Village - El Cajon via Tecate / Campo) all come into the Parkway Plaza Transit Station in El Cajon. The planning team chose a date and time when buses entered the station from rural areas and engaged riders in MTS' service area as well as riders traveling from Tecate. During this pop-up, we were also able to engage a handful of bus drivers as they were on their break. It was incredibly helpful to hear the drivers' perspectives as they provided context for certain issues. We were supported by a Pashto and Dari interpreter throughout this pop-up. Additionally, bilingual staff on the planning team engaged community members in English and Spanish.

El Cajon Transit Station

Portside Communities *(Barrio Logan Trolley Station)*

The project team distributed fliers at the Mercado Apartments, located walking distance from the Barrio Logan trolley station, notifying community members about the pop-up. We engaged community members arriving and departing at the Barrio Logan transit stop on a weekday between 3 pm-7 pm. Bilingual staff from the planning team were present and engaged community members in English and Spanish.

Barrio Logan Trolley Station

Linda Vista *(Farmer's Market)*

The planning team coordinated with Linda Vista Farmers' Market staff to engage transit riders. The pop-up was strategically placed near a bus stop during the market's hours of operation (Thursdays, 1pm-7pm). An interpreter who spoke Vietnamese supported the planning team. Additionally, bilingual staff from the planning team engaged community members in English and Spanish.

Linda Vista Farmer's Market

Listening Session Pop-up Facilitation[3]

The planning team facilitated pop-up community engagements at three key areas dispersed throughout the MTS service area to connect with the additional, aforementioned core transit riders who were not covered through the intentional communities approach. The team also facilitated a pop-up style conversation with the MTS Community Advisory Committee, made up of transit advocates and service providers throughout the MTS service area.

Pop-up Setting:

For the community pop-ups, the planning team set up a welcome banner and an interactive engagement display that invited community members to share their stories and experiences. The interactive display had four stations asking:

- What are your experiences taking public transit? Think about what equity, safety, and accessibility mean to you.
- What is your vision for a joyful transit experience?
- What does your relationship with MTS look like today and what do you want your relationship with MTS to look like moving forward?

Additionally, the planning team provided informational postcards about the project and counseling resources for participants.

[3] This facilitation guide, when needed, was modified in real-time to adjust to the needs of participants and given the space. However, the prompts asked to residents remained the same and the intended outcomes of the listening session was achieved.

Station 1 - Storytelling Activity

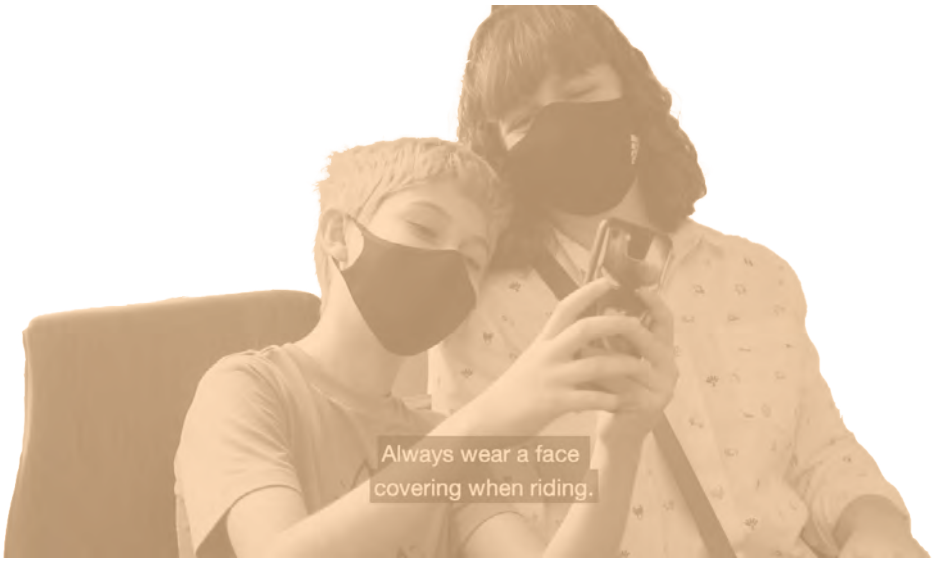
PROMPT: WHAT ARE YOUR EXPERIENCES TAKING PUBLIC TRANSIT? THINK ABOUT WHAT EQUITY, SAFETY, AND ACCESSIBILITY MEAN TO YOU.

Participants had one-on-one conversations with planning team members, participating in an interactive activity where they were asked to write a word or phrase explaining what their experience has been taking public transit. There were three different colored cards for participants to use. Red signified something that needs to be addressed immediately. Yellow signified a sense of urgency that could be addressed in the longer-term. Green signified something that MTS is doing well and that participants would like to have them continue doing or do more of. Depending on participants' abilities or comfort levels, the planning team staff assisted with transcribing verbal responses. Through this activity, community members shared their own stories about riding transit in order to contextualize why they highlighted certain priorities.

Linda Vista Farmer's Market

El Cajon Collaborative, El Cajon

El Cajon Transit Center

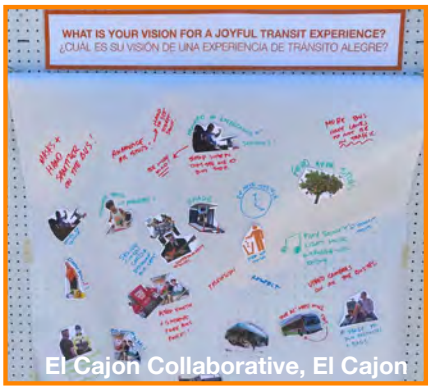


Station 2 - Visioning Activity

PROMPT: WHAT IS YOUR VISION FOR A JOYFUL TRANSIT EXPERIENCE?

We placed a large piece of poster paper on an interactive display and distributed colorful markers for participants to partake in a visioning exercise. Photo cut-outs of potential elements they may want to add to the poster (i.e., shelter, lights, benches, community garden, restrooms, etc.) were also provided. Participants were able to draw, mark, place a photo, and write on the poster to reflect their vision for a joyful transit experience. While participants were writing, drawing, or placing a photo on the poster paper, the planning team engaged community members in a discussion to learn about the context of what participants were adding to the poster.

El Cajon Transit Center



El Cajon Collaborative, El Cajon

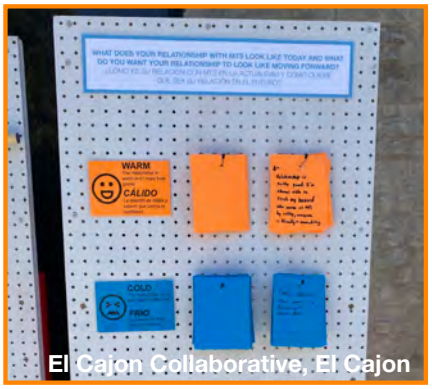
Linda Vista Farmer's Market

Station 3 - Reflection Activity

PROMPT: WHAT DOES YOUR RELATIONSHIP WITH MTS LOOK LIKE TODAY AND WHAT DO YOU WANT YOUR RELATIONSHIP WITH MTS TO LOOK LIKE MOVING FORWARD?

Participants engaged in a one-on-one discussion and interactive activity, where they were asked to write a word or phrase explaining what their relationship with MTS looks like today and what they would want their relationship with MTS to look like moving forward. There were two different colored cards for participants to use. Blue signified that they identified their relationships with MTS to be cold. In these cases, participants shared strategies they felt would improve their relationships with MTS. Orange signified that they identified their relationships with MTS to be warm and participants shared things that MTS was doing well and would like for MTS to continue to do or do more of. Depending on participants' abilities or comfort levels, the planning team staff assisted with transcribing verbal responses.

Linda Vista Farmer's Market



El Cajon Collaborative, El Cajon

El Cajon Collaborative, El Cajon

Station 4 - Public Testimony in the Streets

We set up a storytelling station for people to share an audio message to MTS staff and board members directly. If interested, community members could record their stories as part of a final audio compilation. Participants were provided instructions and a small recording device to record on their own. The planning team shared that the process was anonymous and asked participants for consent to use their stories as part of the audio compilation developed by the planning team.

Linda Vista Farmer's Market

El Cajon Collaborative, El Cajon

El Cajon Collaborative, El Cajon

MTS Committees

Our team recognizes that conversations on social equity and transit are not new and that there are established MTS committees that specifically aim to address social equity for transit riders. As a result, the planning team facilitated conversations with MTS' Accessible Services Advisory Committee (ASAC) and with MTS' Community Advisory Committee (CAC). We facilitated a virtual listening session for ASAC and a listening session pop-up and short presentation for CAC members.

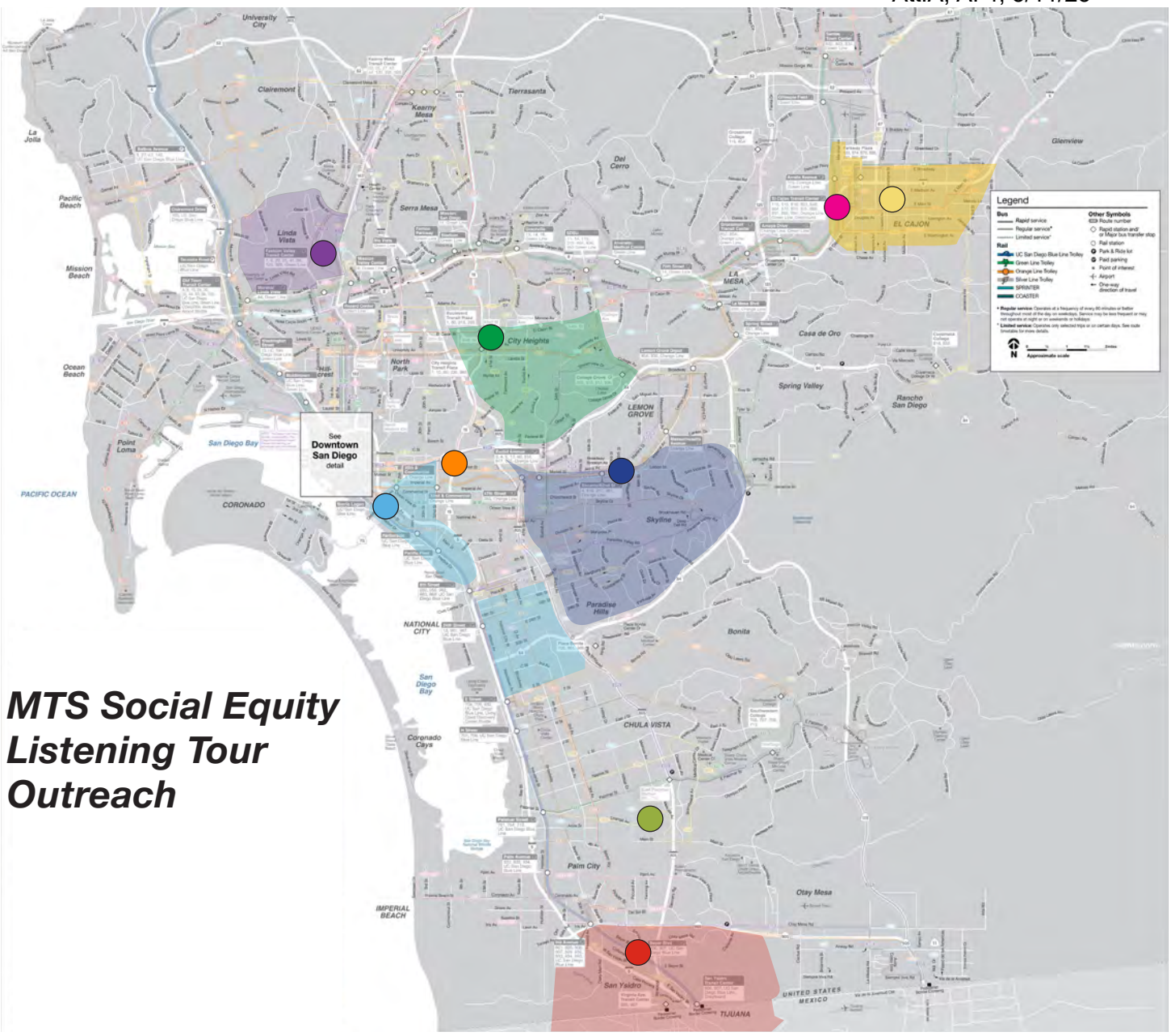
COMMUNITY IDENTIFIED PRIORITIES

Casa Familiar, San Ysidro

The planning team analyzed and synthesized all of the information gathered during the listening session workshops and pop-ups to identify key themes, and began the process of categorizing community priorities. Overall, the communities identified 85 distinct priorities that were then aggregated in three ways: frequency of priority by location, number of times mentioned overall, and those that rank high for both frequency of priority by location **and** number of times mentioned overall.

First, the community priorities were placed in order based on the frequency the priority was mentioned by engagement location. For example, there was a combination of 15 workshops and pop-ups facilitated. Ten of the workshops were facilitated in the same area and hosted by five of the same community-based organization partners (2 per CBO for a total of five locations). Three pop-ups took place at other locations (i.e., Barrio Logan, El Cajon, Linda Vista), and there were two meetings with MTS committees. Hence, the Social Equity Listening Tour took place in ten locations throughout the MTS Service area.

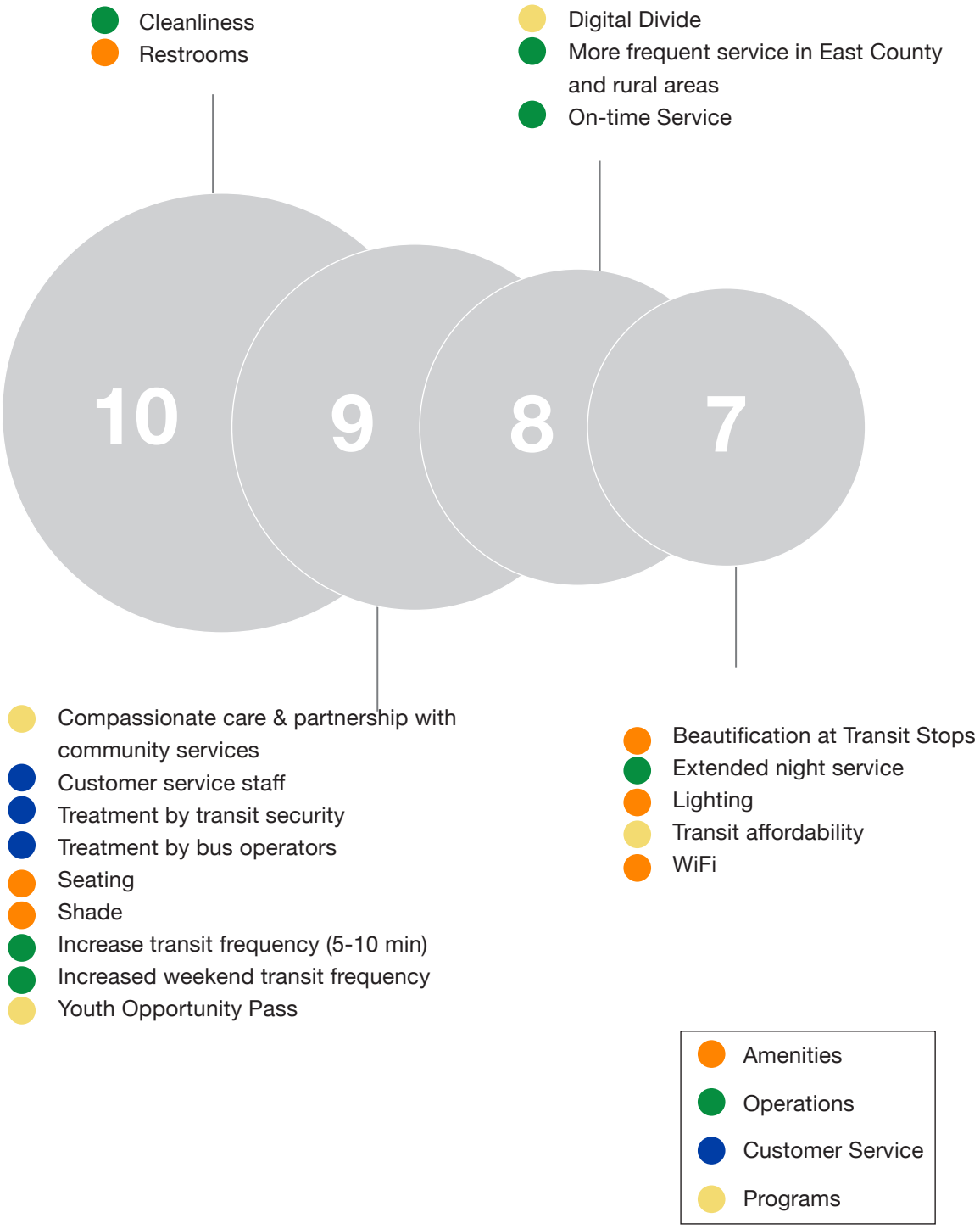
Second, the community priorities were ordered by the number of times they were mentioned overall. The planning team counted how many times each priority was mentioned in each listening session to collect this information. Third, the community priorities were sifted by frequency of location as well as number of times mentioned overall.



Workshop Locations	Pop-Up Locations	Communities Reached
El Cajon Collaborative	El Cajon Transit Station	El Cajon/East County/Tecate
City Heights CDC	Linda Vista Farmer's Market	Linda Vista
The Arc San Diego	Barrio Logan Trolley Station	Mid-City
I Am Green	MTS South Bay CAC Meeting	Southeastern
Casa Familiar		Barrio Logan/National City
Accessible Services Advisory Committee (Virtual)		San Ysidro/Tijuana

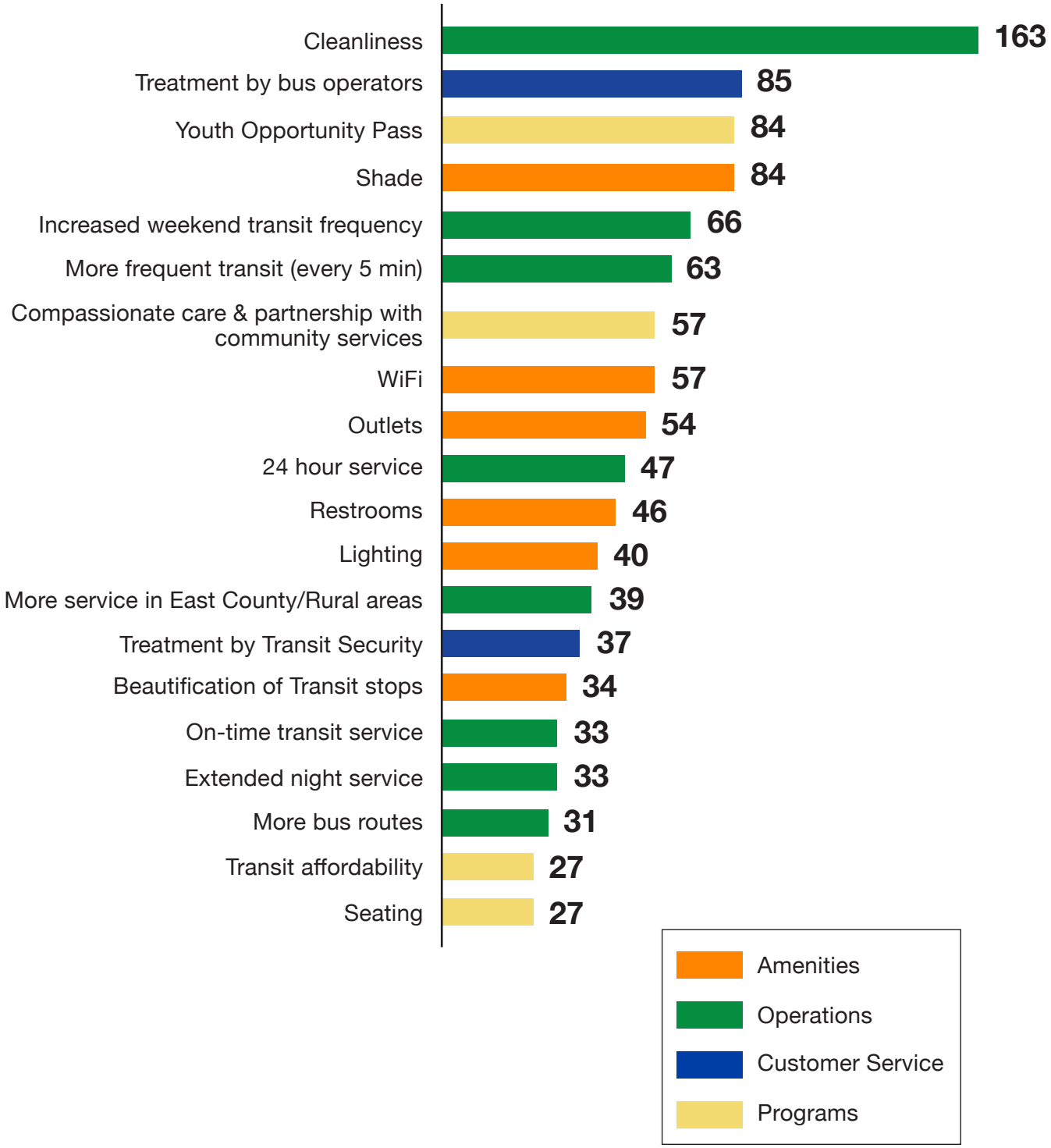
Frequency of Priority by Location

The infographic shows the community priorities mentioned at seven or more of the ten engagement locations. View the full list in Appendix A.



Number of Times Mentioned Overall

The infographic shows the most frequently mentioned community priorities. View the full list in Appendix A.



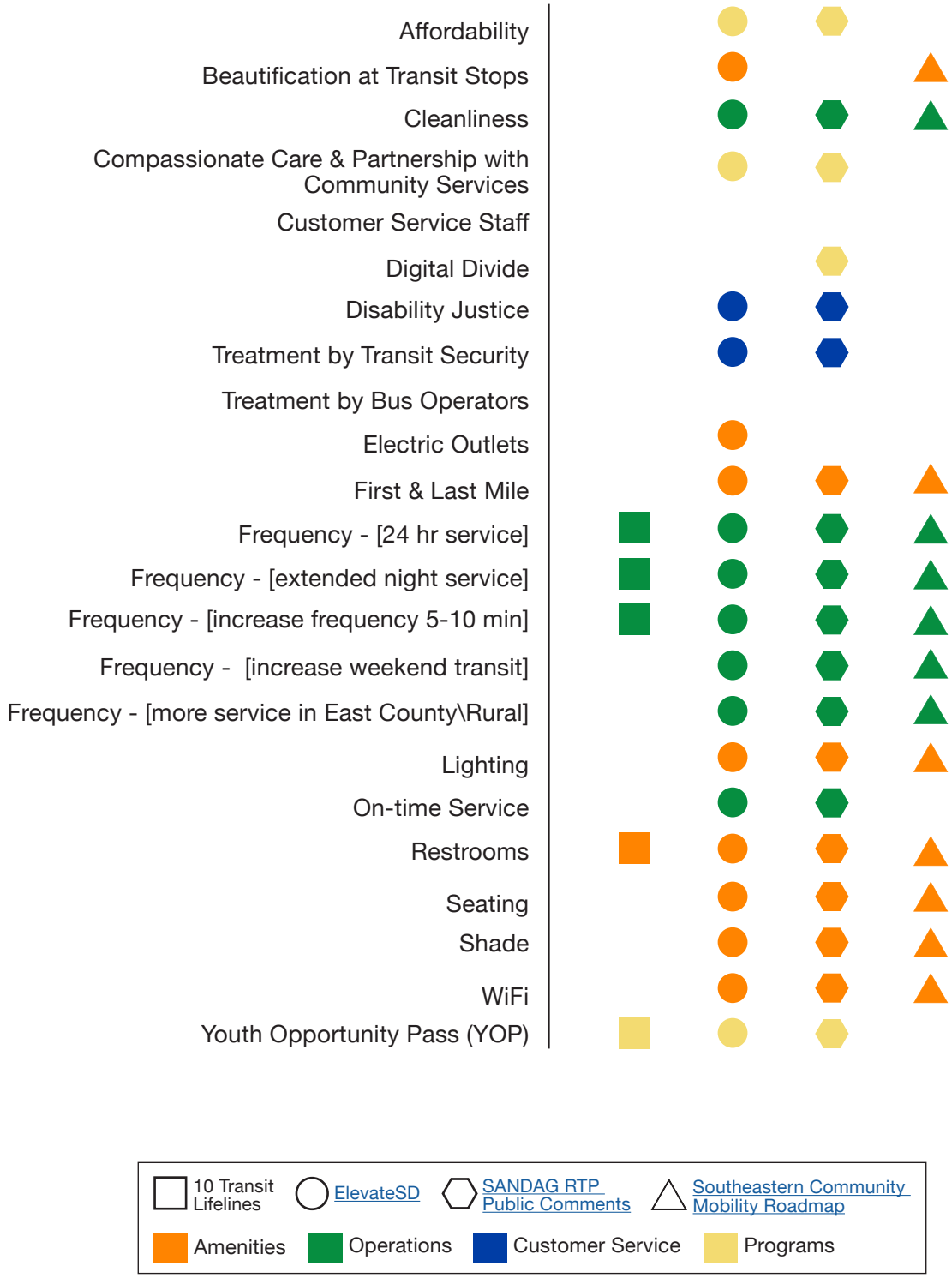
Frequency of Priority by Location & Number of Times Mentioned Overall

The table shows the community priorities sifted by frequency of location (mentioned at more than seven locations) as well as the number of times mentioned overall. ***Any priorities that did not rank high in both lists, were removed.***

Community Priority	Category	Number of Times Mentioned Overall	Frequency of Priority by location (x/10)
Cleanliness	Operations	163	10
Disrespect by Bus Drivers	Customer Service	85	9
Shade	Amenities	84	9
Youth Opportunity Pass	Programs	84	9
Increase Weekend Transit Frequency	Operations	66	9
Increase Transit Frequency (5-10 minutes)	Operations	63	9
Compassionate Care & Partnership with Community Services	Programs	57	9
Wifi	Amenities	57	7
Restrooms	Amenities	46	10
Lighting	Amenities	40	7
More Frequent Service in East County and Rural Areas	Operations	39	8
Discrimination and Disrespect by Transit Law Enforcement	Customer Service	37	9
Beautification at Transit Stops	Amenities	34	7
Extended Night Transit Service	Operations	33	7
On-time Service	Operations	33	8
Seating	Amenities	27	9
Transit Affordability	Programs	27	7
Customer Service Staff	Customer Service	25	9

Community Priorities & Previous Planning Efforts

Many of the priorities shared by community members have been shared previously in other planning efforts. This chart highlights the most recent planning efforts and most stated community priorities identified through the Social Equity Listening Tour.



CONTEXT & ANALYSIS

I Am Green, SA-31 Southeastern

In order to organize community priorities by actionable categories for the various departments at MTS, the long list of community priorities was organized into the following categories: amenities, operations, customer service, and programs. Many of the priorities had been expressed previously through other planning efforts and had been documented by the media as well as advocacy organizations and CBOs. In the following sections, there will be more context provided around what the planning team heard during the listening sessions and what has been documented in media archives and previous planning efforts. ***Only the most shared community priorities by frequency of location (mentioned at seven or more locations where workshops and pop-ups were offered) and top 20 most frequently mentioned overall will have this level of analysis.***

SOCIAL EQUITY ADVOCACY HISTORY

We acknowledge and uplift the decades of social equity advocacy on transit issues in the region. One notable coalition is the San Diego Transportation Equity Working Group that led a community-driven process in 2021 to identify transit priorities for residents at the frontlines of the climate crisis.[4] The San Diego Transportation Equity Working Group includes the Environmental Health Coalition, City Heights CDC, Mid-City CAN, Center for Policy Initiatives, and SD350. The community-driven process engaged community members in Barrio Logan, City Heights, and National City. Community members who were engaged identified ten main transit priorities to help frontline communities thrive, connect with one another, support their livelihoods, and improve air quality.[5] Four of the community-identified priorities of the San Diego Transportation Equity Working Group are also some of the highest priorities shared during the Social Equity Listening Tour. These priorities include:

- Youth Opportunity Passes (YOP);
- Bus service every 10 minutes;
- 24-hour service, connecting late-night and early morning workers; and
- Restroom access.

When these four topics are discussed in the report, you will see the "Social Equity Advocacy History" box to highlight the history of community advocacy on these issues.

[4] Environmental Health Coalition. (2022). 10 Transit Lifelines. Environmental Health Coalition. https://www.environmentalhealth.org/campaigns/10-transit-lifelines/#:~:text=The%2010%20Transit%20Lifelines%20represent,Diego%20Transportation%20Equity%20Working%20Group.

[5] Environmental Health Coalition. (2022). 10 Transit Lifelines. Environmental Health Coalition. https://www.environmentalhealth.org/campaigns/10-transit-lifelines/#:~:text=The%2010%20Transit%20Lifelines%20represent,Diego%20Transportation%20Equity%20Working%20Group.

Shade

Number of Times Mentioned Overall: 84
Frequency of Priority by Location: 9/10

The need for shade at transit stops was expressed at 9 out of ten locations where the listening session workshops and pop-ups were offered. It also was in the top three community priorities mentioned overall with 84 mentions.

The communities were engaged in the MTS Social Equity Listening Tour during the summer of 2022, often during high temperatures. The oppressive heat was certainly on people's minds. In addition to standard shade coverings at transit, many community members shared that they would like trees planted near transit stops for natural shade and cooling benefits. But more specifically, having access to fruit trees could support a hungry traveler with access to healthy food.

With extreme heat for longer durations becoming the norm due to climate change, shade is a critical part of heat mitigation. Transit stops can play a significant role in climate adaptation. During the Elevate SD 2020 Board workshops, MTS heard from several community members who requested humane infrastructure for transit stops, with a "greater minimum level of structure to alleviate the stresses on riders," including "shade structures with rooftop solar."[6] The importance of shade at transit stops was also mentioned in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses MTS document. During public comments community members stated their "need [for] more transportation [bus stops], shade and benches at the bus stop[s]." MTS responded by stating that "MTS and NCTD currently provide shelters wherever it is physically feasible. As part of larger infrastructure projects like Next Generation Rapid, Trolley and Commuter Rail, all stations will have shelters."[7] To date, however, it is unclear how shade and infrastructure at bus stops is being addressed and what the plan is to make areas "physically feasible" where they are currently not, particularly in communities of color where infrastructure may not meet today's standard for such installations.

Most recently, during the 2022 Southeastern Community Driven Mobility Roadmap and Participatory Budgeting Project, many community members expressed the need for bus stop infrastructure that included shade at all transit stops. During the project, it was shared that in Southeastern, many stops lacked infrastructure to make transit an enjoyable experience, and community members shared ideas for shade alternatives including the use of solar panels and planting fruit trees for both shade and to provide healthy foods to those waiting.[8]

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[6] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf
[7] San Diego Forward. (2021). *Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses.* SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf.
[8] López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

AMENITIES

WiFi

Number of Times Mentioned Overall: 57
Frequency of Priority by Location: 7/10

WiFi on buses and trolleys and at transit stops was mentioned by community members at seven out of ten locations the listening session workshops and pop-ups were offered and 57 times overall, placing it as the sixth most mentioned priority (tied with compassionate care and developing partnerships with community services). Community members shared that having access to WiFi could make checking schedules and planning trips more accessible, especially for individuals with limited cell phone data. Additionally, community members shared that having access to WiFi could also allow them to be productive or pass the time during transit rides doing things they enjoy, making riding transit a more pleasant and convenient experience.

Similar comments were made in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, as well as during the 2022 Southeastern Community Mobility Roadmap and Participatory Budgeting Project, where multi-generational community members expressed the need for WiFi at bus stops and on the bus and trolley in order to ensure that they can access directions, for young adults traveling alone to communicate and coordinate with family members, and in the case of an emergency while in transit.[9]

Electric Outlets

Number of Times Mentioned Overall: 57
Frequency of Priority by Location: 7/10

Outlets at transit stops and on buses and trolleys to charge phones and other devices were mentioned at six out of ten locations the listening session workshops and pop-ups were offered and mentioned 54 times by community members overall. We specifically heard from a few people who are disabled and wheelchair bound that having access to an outlet at transit stops or while riding the bus or trolley could expand their mobility range. Not having electricity access on their transit trip can mean having to cut trips short to make sure they had enough battery power to make it home. We also heard from community members that having access to outlets could be incredibly helpful in keeping their phones charged for use in navigating their transit trip planning, staying connected with people they are meeting, and feeling safer because their phone is available if they need to call for help.

[9] López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

Similar comments were seen during Elevate SD's 2020 Board Workshops, in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and in the 2022 Southeastern Community-Driven Mobility Roadmap and Participatory Budgeting Project. During the San Diego Forward: Draft 2021 Regional Plan Public Comments, community members shared that there is a need for capital investments in each of the bus stops in San Diego, including "shade structure with rooftop solar [and] embedded batteries with USB charging hubs connected to utilities as a micro-grid."

Restrooms

Number of Times Mentioned Overall: 46
Frequency of Priority by Location: 10/10

The need for restrooms at key transit stops is a community priority that was shared at every listening session workshop and pop-up. Community members repeatedly expressed how difficult and undignified it was to travel without access to restrooms at many key stops. Parents, in particular, shared the challenges of traveling with children without reliable restrooms at transit locations. The lack of restroom access leaves many to find restrooms at convenience stores or nearby fast food restaurants, often being turned away for not making a purchase. Meeting this basic human and hygienic need would be transformative for transit riders.

Restroom access has been an ongoing community priority. The topic of restrooms reemerged during the Elevate SD 2020 Board Workshops and in response to the proposed 2021 San Diego Forward Regional Plan. Various community members shared that clean and easily accessible restrooms needed to be provided and that overall improvements to "the transit bathroom network"[10] were necessary. SANDAG responded to these comments by stating that "the proposed final 2021 Regional Plan [included] a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations."[11] Though this update was provided, the timing and execution of the plan were unclear. Community members continue to advocate for their need for restrooms at key transit stops. Most recently, during a Community Mobility Roadmap and Participatory Budgeting Project centralized in Southeastern San Diego in early 2022, many community members expressed the need for restrooms at transit stops.[12]

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[10] San Diego Forward. (2021). *Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses.* SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf
[11] San Diego Forward. (2021). *Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses.* SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf
[12] López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

AMENITIES

In the Evaluations of Restroom Facilities Report provided by MTS staff in September of 2021, they stated that there are currently nine trolley stations served by restroom facilities.[13] In the report, MTS staff share that 10 of MTS' 16 busiest trolley stations have restrooms at the station (or within close proximity), and that an estimated 70% of passenger trips start or end at a station with a restroom.[14] Despite this, community members that participated in the Social Equity Listening Tour overwhelmingly emphasized the importance of restroom access, indicating that the current level of amenities is not meeting the needs of transit riders. At the time of the report, it was acknowledged that four of the nine were currently closed.[15] It is unknown if all nine are currently open to the public. The MTS staff report on restrooms in September of 2020 is an important first step in better understanding the current facilities inventory of restrooms. However, the qualitative analysis from the Social Equity Listening Tour illustrates the importance of hearing directly from riders.

[13] San Diego Metropolitan Transit System. (2021). *Meeting of the San Diego Metropolitan Transit System Accessible Services Advisory Committee.* San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2021-9-16_asac_agenda_and_materials_0.pdf

[14] San Diego Metropolitan Transit System. (2021). *Meeting of the San Diego Metropolitan Transit System Accessible Services Advisory Committee.* San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2021-9-16_asac_agenda_and_materials_0.pdf

[15] San Diego Metropolitan Transit System. (2021). *Meeting of the San Diego Metropolitan Transit System Accessible Services Advisory Committee.* San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2021-9-16_asac_agenda_and_materials_0.pdf

SOCIAL EQUITY ADVOCACY HISTORY: RESTROOMS

CBOs in San Diego have long advocated for improved transit experiences. For example, City Heights CDC successfully advocated for the inclusion of restrooms as part of the design for the City Heights Transit Plaza on University Ave above the SR-15 freeway. Unfortunately, the restrooms have remained closed to the public since their construction was completed in 2003. Casa Familiar has actively advocated for restrooms for transit riders for over a decade as part of the San Ysidro Port of Entry redesign. They have sent letters to MTS concerned about the partially exposed restroom facilities at the MTS charter bus bay near the San Ysidro Port of Entry. They've requested a near-term modification to the existing restrooms to ensure privacy and dignity for users while also expanding the time window to access the restrooms.

As part of the Elevate SD engagement process led by MTS in 2019 and early 2020, access to restrooms was a frequently discussed feedback point. "Improve security and amenities," which included restrooms as an amenity, was the third most popular improvement. CBOs with the San Diego Transportation Equity Working Group attended Elevate SD hearings at the Board of Directors meetings to advocate for the prioritization of restrooms. In particular, Mid City CAN Youth Council Member and Youth Opportunity Pass advocate Denisse López shared powerful testimony at the dais urging the Board to take action on restrooms during an Elevate SD hearing in the fall of 2019. Ms. López shared a painful story about her younger brother who had no choice but to urinate in his pants while riding transit due to the lack of restroom facilities. Restroom access continues to be one of the 10 Transit Lifelines of the SD Transportation Equity Working Group.

AMENITIES

Lighting

Number of Times Mentioned Overall: 40
Frequency of Priority by Location: 7/10

Better lighting at transit stops, particularly in very dark areas, was mentioned at seven of the ten locations the listening session workshops and pop-ups were offered and is in the top ten community priorities mentioned overall. People often cite safety concerns when talking about the need for lighting. People feel uncomfortable and unsafe in dark areas where they are unable to see or be seen. Some shared that they have been bypassed by bus drivers as a result of not being noticed at dark transit stops, citing a necessity for better lighting. One bus driver shared that if bus stops had motion-sensor lights that come on when there is someone present, they would be more aware of someone waiting at a stop.

Similar comments were expressed in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and lighting was a key priority for the community of Southeastern San Diego, shared during the 2022 Southeastern Community Mobility Roadmap planning process. During this planning process, a notable concern was stated:

"EVEN THOUGH THIS WAS ONE OF THE MAIN PRIORITIES LISTED BY THE COMMUNITY, SOME SHARED TREPIDATION WITH THE INCREASE OF LIGHTING IN THE COMMUNITY DUE TO POTENTIAL SURVEILLANCE FROM SMART STREETLIGHTS THAT HAVE CAMERAS. THEREFORE, THE COMMUNITY PREFERS NEW STREETLIGHTS THAT DO NOT HAVE CAMERAS OR THE ABILITY TO BE USED AS A TOOL OF SURVEILLANCE IN THE COMMUNITY."[16]

[16] López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

Beautification at Transit Stops

Number of Times Mentioned Overall: 34
Frequency of Priority by Location: 7/10

Beautification of transit stops for a more pleasant experience was mentioned at seven out of ten locations the listening session workshops and pop-ups were offered and 34 times overall. When riders spoke about beautification, they provided a variety of ideas and acknowledged that beautification requires a multidimensional approach. This includes art from local artists, access to community gardens and green space, community gathering spaces, little libraries, and spaces for local businesses. It also includes periodic programming such as music and entertainment. Community members shared that making transit stops more beautiful both makes the stop feel more safe and welcoming and also provides a sense of community, humanity, and pride. In other words–beautification creates a more dignified transit experience.

Community beautification was also a key priority for the community of Southeastern San Diego that was shared during the Southeastern Community Mobility Roadmap planning process. Many community members expressed that mobility was more than transportation and that a big part of it was making places such as transit stops enjoyable.[17]

Seating

Number of Times Mentioned Overall: 27
Frequency of Priority by Location: 9/10

More seating at transit stops was mentioned at nine out of ten locations the listening session workshops and pop-ups were offered and 27 times overall. Some community members described how due to long wait times for transit, having a place to sit would make traveling easier, particularly for seniors and individuals with physical mobility issues. Additionally, some people walk long distances to transit stops with no other option, and a place for respite before transit arrives would make a significant difference in their daily rider experiences.

MTS also heard this theme emerge during the Elevate SD 2020 Board workshops. Several community members requested humane infrastructure related to transit stops with seating "without any inhumane anti-homelessness measures."[18] Similar comments were expressed during MTS' 2019 Board of Directors meeting, in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and, most recently, during the 2022 Southeastern Community Mobility Roadmap and Participatory Budgeting Project.

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[17] López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf
[18] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

Cleanliness

Number of Times Mentioned Overall: 163
Frequency of Priority by Location: 10/10

Cleaning and disinfecting buses, trolleys, and transit stops more regularly was mentioned in every listening session workshop and pop-up. Additionally, it was the community priority mentioned far more than any other with 163 mentions overall. Community members shared stories about overflowing trash cans at bus stops or areas that do not have trash receptacles where there is trash strewn everywhere, making it an unhealthy location to wait for their bus. Community members also shared experiences inside trolley cars and buses that had unsanitary conditions with trash, vomit, or old food left behind by passengers that were clearly there for a while. Being able to communicate with trolley and bus operators or directly with MTS staff through a call button that requests timely cleaning support could help address some of these issues. Unfortunately, one person stated that cockroaches and other insects made them feel uncomfortable and concerned for their health at unhygienic transit stops and requested that measures be taken for insect abatement.

Similar comments requesting cleaner transit were expressed during MTS' 2019 Board of Directors meeting, in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, and most recently during the 2022 Southeastern Community Mobility Roadmap and Participatory Budgeting Project.

More Frequency & Bus Routes

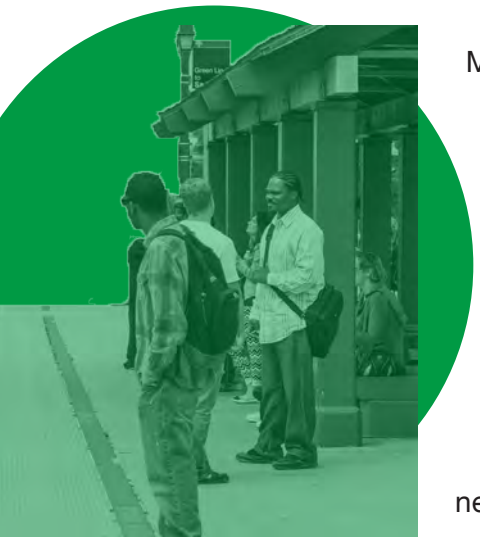
Transit frequency was collectively the most discussed priority by community members at the listening session workshops and pop-ups. Transit frequency was considered an important quality of life issue that would dramatically improve one's ability to move freely, access opportunities, and reclaim time that could be spent in more meaningful ways. The analysis in the following table aggregates the data for each type of transit frequency priority, as four different priorities were discussed.

Community Priority	Number of times mentioned overall	Frequency of Priority by location (x/10)
Increase Weekend Transit Frequency	66	9
Increase Transit Frequency (5-10 min)	63	9
More Frequent Service in East County and Rural Areas	39	8
Extended Night Transit Service	33	7
More Bus Routes	31	1

Many shared stories of a lack of, or limited access to, certain transit routes in their neighborhoods on weekends, making it more difficult to run errands such as going to the grocery store, connecting with family and friends, or attending community events, particularly in areas where the topography is very hilly as in Southeastern San Diego. The lack of weekend service makes it difficult for people, especially those with limited mobility, to access the main corridors for transit stops that have bus service on weekends.

For community members, more frequent buses and trolleys (every 5-10 minutes) would not only improve reliability, but it would make taking public transit more efficient and competitive with the car. It would also alleviate the stress felt by transit riders in having to time their transfers or arrive at their transit stops within certain time frames to avoid being stuck waiting long durations for the next bus or trolley.

OPERATIONS



MTS started cutting back weekday bus and trolley service due to a drop in ridership amid the COVID-19 pandemic.[19] However, even though overall ridership continues to be lower than it was pre-pandemic, ridership is currently at about 75% of pre-pandemic levels according to the Fiscal Year 2022 (July 2021 through June 2022). As the pandemic has eased, MTS ridership has increased across the board with weekday ridership more consistently rising above 200,000 weekday trips, a strong benchmark for MTS ridership recovery efforts.[20] Some community members signified how important it is for MTS, prior to cutting any service routes, to conduct an analysis on "destination sensitive" areas and the potential impact of such cuts (i.e., near senior centers, health care providers, etc.).

Moreover, community members shared that extending service at night could allow for more economic opportunities and accommodate those who work into the late evening or night. A few community members offered their stories of how not having access to service at night and having to walk long distances in the dark has led to stressful situations and an overall feeling of a lack of safety. Additionally, community members shared that extending service at night would enable people to enjoy the nightlife they currently do not have access to.

Community members overwhelmingly shared that more frequent service is imperative in East County and in rural areas, mentioned in 80% of the listening session workshops and pop-ups. A number of community members specifically expressed that improving direct access from South County, primarily San Ysidro to El Cajon, instead of requiring people to travel to Downtown San Diego and then transfer to transit headed east, is vital. Also, the planning team heard from community members in El Cajon that direct access to economic opportunities in Sorrento Valley is critical.

[19] St John, A. & Cabrera, M.. (2020). *COVID-19 Pandemic Could Put The Brakes On MTS Plan To Expand Public Transit.* KPBS. https://www.kpbs.org/news/midday-edition/2020/04/13/covid-19-pandemic-could-put-brakes-mts-plan-expand.

[20] San Diego Metropolitan Transit System. (2022). *Ridership Increases as the Pandemic Eases.* San Diego Metropolitan Transit System. https://www.sdmts.com/rider-info/rider-insider/ridership-increases-pandemic-eases

OPERATIONS

Lastly, 24-hour transit service has been requested in the past and continues to be desired today. During the Elevate SD 2020 Board Workshops, community members around San Diego City College and throughout Southeastern expressed a need for 24-service to connect to other areas for work and school. Similarly, community members shared the need for 24-hour transit service in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document and is part of the 10 Transit Lifelines co-developed by community members and advocates. Additionally, during the Southeastern Community Driven Mobility Roadmap and Participatory Budgeting Project, community members throughout Southeastern also expressed a need for increased frequency, weekend service, and 24-hour service.[21] As the data was aggregated during the Social Equity Listening Tour, 24-hour transit service was something that was mentioned at a high frequency during the workshops in Mid-City and Southeastern. This made sense given that these two areas are incredibly densely populated, potentially with many people not working during standard 9 am to 5 pm business hours.[22]

[21] López, M., Medina, A., & Ordaz, J.. (2022). *Southeastern Community Mobility Roadmap & Participatory Budgeting Project*. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

[22] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

SOCIAL EQUITY ADVOCACY HISTORY: TRANSIT FREQUENCY

Transportation equity and transit advocates have consistently urged MTS to invest in additional transit service that increases bus frequency. Specifically, EHC, City Heights CDC, MAAC Project, and Cleveland National Forest Foundation called for enhanced transit frequency in the Transportation Justice Principles developed in 2014. These were the first known Transportation Justice principles in California when they were drafted eight years ago.

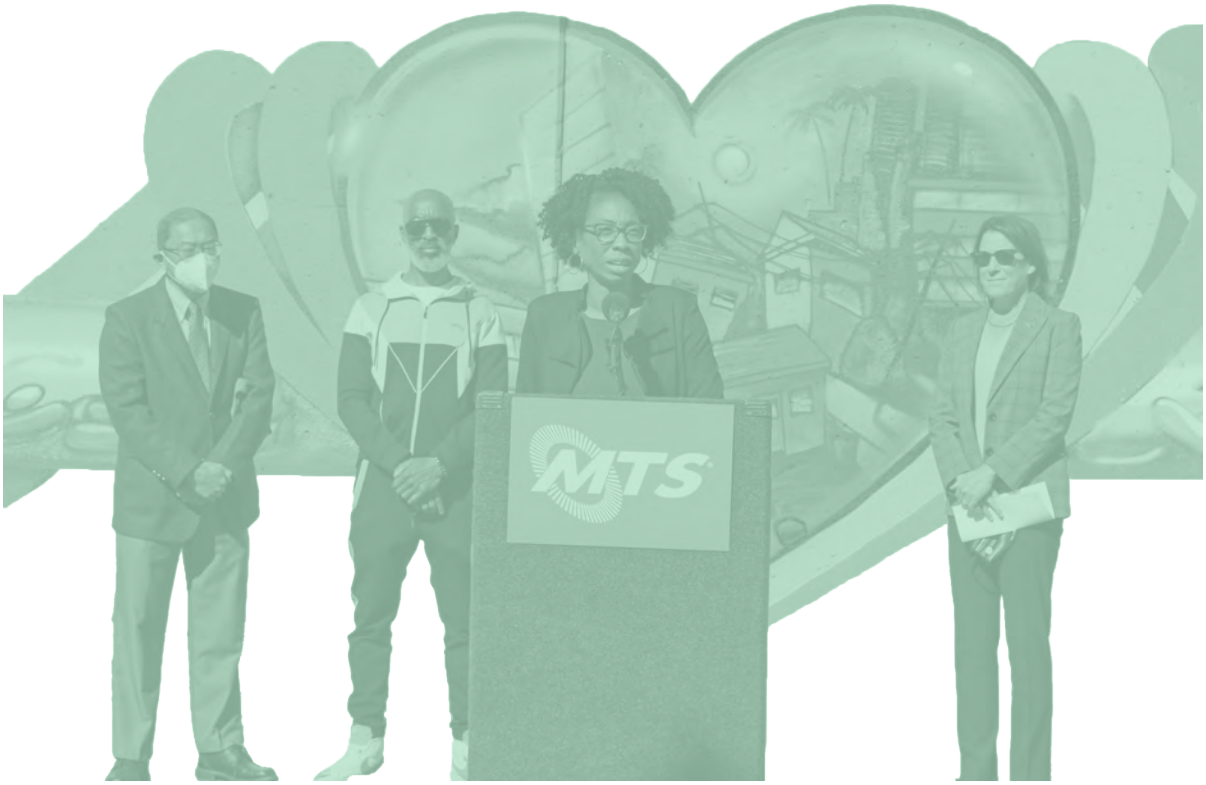
City Heights CDC and advocacy partners pointed to overcrowded buses in City Heights as evidence of the need for more frequent transit service. MTS' Transit Optimization Plan rearranged service to focus resources on high-demand transit routes. The additional frequency being added to communities that needed it the most ended up leading to an overall ridership increase at MTS all while transit ridership trends across the United States were declining.

The San Diego Transportation Equity Working Group has continued to advocate for additional frequencies starting with the most popular transit lines such as the Blue Line, Route 7 bus, and more. Improving the transit system in the near term with additional frequency is seen by transportation equity advocates as one of the most critical and impactful ways to improve transit travel times, reliability, and overall experience for communities who depend on transit the most. Improving the transit system now is one of the 10 Transit Lifelines developed by the San Diego Transportation Equity Working Group.

On-Time Service

Number of Times Mentioned Overall: 33
Frequency of Priority by Location: 8/10

On-time transit service that is consistently punctual, was mentioned at eight out of the ten locations that the listening session workshops and pop-ups were offered. Often, when this priority was mentioned, people shared stories about being late to work, school, or doctor appointments. The communities expressed that late service has caused them immense amounts of stress and has led some to feel that transit service is not as reliable as it should be. Without transit headways every 5 to 10 minutes, as many community members require to meet their needs, late transit can cause a major disruption in a person's day, particularly when people need to transfer to complete their journeys. Similar concerns regarding prompt performance were highlighted during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, in conjunction with improving connections, transfer times, and increased frequency.[23]



[23] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

CUSTOMER SERVICE

Treatment by Bus Operators

Number of Times Mentioned Overall: 85
Frequency of Priority by Location: 9/10

There was a mix of both positive and negative responses when it came to community members' experiences with bus drivers. ***Unfortunately, treatment of passengers by bus drivers was ranked second among priorities most frequently mentioned overall and was mentioned at nine out of the ten locations that listening session workshops and pop-ups were offered.*** Community members shared poor experiences with bus drivers and expressed how bus drivers have spoken rudely or disrespectfully to them, have been impatient when loading and unloading passengers, have not been empathetic to transit riders with auditory, visual, or mobility impairments, and have not been very helpful to transit riders asking for help with directions or to pull out the ramp.

Many of the community members we engaged with who are unhoused or facing housing insecurity had the most to share on this issue. They articulated that they often felt discriminated against and disrespected by drivers and were sometimes bypassed or not let on the bus even though they had transit fare. ***Community members shared that they would like bus drivers to obtain education and training on customer service to address disrespect of passengers. It would also be helpful to hear directly from bus drivers about their experiences and to collectively explore what support systems and capacity-building they may need to reduce stress and set them up for success.***

Customer Service Staff

Number of Times Mentioned Overall: 25
Frequency of Priority by Location: 9/10

Having a customer service staff member present at transit stops and on buses and trolleys was mentioned at nine out of the ten locations the listening session workshops and pop-ups were offered. Community members shared that having an unarmed customer service staff member at transit stops and on buses and trolleys would make them feel safer by having more eyes on transit and someone they could turn to if an issue emerges. Community members shared that having designated customer service staff would relieve some of their stress while traveling as there would be someone they could turn to for support with transferring or directions. Finally, customer service staff could help with loading Pronto cards and providing real time transit rider education, such as how to transfer information or how to apply for a senior citizen pass.

Treatment by Transit Security

Number of Times Mentioned Overall: 37
Frequency of Priority by Location: 9/10

Addressing treatment of transit riders by transit security ranked number twelve in number of times overall mentioned. A few riders shared the desire for more security presence on public transit. However, some people confided that they had negative experiences of abrasive verbal or physical interactions with transit security. These encounters either happened to them individually or they witnessed them take place most often in Black communities and communities of color or with people who are perceived to be unhoused. As a result, community members desired security training, quarterly assessments, public reports of security reviews and performance, and shifting to more customer service staff and partnerships with social service providers rather than the reliance of security on transit to address riders' needs. Community members further requested that safety taking public transit can be achieved through other means, such as more lighting, more frequent transit headways, removing advertisement wraps on buses and trolleys making them more transparent so riders can easily see through the windows, and providing access to call buttons to connect directly with MTS staff if there is an emergency.

These views and experiences are certainly not new. In 2015 a Task Force, "which included personnel from the sheriff's department and police officers from San Diego, Chula Vista, El Cajon and La Mesa" was created to "conduct fare inspections, look for suspicious activity and help ensure a safe environment for passengers."[24] This focus on policing led to the targeting of specific community members and,

"FOR YEARS, ADVOCATES AND RESIDENTS COMPLAINED ABOUT THE AGENCY'S AGGRESSIVE ENFORCEMENT. A NEW SLATE OF MTS BOARD MEMBERS BEGAN PUSHING FOR CHANGE IN 2019. THEN CAME NATIONWIDE CALLS FOR POLICE REFORM AND A SERIES OF VOICE OF SAN DIEGO STORIES THAT REVEALED THAT THE AGENCY'S FARE EVASION TICKETING OUTPACED THAT OF OTHER AGENCIES ACROSS THE COUNTRY, HOW MTS TICKETS COULD TERRORIZE LOW-INCOME RIDERS, AND HOW MTS ENFORCEMENT DISPROPORTIONATELY AFFECTED ITS BLACK RIDERS."[25]

[24] KPBS (2015). *Task Force Formed To Improve Security At San Diego County Transit Stations*. KPBS. https://www.kpbs.org/news/public-safety/2015/03/05/officials-form-task-force-improve-security-san-die.
[25] Halverstadt, L. (2021). *MTS Review Recommends Changes, But Stops Short of Sweeping Assessments.* Voice of San Diego. https://voiceofsandiego.org/2021/02/05/mts-review-recommends-changes-but-stops-short-of-sweeping-assessments/.

Furthermore, "Black Metropolitan Transit System riders make up less than 15 percent of the system's ridership but receive nearly a third of all quality of life citations. Black riders are also overrepresented among those ticketed dozens of times each." [26]

A report on Police Reformers in 2020 stated that "when the MTS board agreed in 2017 to boost the number of code compliance officers who can write tickets, it did so without asking a single question in public about what that increased enforcement could mean for riders, [and in 2019] alone, MTS officers wrote 66,155 tickets." [27] As a result, the MTS Board approved a pilot fare evasion diversion program, [32] implemented in September 2020. The pilot project would allow riders to resolve citations directly with MTS instead of through the court system while providing alternatives to resolve fare citations if issued on or after September 1, 2020. Alternatives included: 1) paying a reduced fine of $25 within 120 days; 2) performing community service within 120 days; 3) requesting a limited appeal within 15 days; and 4) options if missed the deadline to complete diversion options if you have multiple fare violations. [28] Though it is a start toward addressing fare violations, it is unclear what support is in place for those that had been impacted by fare violations prior to September, 2020.

Alongside over-ticketing, there have also been several incidents of security violence at transit stops or on transit. In 2018, two incidents were documented where MTS was involved in an investigation or lawsuit related to trolley security officers using excessive force while detaining someone[29] and allegations of trolley personnel assaulting, using excessive force, and violating the civil rights of four riders.[30] In 2019, a 24- year-old man died after a struggle with transit officers, resulting in an investigation by homicide detectives.[31] And in 2021, an incident "months before George Floyd, Angel Hernandez died at a downtown train station with a knee to his neck, too." [32] According to an article in the San Diego Union Tribune, there were many similarities between the two cases with the exception that "no charges were filed in Hernandez's death at the hands of MTS security." [33]

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[26] Halverstadt, L. & Nucci, K. (2020). Black MTS Riders Cited Disproportionately. Voice San Diego https://voiceofsandiego.org/2020/07/27/black-mts-riders-cited-disproportionately/.

[27] Voice of San Diego. (2020). Morning Report: Police Reformers Are Coming for MTS. Voice San Diego. https://voiceofsandiego.org/2020/06/25/morning-report-police-reformers-are-coming-for-mts/.

[28] https://voiceofsandiego.org/2020/06/24/the-police-reform-push-comes-for-mts/

[29] Metropolitan Transit System. (2022) Diversion Program. MTS. https://www.sdmts.com/rider-info/mts-security/diversion-program

[30] Riggins, A. (2018). Lawsuit accuses MTS, security personnel of assault, using excessive force. San Diego Union Tribune. https://www.sandiegouniontribune.com/news/public-safety/sd-me-mts-excessive-force-lawsuit-20181114-story.html.

[31] Riggins, A. (2018). MTS investigating excessive-force complaints against security officers. San Diego Union Tribune. https://www.sandiegouniontribune.com/news/public-safety/sd-me-mts-excessive-force-20180713-story.html.

[32] Garrett, L. (2019). 24-year-old man dies after struggling with transit officers at downtown trolley station. San Diego Union Tribune. https://www.sandiegouniontribune.com/news/public-safety/story/2019-10-16/24-year-old-man-dies-after-struggling-with-transit-officers-at-downtown-trolley-station.

[33] Moran, G. & Hernandez, D. (2021). Months before George Floyd, Angel Hernandez died at a downtown train station with a knee to his neck, too. San Diego Union Tribune. https://www.sandiegouniontribune.com/news/courts/story/2021-04-25/months-before-george-floyd-angel-hernandez-died-with-a-knee-to-his-neck-too.

As recently as February 2022, multiple community members spoke at the meeting of the San Diego Metropolitan Transit System Board of Directors on February 10, 2022 to address the incident with Lanisha Hill who was arrested, handcuffed, and removed from the trolley for fare evasion. Details on the extent of the force were not documented in the minutes, but community members shared that there was footage where they could see the use of excessive force. Community members continued to highlight how critical the need is to address the disproportionate ticketing of Black riders and riders of color, police brutality, and evasion checks.[34] In regards to all of these incidents, it is unclear if the MTS officers are obligated to abide by the same state laws that limit police officers' use of deadly force, which makes it problematic to hold MTS security officers accountable for such grave incidents.[35] Furthermore, similar concerns around discrimination and disrespect from transit security were highlighted during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document.

These ongoing experiences, particularly in Black and Brown communities, are recurring traumas. According to the American Psychological Association, people who have been victimized by violent hate crimes are more likely to experience more psychological distress, which can include post-traumatic stress, safety concerns, depression, anxiety, and anger. Historically, Black and Brown communities have survived hate crimes, which "send messages to members of the victim's group that they are unwelcome and unsafe in the community, victimizing the entire group and decreasing feelings of safety and security." [36] Therefore, when incidents happen with MTS that resemble targeting, the disproportionate treatment towards specific groups (whether intentional or unintentional), this adds to traumas that already exist in the communities and can create secondary trauma.

Law enforcement violence is a serious matter, and according to an American Public Health Association, the experience of police violence has been associated with mental and emotional trauma creating a public health crisis for the communities most affected.[37] Violence in general can have long term effects on anyone, but for children, exposure to violence can also harm their "emotional, psychological and even physical development," resulting in children struggling in school, abusing drugs or alcohol, acting aggressively, suffering from depression or other mental health problems, and engaging in criminal behavior as adults.[38] Considering the long-term trauma that may have impacted riders, it is certainly understandable why the community members have asked for MTS to acknowledge the negative effects of depending on policing and to focus its efforts on a reparative process that focuses on healing and community support and transition to having more customer service staff being present. Alternatively, community members expressed that security and safety can be addressed in other ways such as lighting, transit accessibility, & call buttons to connect with MTS staff directly from bus shelters.

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[34] Metropolitan Transit System. (2022). Meeting of the San Diego Metropolitan Transit System Board of Directors. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2022-02-10_board_minutes_-_ada.pdf.

[35] Halverstadt, L. & Marx, J. (2020). MTS Says Its Officers Aren't Bound by New State Use-of-Force Law. Voice San Diego. https://voiceofsandiego.org/2020/06/25/mts-says-its-officers-arent-bound-by-new-state-use-of-force-law/.

[36] American Psychological Association. (2017). The Psychology of Hate Crimes. American Psychological Association. https://www.apa.org/advocacy/interpersonal-violence/hate-crimes

[37] DeVylder, J., Fedina, L., & Link, B. (2020). Impact of Police Violence on Mental Health: A Theoretical Framework. American Journal of Public Health 110, 1704_1710, https://doi.org/10.2105/AJPH.2020.305874

[38] National Institute of Justice. (2016). Children Exposed to Violence. National Institute of Justice. https://nij.ojp.gov/topics/articles/children-exposed-violence.

Youth Opportunity Pass

Number of Times Mentioned Overall: 84
Frequency of Priority by Location: 9/10

When community members were asked about their relationship with MTS and if they spoke positively about MTS, they mostly referenced the Youth Opportunity Pass as their reason for feeling they had a positive relationship. During the Social Equity Listening Tour many people stated MTS has improved and often cited YOP as the reason for this. ***Overwhelmingly, keeping transit free for youth beyond the 1-year pilot project was mentioned at nine out of the ten locations the listening session workshops and pop-ups were offered and 84 times overall, placing it among the top three priorities.***

Additionally, a number of people shared that they are in favor of increasing the age of eligibility from 18 years to 24 because it can play a pivotal role in the educational and economic opportunities for many young adults. There were others who would like to see more education and marketing of the YOP program and support from CBOs and MTS staff to help families navigate participating in the program. Some of those who did have their children in the YOP program shared how beneficial it was to have support from someone to navigate the program. Others, who did not have their children in the program, were actively seeking support to get their children into the program. Many people shared how financially significant this program is to them and their families and how it has opened up educational, extra-curricular, and economic opportunities for youth, especially those in high school.

Many community members and CBOs have advocated for free transit for youth over the past ten years, and during the 2019 MTS Board of Directors Meeting several community members and CBOs advocated for Youth Opportunity Passes to be included in the Elevate SD 2020 program.[39] In a continuation of advocacy efforts, community members and CBOs continued to request low fares for youth during the Elevate SD 2020 board workshops throughout all of MTS' service area,[40] and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document, over 23 community-based organizations advocated for MTS' YOP to be continued and extended to a higher age of students.[41]

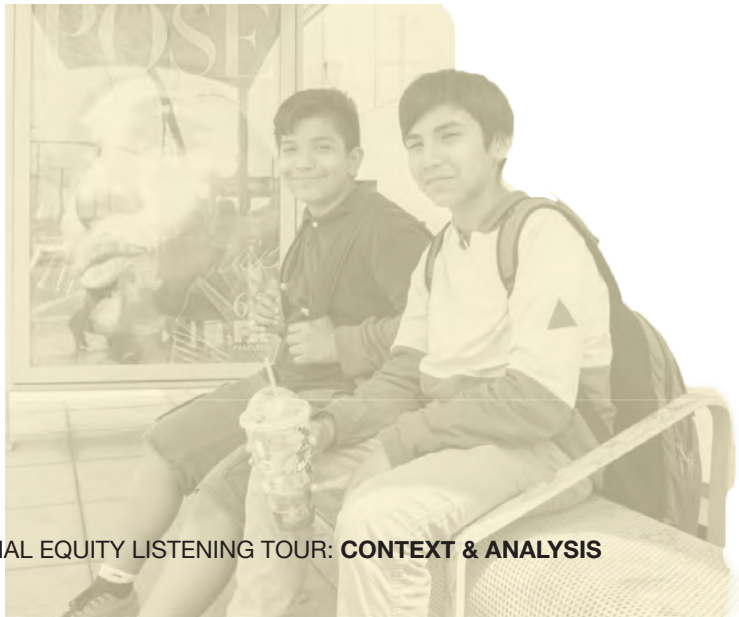
[39] San Diego Metropolitan Transit System. (2019). Board Agenda and Materials - Elevate SD 2020 Workshop. San Diego Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-12-12_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf.
[40] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf
[41] San Diego Forward. (2021). Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf.

SOCIAL EQUITY ADVOCACY HISTORY: YOUTH OPPORTUNITY PASSES (YOP)

The Youth Opportunity Pass campaign kicked off in 2011 in City Heights by community leaders and residents. Mid-City CAN and the Improving Transportation in City Heights (ITCH) resident momentum team have led the community organizing for YOP for over a decade. YOP is a community-advocated platform that calls for free transit for all youth aged 24 and under in San Diego County.

Throughout the past decade, Mid-City CAN, in partnership with San Diego Transportation Equity Working Group partners, has organized hundreds of meetings, events, and actions to build political support for YOP. As part of MTS' Elevate SD funding measure community engagement efforts in 2020, MTS proposed utilizing future sales tax revenue to make transit free for MTS riders aged 18 and under. Unfortunately, the Elevate SD funding measure did not move forward due to the Covid-19 pandemic.

In 2022, the County of San Diego and SANDAG secured funding to implement YOP regionally for those aged 18 and under. SANDAG formed the Transit Pilot Equity Working Group in partnership with MTS, NCTD, and CBOs (Casa Familiar, Environmental Health Coalition, City Heights CDC, Urban Collaborative Project, and Alliance for Regional Solutions) to coordinate the launch of the YOP 18 and under one year pilot. The pilot rolled out with great enthusiasm in the spring of 2022. Preliminary research has demonstrated favorable results for the YOP pilot. Transportation equity advocates are advocating to extend the pilot beyond one year into permanent program status and also hope to expand the age range from 18 and under to age 24 and under. YOP remains a top priority of the SD Transportation Equity Working Group.



Compassionate Care & Partnership with Community Services

Number of Times Mentioned Overall: 57

Frequency of Priority by Location: 9/10

The mention of people who are perceived to be unhoused on transit was discussed at nine out of ten locations the listening session workshops and pop-ups were offered. A few people, when they talked about people they perceive as unhoused, asked for more security presence to remove people who are perceived to be unhoused. However, when engaged in deeper conversation about why they held such strong opinions, they often shared their discomfort with people who cannot maintain a certain level of hygiene, or concerns about behaviors of someone displaying a mental health issue. Verbal outbursts and leaving behind trash and belongings were often highlighted.

As planning team staff engaged in conversations with community members and reflected back the ideas other community members presented, such as partnerships with community service programs, community members were supportive of partnerships with organizations to support the public. After discussing the idea of a more supportive approach to rider issues, many community members changed their perspectives on security being the primary strategy to address their concerns. Community members were also supportive of having access to restrooms, hand washing stations, and showers near key transit stops to provide an opportunity for those who need access to basic hygiene infrastructure.

Additionally, there were community members who took a more empathetic approach to this issue and shared that they support having social workers and mental health providers ride transit so that they can offer support and provide resources and mental health services to those in need (housed or unhoused). Similar support for compassionate care towards people perceived to be unhoused was expressed during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document.

When referring to people in need, we wish to acknowledge that, while some community members specifically mentioned transit riders that are perceived to be unhoused, “mental illness does not discriminate, [and]; it can affect anyone regardless of age, gender, geography, income, social status, race/ethnicity, religion/spirituality, sexual orientation, background or other aspect of cultural identity.”[42] Mental health refers to a person’s emotional, psychological, and social wellbeing and it affects how someone may think, feel, and act. Mental health determines how a person handles stress, relates to others, and makes healthy choices.[43] Anyone can be struggling with mental health issues and can present in a variety of ways at a given time, so it is important to be mindful of potentially skewed perceptions when designing policies, procedures, and infrastructure.

One notable element is that the people we engaged with who are currently unhoused or facing housing insecurity did not share a need for services at transit stops, buses, or trolleys. Instead, their overwhelmingly top priority emphasized the need to be treated with dignity and respect by bus drivers and security. They explained that they are often discriminated against. We highlight this because the experience of being unhoused is traumatic in and of itself, and according to the Substance Abuse and Mental Health Services Administration, "people experiencing homelessness often are marginalized, isolated, and discriminated against. Additionally, they are highly vulnerable to violence and victimization, and re-traumatization becomes a distinct possibility." [44] Thus, perpetuating harmful practices or treatment towards unhoused community members will only reinforce or perpetuate their trauma and further marginalize them.

[42] Parekh, R. (2018). What is Mental Illness? American Psychiatric Association. https://psychiatry.org/patients-families/what-is-mental-illness#:~:text=Mental%20illness%20does%20not%20discriminate,other%20aspect%20of%20cultural%20identity.
[43] World Health Organization. (2022). Mental health: strengthening our response. World Health Organization. https://www.who.int/en/news-room/fact-sheets/detail/mental-health-strengthening-our-response
[44] Substance Abuse and Mental Health Services Administration (2022). Homelessness Resources: Trauma. Substance Abuse and Mental Health Services Administration. https://www.samhsa.gov/homelessness-programs-resources/hpr-resources/trauma

PROGRAMS

Affordability

Number of Times Mentioned Overall: 27
Frequency of Priority by Location: 7/10

During the Social Equity Listening Tour, transit affordability, in general, was mentioned at seven out of ten locations the listening session workshops and pop-ups were offered. Transit affordability was also discussed in different ways. For example, community members shared the importance of keeping the Youth Opportunity Pass program *(mentioned 84 times)* and how that has improved transit affordability for their families. Community members also discussed the need for programs to provide free transit to unhoused people, elders *(mentioned 23 times)*, community volunteers *(mentioned 3 times)*, and anyone who doesn't have the financial means to pay for transit *(mentioned 8 times)*. These needs had also been expressed previously during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses SANDAG document.

Furthermore, community members shared that more free ride days, such as when there are bad air days, could not only incentivize taking public transit and improve regional air quality, but it could also make transit affordable overall. Though there are great program ideas that could help with transit affordability, there are also things to avoid repeating in order to maintain affordability.

In the past, transit affordability was a topic of discussion with MTS, and previous procedures had been under scrutiny regarding transit affordability. For instance, in the 2021 presentation of the San Diego regional plan, community members and community-based organizations shared that transit must be affordable for families and low-income community members, and they also expressed the, "need [to] serve the economically disadvantaged areas first."[45] Prior to that, in 2020, the disproportionate effects of MTS' ticketing procedures were highlighted and "a largely new slate of MTS board members [pushed] for reform after years of public complaints about the agency's aggressive ticketing."[46] Transit affordability is complex and challenges like ticketing can also impact the affordability of transit as,

> **"LOW-INCOME PEOPLE, INCLUDING HOMELESS SAN DIEGANS, OFTEN FAIL TO INITIALLY ADDRESS THOSE TICKETS AS THEY GRAPPLE WITH MORE URGENT CHALLENGES. THEY MAY PUT OFF ADDRESSING FINES THEY CAN'T AFFORD TO PAY OR BE DISCOURAGED BY THE NEED TO USE THE TRANSIT SYSTEM TO GO TO COURT, RAISING THE PROSPECT OF ANOTHER VIOLATION IF THEY DON'T HAVE CASH FOR FARES. THEN THE TICKETS CATCH UP WITH THEM, OFTEN AS THEY ARE TRYING TO IMPROVE THEIR LIVES OR MOVE OFF THE STREET."** [47]

[45] San Diego Forward. (2021). Attachment 1: San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses. SANDAG. https://www.sandag.org/uploads/meetingid/meetingid_5899_29913.pdf.
[46] Halverstadt, L. & Marx, J. (2020). The Police Reform Push Comes for MTS. Voice San Diego. https://voiceofsandiego.org/2020/06/24/the-police-reform-push-comes-for-mts/.
[47] Halverstadt, L. (2020). A $2.50 Fare Evasion Ticket Can Upend Low-Income Residents' Lives. Voice San Diego. https://voiceofsandiego.org/2020/06/17/a-2-50-fare-evasion-ticket-can-upend-low-income-residents-lives/.

Other Notable Community Priorities

There were a few notable priorities that were expressed less often during the listening sessions, but are notable due to their wide-reaching social equity impacts on communities. These priorities include: first and last mile infrastructure improvements and mobility options, electric outlet access, addressing the digital divide, transit education for newcomers, disability justice, and access to the juvenile detention center.

AMENITIES

First and Last Mile

Number of Times Mentioned Overall: 21

Frequency of Priority by Location: 6/10

Communities that were engaged during the Social Equity Listening Tour have experienced generations of infrastructure disinvestment, thus leaving people to navigate crumbling or nonexistent infrastructure as they seek to access transit. During the Social Equity Listening Tour, first and last mile infrastructure was mentioned at six out of the ten locations the listening session workshops and pop-ups were offered.

Concerns around the first and last mile infrastructure were previously heard at the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses, where several community members throughout the MTS service area shared that it is crucial to address the first mile/last mile issue[48] and requested better service and transit solutions such as last mile vehicles, bike locker infrastructure, mobility hubs, more micro-transit centers, an increase of pedestrian and cyclists public awareness, and more.[49]

These topics and concerns continued to be expressed during the Social Equity Listening Tour. Riders felt that an important part of making transit more equitable and accessible is ensuring safe and easy access to bus and trolley stops. Specifically, in calling for safer routes to transit, they shared basic infrastructure needs such as crosswalks, sidewalks, streetlights, transportation hubs with mobility options (i.e., E-bikes, ev sharing, etc.), and traffic calming engineering efforts. Community members further expressed that they would like access to free electric neighborhood shuttles, similar to the FRED that can be found in downtown San Diego, to take people to key transit hubs and amenities within their own communities (i.e., grocery stores, schools, doctors' offices, libraries, parks, etc.). Neighborhood E-Shuttles were also brought up during the engagement for the Southeastern Community Mobility Roadmap as one of the main priorities mentioned by community members in Southeastern San Diego due to the hilly topography and limited in-community mobility options.[50]

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[48] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

[49] Metropolitan Transit System. (2019) Elevate SD 2020 Board Workshop. Metropolitan Transit System. https://www.sdmts.com/sites/default/files/2019-11-02_board_agenda_and_materials_-_elevate_sd_2020_workshop_0.pdf

[50] López, M., Medina, A., & Ordaz, J.. (2022). Southeastern Community Mobility Roadmap & Participatory Budgeting Project. Pueblo Planning. puebloplanning.com/s/Southeastern-Report.pdf

Digital Divide

Number of Times Mentioned Overall: 16
Frequency of Priority by Location: 8/10

Another notable community priority that did not make it into the top twenty based upon lack of overall frequency mentioned (16 times), but that was mentioned at eight out of ten locations the listening session workshops and pop-ups were offered, addressing the digital divide. Over the last decade, MTS has taken steps to advance the use of technology. For instance, in 2011, Google and MTS established a partnership to develop a mapping tool that would provide transit information in real time via a computer, laptop, or smartphone.[51] Then, in 2017, the Compass Cloud mobile app was developed and made available to purchase multiple one-day or monthly electronic passes.[52] Furthermore, in 2021, MTS took another step toward implementing a new fare collection system as the Pronto cards and app were developed and implemented to replace the old Compass card and cloud system. [53]

Though some community members have expressed their appreciation for the added digital options, some community members have also expressed concerns. As the planning team spoke with community members, we learned that some do not have access to WiFi or smartphones to navigate transit schedules or routes or to load funds onto a Pronto card. As a result, community members expressed support for more customer service staff presence at transit stops and on buses and trolleys while also requesting more in-person payment sites in communities (particularly in those where the data shows the greatest digital deserts) where people can have the option to pay in cash (supporting those that are unbanked).

Creating a marketing campaign to inform and connect community members to these non-digital options could greatly increase accessibility for those facing the digital divide and those that are unbanked. Some community members also expressed frustrations with the ongoing system changes and they stated that it was difficult because as soon as they figure out a system, it changes. Community members with these concerns shared that it would be beneficial to have ongoing communications and education opportunities through MTS. Similar comments were also expressed in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses document.

[51] Hawkins, R.J. (2011). Google, MTS team up for real-time bus maps. San Diego Union Tribune. https://www.sandiegouniontribune.com/news/sdut-google-mts-team-real-time-bus-maps-2011jun08-story.html.
[52] Smith, J.E. (2017). Train, trolley and bus tickets go mobile in San Diego County. San Diego Union Tribune. https://www.sandiegouniontribune.com/news/environment/sd-me-mobile-ticketing-20170329-story.html.
[53] Mendoza, A. (2021). MTS, NCTD offer free rides throughout September with the new Pronto card. San Diego Union Tribune. https://www.sandiegouniontribune.com/latest/story/2021-08-31/mts-offers-free-rides-throughout-september-with-new-pronto-card.

Education for Newcomers

Number of Times Mentioned Overall: 18
Frequency of Priority by Location: 4/10

San Diego is a refugee resettlement area in the United States, contributing greatly to the diversity in the region, particularly in City Heights, Linda Vista and El Cajon. With its proximity to the border, the San Diego region is also an entry point for people seeking asylum from around the world as well as cross-border migration from Latin American countries. As people migrate to San Diego, they are tasked with having to learn new systems including, but not limited to, education, employment, and transportation.

During the listening session pop-up at the El Cajon transit station, several representatives of CBOs that work with refugees and asylum seekers stated a need for education and ongoing partnerships between MTS and CBOs in order to provide newcomers with crucial information on how to use public transit. CBO representatives shared that it is crucial to be mindful of the various factors that can impede newcomers from accessing MTS services, including a lack of language accessibility, education on how to purchase tickets or ticketing options (i.e. single-trip pass, all-day pass, transfers, etc.), the digital divide, rider etiquette education, and more.

For instance, we learned that there are times community members end up overpaying for their daily transit needs because they are not aware that a day-pass exists or where to obtain transit information. Also, it was shared that many immigrant community members have refrained from utilizing MTS services because they see bus drivers in uniforms, and in their countries of origin uniforms signify exclusivity to government officials. As such, CBOs requested that a partnership be established between them and MTS throughout San Diego in order to co-develop community education and mobility access.

Disability Justice

Disability Justice examines disability and ableism as they relate to other forms of oppression and identity such as race, class and gender.[54] Disability Justice has been brought up in the past during the 2020 Elevate SD Board Workshops and in the San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses document. During the Social Equity Listening Tour, those who advocate with and provide services for people with disabilities continue to emphasize that whatever amenities, programs, operations, and customer service improvements are made, they must ensure accessibility for everyone regardless of ability. ***Therefore, our research does not have just one data point to reference in this section.*** For example, amenities such as wheelchair ramps sidewalks, etc. metnioned 4 times, better audio options was mentioned 14 times overall, and improving MTS Access operations was mentioned exclusively at the ASAC workshops. This section will further discuss audio support and MTS Access operations.

First, having more consistent and louder announcements of stops or main intersections, especially for those that are visually impaired or hard of hearing, on public transit can make navigation much easier and support the mobility independence of visually impaired riders. Informational booths with audio button options in multiple languages at key transit hubs can also support the mobility of visually impaired people as well as people with limited literacy abilities.

Secondly, improving MTS Access operations can better support the mobility needs of those that rely upon that service. Community members shared that streamlining the MTS Access process to allow for repetitive scheduling needs. For example allowing for the rider to call only once to make a repetitive appointment (i.e., pick up at 9 am Monday through Friday) instead of having to call each time. Additionally, streamlining MTS Access by ensuring an instant notification process when there are scheduling changes or when the bus is running late is a community desire. Lastly, having more consistency of MTS Access pick up and drop off times will help community members better plan their days and improve reliability.

[54] Piepzna-Samarasinha, Leah Lakshmi (2018). Care Work: Dreaming Disability Justice. Vancouver, BC, Canada: Arsenal Pulp Press. ISBN 978-1-55152-738-3.

East Mesa Juvenile Detention Facility Transit Access

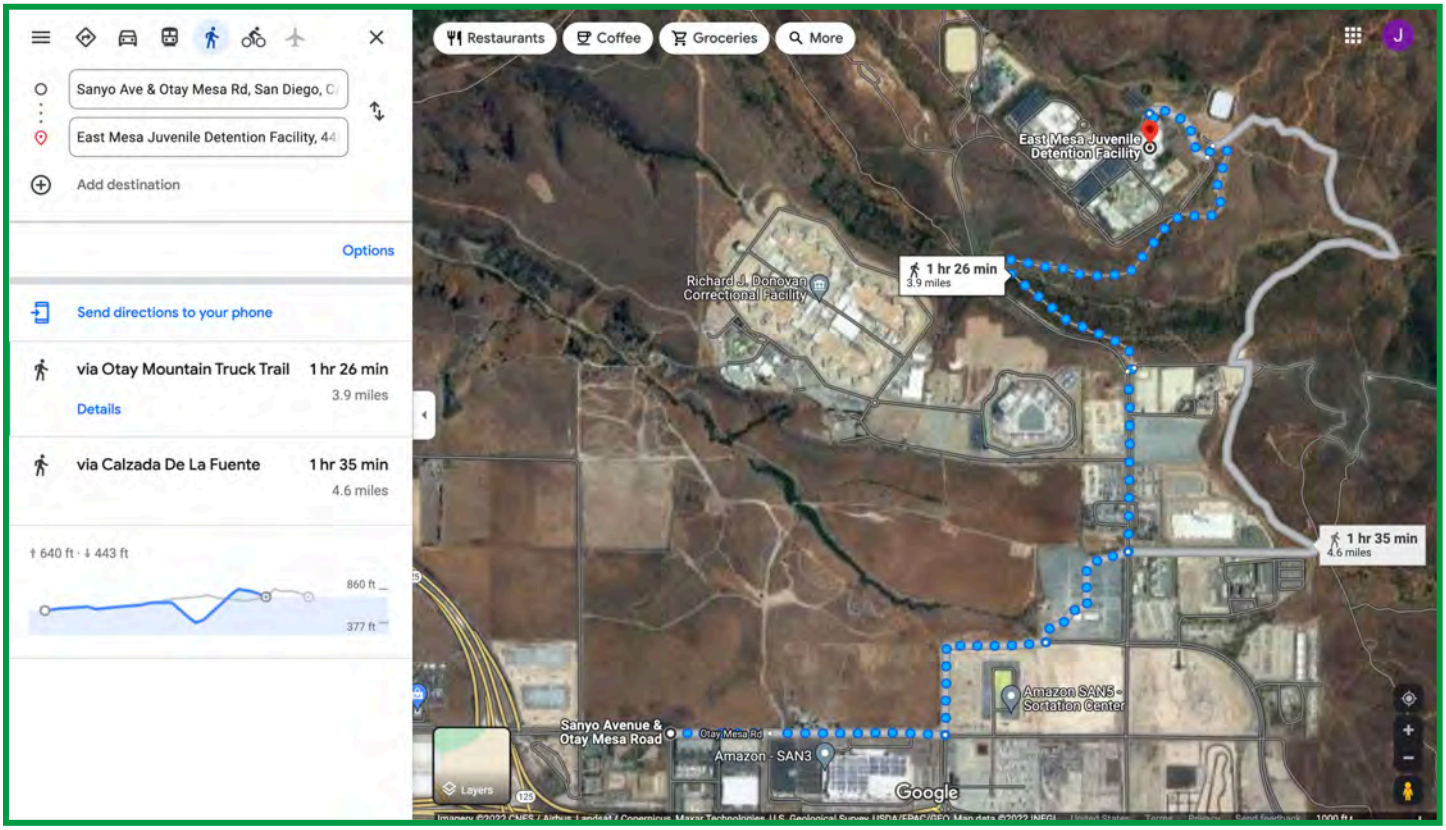
Number of Times Mentioned Overall: 1
Frequency of Priority by Location: 1/10

At the conclusion of one workshop, a mother approached a staff member of the planning team to share that she has been unable to visit her child who is detained at the East Mesa Juvenile Detention Facility due to the lack of transportation options. She and her family members do not own a car and rely upon public transit for most transportation needs. However, East Mesa Juvenile Detention Facility has no transit access. She shared that she is unable to visit her child as often as she would like because paying for a taxi or ride-share is much too expensive for her family's limited household budget. She worries about her child's wellbeing and mental health and feels that her relationship with her child is being harmed because she is not able to physically visit them as much as she would like.

Even though we heard this story from one community member, this issue most likely impacts multiple families. This is further supported by a report issued in 2020 by the San Diego County Juvenile Justice Commission, a state-mandated, court-appointed citizens' commission. In their inspection report they noted, "East Mesa's remote location and lack of public transportation make family visits much more difficult than at a more urban location like Kearny Mesa. Many studies have shown the importance of family visits for rehabilitation." [55] The report went on to state that "the Department recognizes transportation can be a challenge and is working to identify contracted services to assist with the barrier." [56] However, when the Pueblo Planning staff called the detention center in September 2022 to ask if there are any transportation options or programs available to support transportation for visitation, the East Mesa Juvenile Detention Facility staff stated that there was no such program available and confirmed that there are no public transit options.

OPERATIONS

The closest transit stop is at Sanyo Avenue and Otay Mesa Road (Bus Route 909) and one would need to walk for approximately an hour and a half on or near high-speed roads that are not safe or accommodating for pedestrians. It is recommended that MTS connect with the staff of the East Mesa Juvenile Detention Facility and with parents/guardians of children who are detained there to develop mobility opportunities that best accommodate this community. MTS should consider the compounded barriers that exist due to visiting hours only being from Monday through Friday from 2:30 pm to 8:00 pm, by appointment only, and that the last visit scheduled will begin at 7:00 pm and end at 8:00 pm. There is no visitation on Saturdays. Visitation on weekends is on Sundays from 8:30 am to 11:00 am and from 12:00 pm to 5:30 pm and the last scheduled visit will begin at 4:30pm and end at 5:30pm. Visits are only up to sixty minutes in length.



Walking route from closest transit stop — Sanyo Ave & Otay Mesa Road (Bus Route 909), to East Mesa Juvenile Detention Facility

[55] The San Diego County Juvenile Justice Commission. (2020). San Diego County Juvenile Justice Commission Inspection Worksheet. Superior Court of California County of San Diego. https://www.sdcourt.ca.gov/sites/default/files/sdcourt/juvenile3/juvenilejusticecommission/jjcreports/2020%20facility%20inspection%20jjc%20final%20draft%20inspection%20w orksheet%20-%20emjdf.pdf

[56] The San Diego County Juvenile Justice Commission. (2020). San Diego County Juvenile Justice Commission Inspection Worksheet. Superior Court of California County of San Diego. https://www.sdcourt.ca.gov/sites/default/files/sdcourt/juvenile3/juvenilejusticecommission/jjcreports/2020%20facility%20inspection%20jjc%20final%20draft%20inspection%20w orksheet%20-%20emjdf.pdf

CONCLUSION

Overall, the Social Equity Listening Tour was a public engagement effort that gave space for community members to share their transit experiences and their vision for what they would like to see as part of their future transit experience. Specifically, the Social Equity Listening Tour aimed to gain a deeper understanding of community stories around equity, public transit, identify areas of concern for MTS transit riders, and identify transportation priorities for communities within MTS' service area. It is important to note that this was not the first time community members have shared changes they would like to see with their transportation experiences. Community-based organization partners and community members expressed that there is a need for a reparative process moving forward. Community-based organization partners expressed that community members lack trust in public agencies, such as MTS, as many have experienced being part of planning processes in the past and feeling unheard or not seeing results from the process. However, community members did share hope that this can be a new beginning as they reported feeling heard during the Social Equity Listening Tour process and that they hope for ongoing follow-through. The Social Equity Listening Tour allowed for space for community members to expand on their visions and to create a list of priorities to inform future MTS policies, programs, and procedures.

Prior to engaging community members, the planning team conducted thorough research and respectfully requested information from community-based organization partners to gain an understanding of the history of the MTS service area prior to meeting with the communities. Throughout the project, multi-generational community members all throughout the MTS service area outlined potential changes and priorities they would like to see implemented to repair harm and create a more respectful and dignified transit experience for all transit riders. From bus stop infrastructure and beautification, including green space, restrooms, shade, seating, charging hubs, WiFi, and lighting, to addressing disrespectful behavior from bus drivers and discriminatory treatment from MTS security officers, community members depicted their vision for a joyful and equitable transit experience.

With social equity at the forefront, it is important to highlight that CBO partners have collectively expressed that, in order to work towards social equity, not only is investment in communities that have been harmed from years of disinvestment required, but there is a serious need for a genuine understanding of how these inequities are deeply rooted in the values, attitudes, and practices of MTS as a whole. Social equity starts with thoughtful, reparative processes. It not only intentionally engages communities that have been most marginalized as a result of planning decisions, but it centers their priorities as plan implementation moves forward. Social equity ensures that a relationship is built and strengthened with intentional communities throughout the planning process and beyond, first with the project team and then continued by MTS. Direct relationships built between community members and MTS staff are important to prevent the community from feeling like MTS has "disappeared" after the engagement. Community-based organization partners and community members indicated that to truly have a successful planning process, there is a need for ongoing efforts to establish a relationship between the community and MTS as well as visible action through the implementation of community-identified priorities.

MTS has dedicated $3 million this fiscal year to immediately start implementing some of the identified community priorities. CBOs and the community expressed great positivity about the availability of immediate funding and implementation as this is not typically the norm for planning projects. As the CBO partners shared with the planning team during the engagement framework development, in order to prevent planning fatigue, MTS must communicate how community members' feedback will directly connect to what will be implemented and by when. Social equity will require ongoing transparent communication and collaboration with community members and community-based organizations throughout the planning process and through implementation by MTS.

Lastly, it is important to acknowledge that all the community priorities mentioned are in some way connected or impact other priorities that contribute to a person's transit experience. For example, overwhelmingly, people shared in many different ways that transit frequency is an important issue that they would like to see addressed. However, MTS has been having difficulty recruiting the number of drivers they need to increase frequency. Trouble recruiting could impact frequency and lead to route cuts. Less frequent and more packed buses could lead to more agitated riders and increase the stress levels of bus drivers, which could impact their interactions with passengers. Also, these cumulative impacts could be harming riders with disabilities most as people with wheelchairs may not be able to get on a crowded bus due to capacity. Lower quality and less dependability could deter new riders and force some current riders to choose other alternatives, overall ridership in the system.

Budgetary decisions through a social equity lens cannot be made without fully accounting for and understanding their impacts on the transit system. Riders experience transit as a system and not a sum of its parts- programs, operations, amenities, or customer service. Hence, as the pilot project(s) are determined for the $3 million or general planning and budgeting for the agency is done beyond the scope of this project, it is crucial to provide an analysis that is transparently shared with the community on the impacts of those decisions system-wide and how they affect those who have the most to lose or gain (low wealth and Black and non-Black people of color who are core transit riders) as a result of these decisions.

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APPENDIX

Appendix A

MTS Social Equity Listening Tour
Community Feedback Summary

Acronyms in **boldface** refer to MTS Social Equity Listening Tour workshop/pop-up locations as listed in Appendix A.

Arc: The Arc of San Diego

IAG: I Am Green

CF: Casa Familiar

ECC: El Cajon Collaborative

CHCDC: City Heights Community Development Corporation

CAC PU: MTS' Community Advisory Committee Meeting Pop-Up

LV PU: Linda Vista Farmer's Market Pop-Up

EC PU: El Cajon Transit Station Pop-Up

BL PU: Barrio Logan Trolley Station Pop-Up

ASAC: MTS' Accessible Services Advisory Committee Workshop (Virtual)

PROGRAMS PRIORITIES

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Compassionate Care & Partnership with Community Services	Programs	X		X	X	X	X	X	X	X	X	9
Youth Opportunity Pass	Programs		X	X	X	X	X	X	X	X	X	9
Digital Divide	Programs	X			X	X	X	X	X	X	X	8
Transit Affordability	Programs	X	X	X		X	X	X		X		7
More Free Ride Days	Programs	X			X		X	X		X	X	6
Partnerships with Community-Based Organizations to repair relationships with communities	Programs				X		X	X	X	X	X	6
Street Vendors and Vending Machines	Programs	X		X		X	X	X		X		6
Free rides for elderly	Programs				X	X	X	X		X		5
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs		X				X		X	X		4
Incentivize Transit Ridership	Programs	X						X	X	X		4
Free taxis for first and last mile	Programs		X				X			X		3
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs						X	X		X		3
Increase age for youth pass to 26 and include students	Programs					X	X	X				3
Free bus to airport	Programs									X		1
Free passes for volunteers and community workers/promoters	Programs						X					1
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs									X		1
Waive fare evasion charges	Programs										X	1

CUSTOMER SERVICE PRIORITIES

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Customer service staff	Customer Service		X	X	X	X	X	X	X	X	X	9
Treatment by Transit Security	Customer Service	X	X	X		X	X	X	X	X	X	9
Treatment by bus drivers	Customer Service	X	X		X	X	X	X	X	X	X	9
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	X			X	X	X	X		X		6
Drivers Passing Riders	Customer Service	X			X	X		X		X	X	6
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service					X		X	X	X	X	5
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service					X	X	X	X		X	5
Rider etiquette education	Customer Service	X		X			X			X	X	5
Priority boarding for seniors and people with disabilities	Customer Service					X		X		X		3
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service							X		X		2
Better customer service and respect from all MTS staff	Customer Service						X			X		2
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service									X		1

OPERATIONS PRIORITIES

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Cleanliness	Operations	X	X	X	X	X	X	X	X	X	X	10
Increase transit frequency (5 - 10 minutes)	Operations	X		X	X	X	X	X	X	X	X	9
Increase weekend transit frequency	Operations	X		X	X	X	X	X	X	X	X	9
More frequent service in East County and rural areas	Operations	X	X		X	X		X	X	X	X	8
On-time service	Operations	X		X		X	X	X	X	X	X	8
Extended night transit service	Operations	X				X	X	X	X	X	X	7
Streamling Transfers	Operations				X	X	X		X	X	X	6
Better Transit Connection from San Ysidro Directly to East County	Operations				X	X		X	X		X	5
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations			X			X		X	X	X	5
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	X			X			X		X	X	5
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	X				X		X		X		4
Masks on Transit (COVID-protocols)	Operations	X						X		X	X	4
Real time update about changes of bus or trolley service	Operations	X		X		X			X			4
Better accessibility for those who are disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations		X							X	X	3
Juvenile Detention Center Transit access	Operations						X	X		X		3
Representative and inclusive marketing	Operations	X							X	X		3
24 Hour service	Operations						X			X		2
All door boarding on bus	Operations			X							X	2
Free electric neighborhood shuttles (i.e., FRED)	Operations									X	X	2
Improve MTS Access Operations	Operations	X								X		2
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations				X			X				2
More standardized locations for transit stops to make it easier for people to find	Operations		X								X	2
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations							X		X		2
Bug/Cockroach eradication at transit stops	Operations			X								1
Improve lost and found System	Operations							X				1
More bus routes	Operations						X					1
More E-busses	Operations						X					1
More trolley cars during peak times to avoid overcrowding	Operations			X								1

AMENITIES PRIORITIES

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL (X locations/10)
Restrooms	Amenities	X	X	X	X	X	X	X	X	X	X	10
Seating	Amenities	X	X		X	X	X	X	X	X	X	9
Shade	Amenities	X	X		X	X	X	X	X	X	X	9
Beautification at transit stops	Amenities	X			X	X	X	X		X	X	7
Lighting	Amenities	X			X	X	X	X		X	X	7
Wifi	Amenities	X	X			X	X	X	X	X		7
Digital schedules at transit stops	Amenities	X				X	X	X		X	X	6
First and last mile	Amenities	X	X			X	X	X		X		6
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities			X		X		X	X	X	X	6
Outlets	Amenities	X			X	X	X	X		X		6
Audio Navigation Support	Amenities		X	X	X					X	X	5
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities			X		X	X			X	X	5
Bike parking at transit stops	Amenities	X			X		X				X	4
Customer assistance call button at stops to connect directly with MTS staff	Amenities					X		X		X	X	4
Heating (heaters) and Cooling (fans) at stops	Amenities				X	X	X			X		4
More dedicated space for wheelchair space on busses	Amenities	X	X	X							X	4
Music at transit stops and on transit	Amenities	X					X	X		X		4
Water filling stations	Amenities				X	X		X		X		4
3 bike capacity on busses	Amenities	X			X						X	3
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities					X	X			X		3
Sanitizing stations and hygenic services (i.e. touchless infrastructure for bathroom sinks, soap dispensers, water filling station, etc.)	Amenities			X	X						X	3
Solar panels at stops with light motion sensors	Amenities					X	X		X			3
Trolley needs to have an LED sign across the train that displays the color of the line	Amenities			X				X			X	3
Emergency kits on transit	Amenities					X				X		2
Trees and green space at transit stops	Amenities						X			X		2
Bring back routes 44 and 20	Amenities										X	1
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities				X							1

Community Priorities by Frequency by Location (1)

Community Priority	Category	Frequency of Priority by location (x/10)
Cleanliness	Operations	10
Restrooms	**Amenities**	10
Compassionate Care & Partnership with Community Services	Programs	9
Customer Service Staff	Customer Service	9
Treatment by Transit Security	Customer Service	9
Treatment by bus drivers	Customer Service	9
Increase Transit Frequency (5-10 minutes)	Operations	9
Increase Weekend Transit Frequency	Operations	9
Seating	Amenities	9
Shade	Amenities	9
Youth Opportunity Pass	Programs	9
Digital Divide	Programs	8
More Frequent Service in East County and Rural Areas	Operations	8
On-time Service	Operations	8
Beautification at Transit Stops	Amenities	7
Extended Night Transit Service	Operations	7
Lighting	Amenities	7
Transit Affordability	Programs	7
Wifi	Amenities	7
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	6
Digital schedules at transit stops	Amenities	6
Drivers Passing Riders	Customer Service	6
First and last mile	Amenities	6
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities	6
Outlets	Amenities	6
More free ride days	Programs	6
Partnerships with Community-Based Organizations to repair relationships with communities	Programs	6
Streamling Transfers	Operations	6
Street Vendors and vending machines	Programs	6

Community Priorities by Frequency by Location (2)

Community Priority	Category	Frequency of Priority by location (x/10)
Audio Navigation Support	Amenities	5
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service	5
Better transit connection from San Ysidro directly to East County	Operations	5
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations	5
Free rides for elderly	Programs	5
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	5
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service	5
Rider etiquette education	Customer Service	5
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities	5
Bike parking at transit stops	Amenities	4
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs	4
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	4
Customer assistance call button at stops to connect directly with MTS staff	Amenities	4
Heating (heaters) and Cooling (fans) at stops	Amenities	4
Incentivize transit ridership	Programs	4
Masks on Transit (COVID-protocols)	Operations	4
More dedicated space for wheelchair space on busses	Amenities	4
Music at transit stops and on transit	Amenities	4
Real time update about changes of bus or trolley service	Operations	4
Water filling stations	Amenities	4
3 bike capacity on busses	Amenities	3
Better accessibility for those who are disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations	3
Free taxis for first and last mile	Programs	3
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs	3
Increase age for youth pass to 26 and include students	Programs	3
Juvenile Detention Center Transit access	Operations	3
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities	3
Priority boarding for seniors and people with disabilities	Customer Service	3

Community Priorities by Frequency by Location (3)

Community Priority	Category	Frequency of Priority by location (x/10)
Representative and inclusive marketing	Operations	3
Sanitizing stations and hygenic services (i.e. touchless infrastructure for bathroom sinks, soap dispensers, water filling station, etc.)	Amenities	3
Solar panels at stops with light motion sensors	Amenities	3
Trolley needs to have an LED sign across the train that displays the color line to avoid confusion	Amenities	3
24 Hour service	Operations	2
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service	2
All door boarding on bus	Operations	2
Better customer service and respect from all MTS staff	Customer Service	2
Emergency kits on transit	Amenities	2
Free electric neighborhood shuttles (i.e., FRED)	Operations	2
Improve MTS Access Operations	Operations	2
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations	2
More standardized locations for transit stops to make it easier for people to find	Operations	2
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations	2
Trees and green space at transit stops	Amenities	2
Bring back routes 44 and 20	Amenities	1
Bug/Cockroach eradication at transit stops	Operations	1
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service	1
Free bus to airport	Programs	1
Free passes for volunteers and community workers/promoters	Programs	1
Improve lost and found System	Operations	1
More bus routes	Operations	1
More E-busses	Operations	1
More trolley cars during peak times to avoid overcrowding	Operations	1
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs	1
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities	1
Waive fare evasion charges	Programs	1

Frequency Mentioned/Engagement by Location (1)

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Cleanliness	Operations	2	2	3	1	7	86	13	7	25	17	163
Treatment by bus drivers	Customer Service	5	2		1	2	36	10	4	18	7	85
Shade	Amenities	4	1		15	8	47	2	1	5	1	84
Youth Opportunity Pass	Programs		2	2	8	10	46	8	1	6	1	84
Increase Weekend Transit Frequency	Operations	4		1	2	2	35	9	3	8	2	66
Increase Transit Frequency (5-10 minutes)	Operations	1		4	9	1	34	3	2	1	8	63
Compassionate Care & Partnership with Community Services	Programs	2		9	1	7	8	5	6	11	8	57
Wifi	Amenities	1	1			4	35	2	3	11		57
Outlets	Amenities	1			3	9	30	7		4		54
24 Hour service	Operations						34			13		47
Restrooms	Amenities	5	2	1	7	4	17	6	1	2	1	46
Lighting	Amenities	1			3	8	10	1		14	3	40
More Frequent Service in East County and Rural Areas	Operations	1	1		2	1		7	1	25	1	39
Treatment by Transit Security	Customer Service	3	1	5		3	6	3	3	6	7	37
Beautification at Transit Stops	Amenities	1			1	4	11	1		13	3	34
Extended Night Transit Service	Operations	1				1	3	9	8	9	2	33
On-time Service	Operations	7		4		2	4	5	1	6	4	33
More bus routes	Operations						31					31
Seating	Amenities	2	3		2	2	4	3	2	5	4	27
Transit Affordability	Programs	1	1	1		6	5	9		4		27
Customer Service Staff	Customer Service		1	5	1	1	2	2	2	3	8	25
Drivers Passing Riders	Customer Service	1			4	1		6		11	1	24
Increase age for youth pass to 26 and include students	Programs					15	3	6				24
Free rides for elderly	Programs				3	3	2	4		11		23
Partnerships with Community-Based Organizations to repair relationships with communities	Programs				2		4	1	5	9	2	23
More free ride days	Programs	1			2		4	5		9	1	22
First and last mile	Amenities	1	4			6	3	1		6		21
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs		1				7		9	1		18
Digital Divide	Programs	2			1	2	2	3	1	2	3	16
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service					2	3	2	6		3	16
Rider etiquette education	Customer Service	3		1			1			8	3	16
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	1			2	1	2	3		6		15
Street Vendors and vending machines	Programs	1		1		1	6	5		1		15
Water filling stations	Amenities				1	5		5		4		15
Audio Navigation Support	Amenities		3	1	7					2	1	14
Digital schedules at transit stops	Amenities	1				3	4	3		2	1	14

Frequency Mentioned/Engagement by Location (2)

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	1			1			3		4	5	14
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service					3		6	1	1	1	12
Improve MTS Access Operations	Operations	9								3		12
Better accessibility for those who are disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations		3							7	1	11
Better transit connection from San Ysidro directly to East County	Operations				2	1		1	5		2	11
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations			1			1		1	1	6	10
Masks on Transit (COVID-protocols)	Operations	1						5		3	1	10
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities					1	3			6		10
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service							3		6		9
Heating (heaters) and Cooling (fans) at stops	Amenities				1	5	1			2		9
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities			1		1		1	2	2	2	9
Streamling Transfers	Operations				1	3	1		1	2	1	9
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	1				2		3		2		8
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs						2	5		1		8
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities			1		1	1			2	3	8
Trees and green space at transit stops	Amenities						4			4		8
Music at transit stops and on transit	Amenities	1					2	1		3		7
Real time update about changes of bus or trolley service	Operations	1		4		1			1			7
Bike parking at transit stops	Amenities	1			2		2				1	6
Bring back routes 44 and 20	Amenities										6	6
Emergency kits on transit	Amenities					4				2		6
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service									6		6
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations				2			4				6
Incentivize transit ridership	Programs	2						1	1	2		6
Priority boarding for seniors and people with disabilities	Customer Service					1		3		2		6
Solar panels at stops with light motion sensors	Amenities					3	2		1			6
3 bike capacity on busses	Amenities	1			2						2	5
Customer assistance call button at stops to connect directly with MTS staff	Amenities					1		1		2	1	5
Free electric neighborhood shuttles (i.e., FRED)	Operations									3	1	4
Free taxis for first and last mile	Programs		1				1			2		4
More dedicated space for wheelchair space on busses	Amenities	1	1	1							1	4

Frequency Mentioned/Engagement by Location (3)

Community Priority	Category	Arc	ASAC	BL PU	CAC PU	CF	CHCDC	ECC	EC PU	IAG	LV PU	TOTAL
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations							3		1		4
Sanitizing stations and hygenic services (i.e. touchless infrastructure for bathroom sinks, soap dispensers, water filling station, etc.)	Amenities			1	2						1	4
Better customer service and respect from all MTS staff	Customer Service						1			2		3
Free passes for volunteers and community workers/promoters	Programs						3					3
Juvenile Detention Center Transit access	Operations						1	1		1		3
More standardized locations for transit stops to make it easier for people to find	Operations		1								2	3
More trolley cars during peak times to avoid overcrowding	Operations			3								3
Representative and inclusive marketing	Operations	1							1	1		3
Trolley needs to have an LED sign across the train that displays the color line to avoid confusion	Amenities			1				1			1	3
All door boarding on bus	Operations			1							1	2
Improve lost and found System	Operations							2				2
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs									2		2
Bug/Cockroach eradication at transit stops	Operations			1								1
Free bus to airport	Programs									1		1
More E-busses	Operations						1					1
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities				1							1
Waive fare evasion charges	Programs										1	1

Community Priorities Overview (1)

Community Priority	Category	Total Frequency of Community Priorities by Location	Total Frequency Mentioned in Engagements
Cleanliness	Operations	10	163
Restrooms	Amenities	10	46
Compassionate Care & Partnership with Community Services	Programs	9	57
Customer Service Staff	Customer Service	9	25
Treatment by Transit Security	Customer Service	9	37
Treatment by bus drivers	Customer Service	9	85
Increase Transit Frequency (5-10 minutes)	Operations	9	63
Increase Weekend Transit Frequency	Operations	9	66
Shade	Amenities	9	84
Seating	Amenities	9	27
Youth Opportunity Pass	Programs	9	84
Digital Divide	Programs	8	16
More Frequent Service in East County and Rural Areas	Operations	8	39
On-time Service	Operations	8	33
Beautification at Transit Stops	Amenities	7	34
Extended Night Transit Service	Operations	7	33
Lighting	Amenities	7	40
Transit Affordability	Programs	7	27
Wifi	Amenities	7	57
Better Accommodations for people grocery shopping and travelers (i.e., space on bus for luggage and groceries)	Customer Service	6	15
Digital Schedules at Transit Stops	Amenities	6	14
Drivers Passing Riders	Customer Service	6	24
First and Last Mile	Amenities	6	21
Less visual obstructions on the bus/trolley (i.e. ads on windows, etc.)	Amenities	6	9
More Free Ride Days	Programs	6	22
Outlets	Amenities	6	54
Partnerships with Community-Based Organizations to repair relationships with communities	Programs	6	23
Streamling Transfers	Operations	6	9
Street Vendors and Vending Machines	Programs	6	15
Audio Navigation Support	Amenities	5	14

Community Priorities Overview (2)

Community Priority	Category	Total Frequency of Community Priorities by Location	Total Frequency Mentioned in Engagements
Better Accessibility for People riding transit with young children (i.e., more dedicated space for people traveling with children)	Customer Service	5	12
Better Transit Connection from San Ysidro Directly to East County	Operations	5	11
Faster Transit (Freeway bus, dedicated bus lanes, etc.)	Operations	5	10
Free Rides for Elderly	Programs	5	23
Intentional outreach and relationships building with communities and organizations not typically engaged (i.e. Filipino, Asian, Pacific Islander, Middle Eastern, African, etc.)	Operations	5	14
Language/Information Accessibility (translation/interpretation for signs, information, bilingual staff, braille, audio, etc.)	Customer Service	5	16
Rider Etiquette Education	Customer Service	5	16
Trash and Recycling Bins at transit stops and frequent trash removal	Amenities	5	8
Bike parking at transit stops	Amenities	4	6
Community Education on How to use Public Transit (particularly for newcomers to the country)	Programs	4	18
Create a Rapid Response Network so that the public can be made aware of incidents that occurred along or on MTS	Operations	4	8
Customer assistance call button at stops to connect directly with MTS staff	Amenities	4	5
Heating (heaters) and Cooling (fans) at stops	Amenities	4	9
Incentivize Transit Ridership	Programs	4	6
Masks on Transit (COVID-protocols)	Operations	4	10
More dedicated space for wheelchair space on busses	Amenities	4	4
Music at transit stops and on transit	Amenities	4	7
Real time update about changes of bus or trolley service	Operations	4	7
Water Filling Stations	Amenities	4	15
3 bike capacity on busses	Amenities	3	5
Better accessibility for those who are physically disabled (i.e. infrastructure, opening doors, assisting with wheelchairs, ramps, bus boarding location, etc.)	Operations	3	11
Free taxis for first and last mile	Programs	3	4
Free transit passes for those who need it (i.e., low-income, unhoused, elderly, youth, students, etc.)	Programs	3	8
Increased YOP age to 26 and include students	Programs	3	24
Juvenile Detention Center Transit access	Operations	3	3
Micro-mobility options at key transit stops (i.e., e-bikes, e-scooters, etc.)	Amenities	3	10
Priority boarding for seniors and people with disabilities	Customer Service	3	6
Representative and inclusive marketing	Operations	3	3

Community Priorities Overview (3)

Community Priority	Category	Total Frequency of Community Priorities by Location	Total Frequency Mentioned in Engagements
Solar panels at stops with light motion sensors	Amenities	3	6
Streamline Transfers	Amenities	3	4
Trolley needs to have an LED sign across the train that displays the color of the line	Amenities	3	3
24 Hour service	Operations	2	47
Addressing hate crimes committed on transit (i.e., Anti-Asian Hate)	Customer Service	2	9
All door boarding on bus	Operations	2	2
Better customer service and respect from all MTS staff	Customer Service	2	3
Emergency kits on transit	Amenities	2	6
Free electric neighborhood shuttles (i.e., FRED)	Operations	2	4
Improve MTS Access Operations	Operations	2	12
Improve Pronto machine reliability (i.e., Pronto not loading and scanning properly)	Operations	2	6
More standardized locations for transit stops to make it easier for people to find	Operations	2	3
Prior to service being cut or routes being eliminated, include an analysis on "destination sensitive" areas and what the impact will be for who (i.e., near senior center, health care provider, etc.)	Operations	2	4
Trees and green space at transit stops	Amenities	2	8
Bring back routes 44 and 20	Amenities	1	6
Bug/Cockroach eradication at transit stops	Operations	1	1
Feedback and ongoing communication from MTS to the community on how issues that were brought up are being resolved	Customer Service	1	6
Free bus to airport	Programs	1	1
Free passes for volunteers and community workers/promoters	Programs	1	3
Improve lost and found System	Operations	1	2
More bus routes	Operations	1	31
More E-busses	Operations	1	1
More trolley cars during peak times to avoid overcrowding	Operations	1	3
Provide different opportunities for public participation both in-person and virtual (workshops, information meetings, etc.)	Programs	1	2
Training for MTS staff on giving directions and information to those who are visually impaired or hard of hearing (i.e. using N,S,E,W for directions rather than left or right)	Amenities	1	1
Waive fare evasion charges	Programs	1	1

Top 20 of Aggregated Data

Community Priority	Category	Number of Times Mentioned Overall
Cleanliness	Operations	163
Treatment by bus drivers	Customer Service	85
Shade	Amenities	84
Youth Opportunity Pass	Programs	84
Increase Weekend Transit Frequency	Operations	66
Increase Transit Frequency (5-10 minutes)	Operations	63
Compassionate Care & Partnership with Community Services	Programs	57
Wifi	Amenities	57
Outlets	Amenities	54
24 Hour service	Customer Service	47
Restrooms	Amenities	46
Lighting	Amenities	40
More Frequent Service in East County and Rural Areas	Operations	39
Treatment by Transit Security	Customer Service	37
Beautification at Transit Stops	Amenities	34
Extended Night Transit Service	Operations	33
On-time Service	Operations	33
More bus routes	Operations	31
Seating	Amenities	27
Transit Affordability	Programs	27

Community Priority	Category	Frequency of Priority by location (x/10)
Cleanliness	Operations	10
Restrooms	Amenities	10
Compassionate Care & Partnership with Community Services	Programs	9
Customer Service Staff	Customer Service	9
Treatment by Transit Security	Customer Service	9
Treatment by bus drivers	Customer Service	9
Increase Transit Frequency (5-10 minutes)	Operations	9
Increase Weekend Transit Frequency	Operations	9
Shade	Amenities	9
Seating	Amenities	9
Youth Opportunity Pass	Programs	9
Digital Divide	Programs	8
More Frequent Service in East County and Rural Areas	Operations	8
On-time Service	Operations	8
Beautification at Transit Stops	Amenities	7
Extended Night Transit Service	Operations	7
Lighting	Amenities	7
Transit Affordability	Programs	7
Wifi	Amenities	7

Top Priorities - Number & Frequency

Community Priority	Category	Number of Times Mentioned Overall	Frequency of Priority by location (x/10)
Cleanliness	Operations	163	10
Treatment by bus drivers	Customer Service	85	9
Shade	Amenities	84	9
Youth Opportunity Pass	Programs	84	9
Increase Weekend Transit Frequency	Operations	66	9
Increase Transit Frequency (5-10 minutes)	Operations	63	9
Compassionate Care & Partnership with Community Services	Programs	57	9
Wifi	Amenities	57	7
Restrooms	Amenities	46	10
Lighting	Amenities	40	7
More Frequent Service in East County and Rural Areas	Operations	39	8
Treatment by Transit Security	Customer Service	37	9
Beautification at Transit Stops	Amenities	34	7
Extended Night Transit Service	Operations	33	7
On-time Service	Operations	33	8
Seating	Amenities	27	9
Transit Affordability	Programs	27	7
Customer Service Staff	Customer Service	25	9

Community Priorities & Previous Planning Efforts

Community Priority	Category	Elevate SD 2020 Board Workshops	San Diego County Juvenile Justice Commission Inspection Worksheet	San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses MTS (Attachment 1)	Southeastern Community Mobility Roadmap & Participatory Budgeting Project	10 Transit Lifelines
Affordability	Programs	X		X		
Beautification at Transit Stops	Amenities	X			X	
Cleanliness	Operations	X		X	X	
Compassionate Care & Partnership with Community Services	Programs	X		X		
Customer Service Staff	Customer Service					
Digital Divide	Other Notable Community Priorities - Programs			X		
Disability Justice	Other Notable Community Priorities - Customer Service	X		X		
Treatment by Transit Security	Customer Service	X		X		
Treatment by bus drivers	Customer Service					
East Mesa Juvenile Detention Facility Transit Access	Other Notable Community Priorities - Operations		X			
Education for Newcomers	Other Notable Community Priorities - Programs					
Electric Outlets	Other Notable Community Priorities - Amenities	X				
First and Last Mile	Other Notable Community Priorities - Amenities	X		X	X	
Frequency - [24 Hour Service]	Operations	X		X	X	X
Frequency - [Extended Night Transit Service]	Operations	X		X	X	X
Frequency - [Increase Transit Frequency (5-10 minute)]	Operations	X		X	X	X
Frequency - [increase Weekend Transit Frequency]	Operations	X		X	X	
Frequency - [More Frequent Service in East County and Rural Areas]	Operations	X		X	X	
Lighting	Amenities	X		X	X	
On-time Service	Operations	X		X		
Restrooms	Amenities	X		X	X	X
Seating	Amenities	X		X	X	
Shade	Amenities	X		X	X	
Wifi	Amenities	X		X	X	
Youth Opportunity Pass (YOP)	Programs	X		X		X

Appendix B

MTS Social Equity Listening Tour
Grounding Research

All News Sources (1)

News Source	Category Topic	*Article*	Author	Date	Site	Tags/Keywords
KPBS		***COVID, staffing shortages cause San Diego public transit woes***	Jacob Aere / Speak City Heights Reporter	January 12, 2022	Link	Staffing Shortage, COVID
San Diego Union Tribune	Opinion	***Opinion: MTS switches security guard provider to create a 'more sensible' path to public safety***	THE SAN DIEGO UNION-TRIBUNE EDITORIAL BOARD	January 28, 2022	Link	Safety
San Diego Union Tribune	Public Safety	***MTS brings on new team of security officers***	DAVID HERNANDEZ	January 25, 2022	Link	Policing
San Diego Union Tribune	Local	***San Diego County, MTS put up surplus land for affordable housing***	EMILY ALVARENGA | COMMUNITY REPORTER	March 7, 2022	Link	Affordable Housing
KPBS		***MTS Board approves new affordable housing development in San Ysidro***	City News Service	March 10, 2022	Link	Affordable Housing
KPBS	Audio News Transcript	***More people using MTS***	Annica Colbert	March 11, 2022	Link	18-, Ride for Free, Pronto, New Program, PRONTO
KPBS		***Transit Agencies Considering Fare Hikes To Pay For System Upgrade***	Andrew Bowen / Metro Reporter	January 13, 2021	Link	Fare Increase
Voice San Diego	MTS	***Fletcher Stresses Stability in First State of MTS***	Lisa Halverstadt	January 22, 2021	Link	Electrification, EV
Voice San Diego	Government	***MTS Review Recommends Changes, But Stops Short of Sweeping Assessments***	Lisa Halverstadt	February 5, 2021	Link	Policing, BIPOC, Low Income
Voice San Diego	News	***Morning Report: MTS Review Urges Dozens of Changes***	Voice of San Diego	February 5, 2021	Link	Security, Restructuring
KPBS		***MTS Considering A 'Kinder And Gentler' Approach To Fare Enforcement***	Andrew Bowen / Metro Reporter	February 11, 2021	Link	Fare Enforcement, Policing, Fare Evasion
KPBS		***MTS To Lower Youth Fares, Bring Back Free Transfers On Busses And Trolleys***	Andrew Bowen / Metro Reporter	March 11, 2021	Link	PRONTO, Lower youth fares, Protests against raising prices, free transfers
KPBS	Health	***Pandemic Life: How COVID-19 Is Changing San Diego's Transportation Planning***	Andrew Bowen / Metro Reporter; Contributors: Matthew Bowler / Video Journalist	March 18, 2021	Link	Commitment to Equity, Disproportionate effects on BIPOC communities
Voice San Diego	Government	***MTS Saw the Sign, and it Didn't Open Up San Diego's Eyes***	Andrew Keatts	April 13, 2021	Link	MTS, Sports Arena, Surplus Lands Act, Affordable Housing
San Diego Union Tribune	Public Safety	***MTS, contractor to pay $5.5M to family of San Diego man who died in custody in 2019***	TERI FIGUEROA, DAVID HERNANDEZ	April 19, 2021	Link	Death, Policing, Mental Health
KPBS		***$5.5 Million Settlement Reached With Family Of Man Who Died In MTS Custody***	City News Service	April 19, 2021	Link	Policing, Death, Lawsuit, Settlement, Mental Illness, Angel Zapata Hernandez
KPBS	Audio News Transcript	***$5.5 Million Settlement Reached With Family Of Man Who Died In MTS Custody***		April 20, 2021	Link	Policing, Death, Lawsuit
KPBS	Audio News Transcript	***$5.5 Million Settlement Reached With Family Of Man Who Died In MTS Custody***		April 20, 2021	Link	Policing, Death, Lawsuit
Voice San Diego	News	***What We Learned This Week***	Sara Libby	April 25, 2021	Link	Rider Death, Policing, Force, Systemic Issues
San Diego Union Tribune	Public Safety	***Months before George Floyd, Angel Hernandez died at a downtown train station with a knee to his neck, too***	GREG MORAN, DAVID HERNANDEZ	April 25, 2021	Link	Death, Policing, Mental Health
KPBS		***Attorney For Family Of Man Who Died In MTS Custody Says SDPD Officers Were Involved***	Alexandra Rangel / Freelance Reporter	April 30, 2021	Link	Policing, Death, Lawsuit
San Diego Union Tribune	Public Safety	***Driver dies after slamming head on into MTS bus in University Heights***	ALEX RIGGINS	May 20, 2021	Link	Public Safety, Effects on MTS, Infrastructure
Voice San Diego		***MTS's Security Firm of Choice Has a More Complicated Record Than it Claimed***	Lisa Halverstadt and Jesse Marx	June 22, 2021	Link	Hx of violence, New Security, Need for thorough review
Voice San Diego	News	***Morning Report: Would-Be MTS Contractor's Record Isn't Spotless***	Voice of San Diego	June 23, 2021	Link	Protests, Security, Hx of Force
KPBS		***MTS Offers Free Rides Amid Switch To New 'PRONTO' Card***	Andrew Bowen / Metro Reporter	August 10, 2021	Link	PRONTO, Lower youth fares

All News Sources (2)

News Source	Category Topic	*Article*	Author	Date	Site	Tags/Keywords
San Diego Union Tribune	Latest	***MTS, NCTD offer free rides throughout September with new Pronto card***	ALEXANDRA MENDOZA WRITER	August 31, 2021	Link	Free Rides
KPBS		***MTS Board Delays Vote On Affordable Housing At Trolley Station Over Parking Concerns***	Andrew Bowen / Metro Reporter	September 17, 2021	Link	Affordable Housing
San Diego Union Tribune	Public Safety	***Man seriously injured when he falls after leaning on departing bus***	CITY NEWS SERVICE	September 20, 2021	Link	Public Safety, Effects on MTS, Infrastructure
KPBS		***MTS approves 390 affordable apartments on trolley parking lot***	Andrew Bowen / Metro Reporter; Contributors: Mike Damron / Video Journalist	October 14, 2021	Link	Affordable Housing
San Diego Union Tribune	Transportation	***Free transit and new taxes on driving? San Diego leaders divided over ambitious plan***	JOSHUA EMERSON SMITH	October 29, 2021	Link	Free Transit, Increased Taxes
San Diego Union Tribune	Readers React	***Opinion: Let's see San Diego's leaders start taking mass transit.***	U-T LETTERS	November 24, 2021	Link	Public Opinion
San Diego Union Tribune	Transportation	***Trolley-to-airport extension coming to San Diego***	LAURYN SCHROEDER	December 17, 2021	Link	Focus of Efforts
San Diego Union Tribune	Politics	***Why does the new trolley stop 2 miles from the beach?***	DAVID GARRICK	November 20, 2021	Link	Public Safety, Effects on low-income communities, Infrastructure
Voice San Diego		***MTS Tickets Fare Evaders Far More Than Other U.S. Cities***	Lisa Halverstadt	January 6, 2020	Link	Fare evasion, impacts, low-income, unhoused community
Voice San Diego	Public Safety	***MTS Tickets Fare Evaders Far More Than Other U.S. Cities***	Lisa Halverstadt	January 6, 2020	Link	Increased ticketing, fare evasion
Voice San Diego	Opinion	***MTS Won't Provide Answers on the True Costs of Fare Enforcement***	John Brady and Mitchelle Woodson	January 8, 2020	Link	Fare Enforcement, Policing, Fare Evasion
Voice San Diego	Public Safety	***MTS Floats Diversion Program for Fare Enforcement***	Lisa Halverstadt	February 27, 2020	Link	Pilot Program, Fare Evasion
KPBS		***MTS Nixes Cash Fares, Allows Rear-Door Boarding On Buses***	Andrew Bowen / Metro Reporter	April 2, 2020	Link	COVID fare and boarding changes
KPBS		***MTS Cuts Bus, Trolley Routes As Coronavirus Causes Ridership Drop***	Claire Trageser / Investigative Reporter	April 6, 2020	Link	COVID, Route Cutbacks, payment limitations
KPBS		***COVID-19 Pandemic Could Put The Brakes On MTS Plan To Expand Public Transit***	Alison St John / Reporter, Marissa Cabrera / News Producer, KPBS Midday Edition	April 13, 2020	Link	Ridership Drop, COVID, Cut Backs, Expansion Pause
KPBS	Health	***San Diego Bus Drivers Told To Quarantine Without Pay***	Claire Trageser / Investigative Reporter	April 17, 2020	Link	COVID, Unpaid Leave
Voice San Diego		***Reopened Beaches Remain Out of Reach for San Diego's Poor***	MacKenzie Elmer	May 12, 2020	Link	COVID, Limited Access to Beaches,
Voice San Diego	Government	***A $2.50 Fare Evasion Ticket Can Upend Low-Income Residents' Lives***	Lisa Halverstadt	June 17, 2020	Link	Dramatic Rise in Ticketing
Voice San Diego	News	***VOSD Podcast: An Un-Fare System***	Nate John	June 19, 2020	Link	Tickets/Citations, Policing, Effects on Low Income Families
Voice San Diego	Public Safety	***The Police Reform Push Comes for MTS***	Lisa Halverstadt and Jesse Marx	June 24, 2020	Link	Fare evasion, impacts, low-income, unhoused community
Voice San Diego	Public Safety	***MTS Says Its Officers Aren't Bound by New State Use-of-Force Law***	Jesse Marx and Lisa Halverstadt	June 25, 2020	Link	Law, Policing, Unclear
Voice San Diego		***Morning Report: Police Reformers Are Coming for MTS***	Voice of San Diego	June 25, 2020	Link	MTS Approach Shift, Police Reform, Security
Voice San Diego		***MTS Says Its Officers Aren't Bound by New State Use-of-Force Law***	Jesse Marx and Lisa Halverstadt	June 25, 2020	Link	Unclear guidelines for Policing, AB392
Voice San Diego	Public Safety	***MTS Purged Body Camera Footage Before Man's Attorney Could Access it***	Lisa Halverstadt	July 21, 2020	Link	Allied Universal, body-worn cameras, Policing/Security

All News Sources (3)

News Source	Category Topic	*Article*	Author	Date	Site	Tags/Keywords
Voice San Diego	Public Safety	***Black MTS Riders Cited Disproportionately***	Lisa Halverstadt and Kate Nucci	July 27, 2020	Link	BIPOC, Equity, Disproportionate Citations
Voice San Diego	Public Safety	***MTS Police Chief Departs as Agency Pulls Back Enforcement Push***	Lisa Halverstadt	July 27, 2020	Link	Policing, Impacts on low-income riders
Voice San Diego		***Morning Report: MTS Doled Out Violations Disproportionately***	Voice of San Diego	July 27, 2020	Link	Disproportionate Citations
KPBS		***Developers, MTS Aim For Denser Affordable Housing At Trolley Stop***	Andrew Bowen / Metro Reporter	July 30, 2020	Link	affordable housing
Voice San Diego	Opinion	***Transit Officers Target Black Riders – That Needs to Change***	Marcus Bush	August 6, 2020	Link	Recommendations, Targeted Riders, Disproportionate citations
Voice San Diego	Opinion	***Transit Officers Target Black Riders – That Needs to Change***	Marcus Bush	August 6, 2020	Link	Policing, Personal Account, Rider Experience, Opinion
San Diego Union Tribune	Public Safety	***MTS bus driver crashes into parked cars in Chula Vista***	KAREN KUCHER	August 18, 2020	Link	Public Safety, Infrastructure
Voice San Diego	Government	***MTS Frequently Overrules Doctors' Orders on Reduced Fares for the Disabled***	Lisa Halverstadt	August 31, 2020	Link	Disabled, Discrimination
KPBS		***MTS To Launch Diversion Program Tuesday, Reducing Fines For Fare Evaders***	City News Service	August 31, 2020	Link	Fare enforcement, fine reduction for fare evaders, diversion program, pilot program
Voice San Diego		***Morning Report: MTS Rejects Many Who Applied for Disabled Fare Reductions***	Voice of San Diego	August 31, 2020	Link	MTS Criticism, Disabilities, Fare Reduction Denials
KPBS		***San Diego MTS, NCTD Offering Free Transit Rides On Election Day***	City News Service	September 29, 2020	Link	Voting Access
KPBS		***Voters Can Ride For Free On MTS, NCTD Transit All Day To Cast Their Ballots***	City News Service	November 3, 2020	Link	Free Ride Day, Accessibility
San Diego Union Tribune	Public Safety	***Judge rules against MTS in long running dispute over doorway at San Ysidro McDonald's***	GREG MORAN	January 9, 2019	Link	Lawsuit, Tax Dollars
San Diego Union Tribune	News	***MTS eyes Transit Center overhaul amid aggressive push to develop property near bus and trolley stops***	JOSHUA EMERSON SMITH	January 13, 2019	Link	Land Use, Development, Housing
Voice San Diego		***Judge Tentatively Rules Against MTS in Border Bus Terminal Fight***	Andrew Keatts	January 14, 2019	Link	misuse of funds, MTS review, Border Transit hub review, poor bathroom standards, lawsuit
KPBS		***$44 Million Mid-City Bus Rapid Transit Route Is Slower Than Route It Replaced***	Lauren J. Mapp / inewsource	June 18, 2019	Link	Inefficiant Rapid Line
KPBS		***MTS To Spend $34M On New Fare Collection System***	Lauren J. Mapp / inewsource	July 15, 2019	Link	New Fare Collection System, Limited Access on Mobile App, Overcharges
KPBS		***Construction Jobs On MTS Land Will Pay More Under New Policy***	Andrew Bowen / Metro Reporter	July 25, 2019	Link	Higher Wages for Construction Jobs, Union
San Diego Union Tribune	Public Safety	***Police: Armed trolley officer stabs man who went for his gun***	Teri Figueroa	August 16, 2019	Link	
KPBS		***MTS Raising Fares To Close $10M Budget Shortfall***	Andrew Bowen / Metro Reporter	August 20, 2019	Link	Fare raises
San Diego Union Tribune	Public Safety	***Man, 23, killed when car jumps curb, lands on trolley tracks; Orange Line shut down for hours***	Karen Kutcher	August 26, 2019	Link	
San Diego Union Tribune	Public Safety	***24-year-old man dies after struggling with transit officers at downtown trolley station***	Luke Garrett	October 16, 2019	Link	Policing
San Diego Union Tribune	Public Safety	***Trolley strikes, kills woman in Lemon Grove***	ALEX RIGGINS	November 20, 2019	Link	Public Safety, Injury, Fatality
KPBS	Economy	***Hoover High Student Advocates For Free Bus Fare To School***	Joe Hong / Education Reporter	December 17, 2019	Link	Advocacy, Free Bus Fare to School
KPBS	Economy	***Changes To MTS Bus Routes Begin Sunday***	Andrew Bowen / Metro Reporter; Contributors: Matthew Bowler / Video Journalist	January 26, 2018	Link	Bus Route Changes
San Diego Union Tribune	Environment	***As car ownership increases among the poor, transit ridership falls***	JOSHUA EMERSON SMITH	January 31, 2018	Link	Commitment to Learn about Ridership

All News Sources (4)

News Source	Category Topic	*Article*	Author	Date	Site	Tags/Keywords
San Diego Union Tribune	News	***MTS secures $41 million grant in trolley, bus upgrades funded by new gas tax***	JOSHUA EMERSON SMITH	April 27, 2018	Link	EVs, Electrification, Upgrades, Supply and Demand
San Diego Union Tribune	Public Safety	***MTS investigating excessive-force complaint against security officers***	ALEX RIGGINS	July 13, 2018	Link	Excessive Force, Policing
San Diego Union Tribune	Public Safety	***Two injured in Logan Heights crash involving trolley***	ALEX RIGGINS	October 23, 2018	Link	Public Safety, Injury, Infrastructure
San Diego Union Tribune	Public Safety	***Lawsuit accuses MTS, security personnel of assault, using excessive force***	ALEX RIGGINS	November 18, 2018	Link	Lawsuit
San Diego Union Tribune	News	***MTS officials scale back mass transit fee hike for seniors and disabled after riders speak out***	JOSHUA EMERSON SMITH	December 13, 2018	Link	Increase in Fare
KPBS		***MTS Launching Mobile Ticketing App — With Limits***	Andrew Bowen / Metro Reporter Contributors: Katie Schoolov / Video Journalist	March 9, 2017	Link	
San Diego Union Tribune	Environment	***Bill could lead to more tax money for local mass transit systems***	JOSHUA EMERSON SMITH	March 20, 2017	Link	Taxes
San Diego Union Tribune	Environment	***Train, trolley and bus tickets go mobile in San Diego County***	JOSHUA EMERSON SMITH	March 29, 2017	Link	Mobile App, Technology
Voice San Diego	Land Use	***What It Would Take to Make San Diego's Transit System Faster and More Reliable***	Alon Levy	June 15, 2017	Link	Public Transit Reliability
KPBS		***MTS Adds Long-Delayed 'Stored Value' To Compass Card***	Andrew Bowen / Metro Reporter	June 27, 2017	Link	
KPBS		***Letter From MTS Board Member Could Be Key In Lawsuit Over Blocked Doorway At Border Transit Center***	Amita Sharma / Investigative Reporter; Contributors: Katie Schoolov / Video Journalist	August 4, 2017	Link	Substandard Facilities, Racial Inequity
San Diego Union Tribune	Public Safety	***Riders to see increased security presence on trolleys***	KAREN KUCHER	September 25, 2017	Link	Security, Policing, Increased Policing
Voice San Diego	Land Use	***MTS's Effort to Tame the Chaos at the Border Has Become a Mess of Its Own***	Andrew Keatts	October 23, 2017	Link	Lawsuit
KPBS		***San Diego's MTS Compass Card Stuck In The Past***	Andrew Bowen / Metro Reporter; Contributors: Katie Schoolov / Video Journalist	January 14, 2016	Link	Lack of one-way trip option
KPBS	Economy	***More Cabbies — And New Apps — Enter San Diego Market***	Megan Burks / Education Reporter	January 25, 2016	Link	Lawsuit, Taxi Permits
Voice San Diego	Public Safety	***Officers Violently Arrested a Man for Trespassing at MTS — Except He Worked There***	Andrew Keatts	February 18, 2016	Link	MTS, Police Body Cameras, Public Safety
Voice San Diego	Public Safety	***San Diego Explained: MTS's Quasi Police Force***	Lina Chankar	February 18, 2016	Link	Policing
KPBS		***Roundtable: Downtown Chargers, Measure A Results, MTS Security Cops, Joel Anderson Out***	Pat Finn / Producer , Mark Sauer / Host, The Roundtable	February 26, 2016	Link	Security, Force, Violence Hx
San Diego Union Tribune	News	***MTS is on board for more flexible ticketing***		April 14, 2016	Link	Ticketing System, Payment Method
Voice San Diego	Opinion	***Lessons From My Scary Encounter With an MTS Officer***	Lina Chankar	March 4, 2016	Link	Scary Encounter with MTS Officer, Policing
KPBS		***Roundtable: Super Tuesday, Trump University, TJ Police Chief, MTS Safety***	Pat Finn / Producer , Mark Sauer / Host, The Roundtable	March 4, 2016	Link	Credit Card Security,
San Diego Union Tribune	Politics	***Bus driver strike continues, some lines disrupted***	MICHAEL SMOLENS, DEBBI BAKER	May 25, 2016	Link	MTS Safety, Union, Walk-outs
KPBS		***MTS Lawsuit Over Doorway Creates Hassle For San Ysidro Passengers***	Amita Sharma / Investigative Reporter; Contributors: Matthew Bowler / Video Journalist	October 25, 2016	Link	MTS public image
KPBS		***San Diego's Sunday Bus Services Still Lag Despite Economic Recovery***	Andrew Bowen / Metro Reporter	September 9, 2016	Link	Unreliable Transit
San Diego Union Tribune	News	***Looking for more flexible MTS ticketing? Keep waiting***		September 2, 2016	Link	Ticketing System, Payment Methods

All News Sources (5)

News Source	Category Topic	*Article*	Author	Date	Site	Tags/Keywords
San Diego Union Tribune	Public Safety	***Ambulance hits trolley, injures 1 downtown SD***	PAULINE REPARD	December 9, 2016	Link	Public Safety, Infrastructure
KPBS	Public Safety	***Task Force Formed To Improve Security At San Diego County Transit Stations***	City News Service	March 5, 2015	Link	Policing, Task Force Created
San Diego Union Tribune	Politics	***Number of taxis could double***	GARY WARTH	April 1, 2015	Link	Taxi, Union, Lawsuit
KPBS	Economy	***San Diego Taxi Lawsuit Still Pending As Officials Hand Out First New Permit***	Megan Burks / Education Reporter	July 14, 2015	Link	Lawsuit, Taxi Permits
KPBS		***Group Wants MTS To Run 'Get Out the Vote' Ads***	Dwane Brown / KPBS Evening Edition Anchor/Reporter	October 21, 2014	Link	Money Driven Ads, Concerns re: Limiting Voting Information Access to Community Members.
KPBS		***Security Breach: Are You Safe On SD Trains and Trolleys?***	Brad Racino / Multimedia-Based Investigative Reporter	February 12, 2013	Link	Lack of Training, Security
KPBS		***Chula Vista Train Station Shooting Friday Night Directed At Trolley Cops***	Brad Racino / Multimedia-Based Investigative Reporter	March 14, 2013	Link	Security, Employee Safety, Shooting
KPBS	Public Safety	***Transit Cop Quits Over Security Concerns***	Brad Racino / Multimedia-Based Investigative Reporter	March 21, 2013	Link	Security, Employee Safety
KPBS		***Roundtable: Jail Deaths, Peace With TMD, City Attorney's Court Record, Transit Security Update***	Peggy Pico / KPBS Evening Edition Host, Pat Finn / Producer , Mark Sauer / Host, The Roundtable	March 29, 2013	Link	Mention of lack of Security Training
KPBS		***MTS Buses, Trolleys And Stations Tapped By An $18 Million Surveillance Network***	Brad Racino / Multimedia-Based Investigative Reporter; Contributors: Nicholas McVicker / Video Journalist	December 18, 2013	Link	Surveillance
KPBS	Economy	***MTS Rolls Out New Compass Card System***	City News Service	November 19, 2012	Link	Payment Methods
KPBS	Economy	***Skyrocketing Gas Prices Turn Travelers To Transit***	Susan Murphy / Health Reporter	March 8, 2011	Link	Gas Price Rise, Increase Ridership
San Diego Union Tribune	News	***MTS plans changes to 13 routes***	ROBERT J. HAWKINS	June 6, 2011	Link	Supply and Demand, Expansion, Infrastructure
San Diego Union Tribune	News	***Google, MTS team up for real-time bus maps***	ROBERT J. HAWKINS	June 8, 2011	Link	Technology, Accessibility?
San Diego Union Tribune	News	***MTS security plans strike on Raiders-Chargers game day***	ROBERT J. HAWKINS	November 9, 2011	Link	Workers Treatment, union
KPBS		***MTS Security Strike During Charger-Raider Game***	City News Service	November 10, 2011	Link	Strike, Security, Employment Standards
San Diego Union Tribune	News	***Taxi drivers gain stronger voice on MTS regulatory board***	ROBERT J. HAWKINS	December 8, 2011	Link	Workers Treatment
KPBS	Economy	***MTS To Cut Sunday Bus Service, But Improve Trolley Service***	Alison St John / Reporter	February 9, 2010	Link	Accessibility, Cut Services
KPBS	Environment	***San Diego's Transportation Future***	Alison St John / Reporter, Hank Crook / Producer, Megan Burke / Senior Producer	February 12, 2010	Link	Transportation Future, Public Comment, Planning Hx
Voice San Diego	News	***A Trolley-Goer Makes His Own Map***	Voice of San Diego	March 29, 2007	Link	Difficult to Read Trip Planner

ELEVATE SD 2020 BOARD WORKSHOP (1)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Asian Cultural Festival (Mira Mesa)	1. Reach all neighborhoods in SD County like BART. Reach east and north counties so any place is reachable in reasonable time. ; 2. Currently impossible to take transit to work. Would love possible transit routes between MS High School to the Torrey Highland area (7535 Torrey Santa Fe) ; 3. Have a better way of communicating where the incoming buses are, and when there are service interruptions. Too many people use 110, 921 and half hour service is too infrequent. ; 4. We need a transit system that is preferable to personal transit - similar or less expensive, +/- 20% time to travel, little or no need to schedule trips. In other words, like NYC or any other world class city!
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Carmel Valley Movie Night (Carmel Valley)	Extensive long-term sustainability incorporated into new systems, such as solar power/electric transportation
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Clairemont Family Day (Clairemont)	1. Service to the beach (like skyways) (staff transcribed), 2. Mobility-on-demand/service for Tierra Santa (staff transcribed), 3. More frequent stops on 30 (passengers have to walk uphill) (staff transcribed), 4. Getting senior/disabled passes more convenient/easier (many find it hard to get to the Transit store) (staff transcribed), 5. Re-evaluating bus routes - Milton Street has no access to the bus, 6. More frequent service to college, more parking space, amenities at stops (bathrooms), one pass for all system, phone kiosk charging at stops, discount transit pass.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Councilmember Aguirre Transit Forum (Imperial Beach)	
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Diamond Festival (Southeast)	Sunday service in Emerald Hills; DART service in community; Community upset about 11/12 split; Have all Route 12s go to Skyline (vs every other one); Better connections between bus and Trolley (especially for routes that are only hourly)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	EHC Placemaking (National City)	Please prioritize low-cost projects that could be immediately implemented without new infrastructure. Things like higher frequency, prolonged service hours, and lower fares. These will immediately provide a benefit to transit dependent communities while also making transit more desirable for choice riders. Expensive projects should connect people to jobs. We ask for free rides for students. (illegible - something about security at stations?) Direct service - more bus stops that allow people to get closer to their destination that reduces their walking distance. Free fares for all, please
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Harbor Fest (Chula Vista) -	There needs to be an east-west Trolley that is adjacent to the 54 and going south adjacent to the 125; Across the border service (staff transcribed); Airport transit station (staff transcribed); South Bay is lacking passenger amenities (ex: benches and shelters) (staff transcribed); Accurate times on bus apps
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	IB Sun & Sea Festival (Imperial Beach) -	Trolley to the Airport; I would like easier access to the airport via ferry, Trolley or bus; Better weekends and holiday service; Rapid trains to California cities; East County opportunities need to expand. Connect the 15 to the 5 with fast service.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Lemon Fest (Chula Vista) -	Luggage rack on the bus and Trolleys for more room, similar to the Sprinter; Improve safety of people on and off the Trolley; Bus service of weekends to Point Loma National Park; Eastern Trolley line from Otay Mesa border crossing to El Cajon, running north-south through Eastlake, La Mesa, El Cajon. Runs parallel to 125.; Improve passenger amenities for routes 7, 4, 8, 9, 44, 929; Speakers too loud.; Better all-around combining of bus/Trolley and bicycles; easier on-and-off, no limits on the # of bikes. Access without encroaching on other passengers, lanes that can meet - separation from auto traffic. Really encourage to go GREEN
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Navy Bay-Bridge Run (Coronado)	New Trolley routes: 1. Direct link from downtown to cruise ship terminal, airport, Navy Base Point Loma, Seaworld. 2. Link with downtown to SD Zoo, University Avenue, SDSU, Route 15, Tierrasanta, Miramar. 3. Link from downtown to Otay Mesa. More routes, bus & Trolley should have road right of way. A bus every half hour is too little. Later bus transit (i.e. past 10/11 on all bus routes). It doesn't matter if the neighborhood is an affluent suburb. People still would use the system if it were efficient and readily available. 237 Rapid route used to run from Rancho Bernardo to UCSD. The route was cut so the bus now runs from Miramar to UCSD. This route now requires a transfer from 235 to 237 making my commute an extra 30 minutes longer waiting for the transfer bus. Please bring back the 237 Rapid route to go up to Rancho Bernardo again. If there were a Trolley to the Airport everyone at my office would use that. I mean, hundreds of us (staff transcribed) Airport ferry - we would love that (staff transcribed) Right here (pointing to CA-56 on map), that's where you need service. And Sorrento Valley, that's be great. (staff transcribed) Service on base - why did they cut it? I would use that (staff transcribed) Why does Trolley not go to airport? We need that. (staff transcribed) Three Pacific Beach residents loved the skyway idea. Need PB to La Jolla (Scripps) connection (staff transcribed); More service on Convoy/Kearny Mesa are. Convoy is becoming more like downtown. Parking in evenings & weekends and lunchtime is worse than downtown. More night/weekend service Clairemont Mesa/Convoy/Balboa. So many restaurants and hospitals. (staff transcribed)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Olivewood Day of Play (National City)	It costs too much for casual use. 2 people to Fashion Valley = $10. I can drive quicker and cheaper. Maybe try a free weekend or do a survey on price point of what people would pay to get them on the bus and Trolley. Speakers on Trolley need to be lower. Speakers can go in the back of bus.

ELEVATE SD 2020 BOARD WORKSHOP (2)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Pride (Hillcrest, Two Days) -	Weekend service should be longer; I love the 215. Bus service from Kensington to Imperial Marketplace.; More express lanes.; Sunday service for 965. More Rapid service.; Trash cans at bus stops.; The 12th & Imperial Station is usually backed up when I get off the Green Line and I can't make it to the 12 in time because the Trolley is in the way. Partner with long-distance transportation companies to improve connectivity to distant cities. Have a multi-model transit hub where all companies (bus, train, etc.) can operate. The transit cops at University Trolley Stop are too aggressive. Fix the bathroom at the El Cajon and University Express Stop.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	RB Alive Street Fair (Rancho Bernardo) -	Focus on a fair and equitable treatment for roads and highways. A large majority of people will always use cars, especially people with disabilities for whom transit can only partially help and cars are always needed. Trolley to airport, bur need connections from North County - Trolley on I-15 (staff transcribed) [Employee at Rady Children's] More direct connections to Kearny Mesa. Better service for inland North County (Rancho Bernardo). Service to the beach. (staff transcribed); Service to big events - sports, parades, races.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Santee Street Fair (Santee) -	Ferry/waterways to Chula Vista Marina!; Train to San Diego (commuter from Escondido); A Trolley from San Diego to Escondido; Trolley to Beach from East County; Need to go to Miramar from UTC on weekends- there is no service. Projects: To Mira Mesa via Miramar or to Poway; More frequent Orange Line service. Lakeside- Bring back 854 service for seniors + disabled.; Escondido - Bus route for seniors by golf course; Be great to have buses run the 52 to UTC or Kearny Mesa; More buses run on weekends; MTS took away my bus route! (Santee to SDSU) Why call the non-existence Blue Line "UCSD Line" when the Green Line is not call "SDSU Line"; Use opposite freeway lanes to reduce rush hour traffic. Especially from East County 52 fwy to VA/UCSD. Many veterans live in East County and show up at the 5am for a 9am appointment just to miss rush hour. This is such a burden for our veterans. I work at MCRD (chow hall/mess attend.) I live off of College & University. Rt 10 on weekdays, it takes about 1 hr to get home, but on Sunday is take OVER two hours to get home as Rt 10 only goes to I-15 transit plaza, so I have 1/2 hour wait for Rt 7. I would like to see Rt 10 service College & University 7 days a week. Parallel to I-8: Expansion of Rapid bus or light rail transit. I would definitely appreciate seeing more frequent service - 8 - 10 minutes or less for a Trolley and certainly more frequent bus service. Based on my observations of the Rapid 235 corridor lanes on the I-15, I'd be interested in seeing bus or train lanes between major freeways to reduce congestion and ease commuter anxiety - simple stops could be located beneath various street overpasses. And finally, after observing Phoenix and San Francisco, I would be interested in seeing an airport people mover or train system connecting the Trolley right at Middletown Station to the airport. (I am student at SDSU studying City Planning with an interest in working with MTS.) More frequent Sunday service. Since 874 lost the Granite Hills loop, the closest bus route is 815, I have to walk 5 blocks to Foothills Adult Center.; Trolley down Hwy 15 corridor; Later Trolley for people who are drinking. Have the Trolley run 24 hr. Route 955 need to run later like Saturday on Sunday or longer.; 916/917 run on Sunday. Very important to have 60 bus run 7 days a week both ways. We want rail service to Las Vegas. Your PR Reps are fantastic!
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	SDSU Sustainability Day (College Area)	More direct/faster service from Otay Ranch/east Chula Vista to SDSU; Direct service (Trolley) from Rancho Bernardo/Mira Mesa to SDSU; Improved service in Mira Mesa: service on Mira Mesa and Miramar Blvd.; later/extended service hours; faster service (1.5 hours to SDSU)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	Transit & Tacos (City Heights) -	More service in Carmel Valley for jobs - first and last mile connections to jobs (staff transcribed); More bike capacity (staff transcribed); Security at bus stations at night (downtown, more lighting) (staff transcribed); Bathrooms near stops (staff transcribed); Extended hours of service (staff transcribed); Later service on 110 Express - to 6 or 7 p.m. (staff transcribed); Better service from City Heights to community colleges (students can access City and Miramar, but not Mesa or Cuyamaca and they aren't that far); and better access to job centers (Kearny Mesa) (staff transcribed)
ELEVATE SD 2020 BOARD WORKSHOP*	Community Outreach Events	US Sand Sculpting Event (Downtown) -	Trolley designed to where people cannot put feet on seats (staff transcribed); More service east/west from La Jolla
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Barrio Logan Community Forum	

ELEVATE SD 2020 BOARD WORKSHOP (3)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Carmel Valley Community Forum	Reduce congestion on the road to Camino del Mar. Looking for Transit to reduce/slow down traffic to make it more pedestrian /bicycle friendly and safer; Bus service needed along the entire length of Del Mar Heights Road to get students to school and shoppers to all the shopping areas: One Paseo, Del Mar Highlands and Highlands Place. Service to beaches, Balboa Park, service to airport from Del Mar Heights. We need our transit systems to easily connect. We need connections to the airport. Walking/biking to be protected by shade trees. One central app for all modes of transport: Bike, walk scooter, bus, smart parking. Back up/emergency pick up when buses are tardy (>30 min late) A bus between Carmel Valley and Del Mar Connect Carmel Valley, particularly south of 56 There is zero service in CV near me. Eastbound 56 connect to 5, such poor signage now. Transit east/ west on Del Mar Heights Rd from beaches to Del mar Penasquitos. Transit North south Carmel Valley has created two generations of people who are dependent on their cars. Any more public transportation will need to be super sexy. When 56 was built there was no bike path connection to proposed high school. There was space, but this was a failure of planners. MTS should work with planners/ developers in areas of open land/development. 56 I would like to see the further expansion of your Trolley and bus system from downtown through Balboa park to Kearny Mesa and North to the Miramar College Transit Station. I think a trolley to the airport would be also useful. I would also like more pedestrian and bike lanes. Bus along Del Mark Heights Rd. from 101 & beach to TPMS to Canyon crest school Transit to UCSD Hub: Sorrento Valley, University Towne Center, One Paseo, Del Mar Highlands Mall, Pacific Highlands Mall. Extend immediately trolley up to Via de la Valle. Development of technology with US companies. Tunneling to go between Mesas or trolley lines. Trolley between stops must go 100 MPH. We NEED BUS SERVICE in Carmel Valley, particularly along Del Mar Heights RD and El Camino Rd. There are three large high schools on Del Mar Heights Rd and bus service could do a lot to relieve traffic congestion. My neighborhood was part of the plan approved by the city back in 1981 for a future transit center, and it's been 38 years and we still do not have bus service. We've waited long enough! We have no bus service at all on the east side of the freeway leaving workers and kids landlocked with no way of getting to our beaches and schools. I would like to have: 1. Bus route from 101 to CCA (end of Del Mar heights Rd) 2. Transportation to coaster stations in Sorrento Valley 3. Smaller commuter buses for connections to larger bus hubs. Shuttles to transport people and schools, and Vans to transport hubs (coaster, UTC Trolley) Connect DM Beach across Del Mar Highway Rd to 56 at CV road and all the way to Sabre Springs transit center. Connect mid coast trolley to Sorrento Valley Connect UCSD through Sorrento Valley from I-5, then along 56 to sabre springs. Create more "no right on red" lights along 56 bike path. eg. at CV road and I-5 at both Northbound and Southbound I-5 traffic lights. Segregated bike lane from Sorrento Valley along SV and Mira Mesa Blvd. all the way to the 15 and Mira Mar Transit Center. Huge reduction in private car use. Also consider "tandeming" delivery trucks and use ONLY truck lanes. MTS Electric buses need to cover Del Mar heights, El Camino Road and Carmel Valley Road/Carmel Creek corridor, even Carmel 17th Rd that would take a huge amount of cars of the hwy, would enhance overall quality and improve quality of life for Carmel Valley and Del Mar residents! 1.Bus service from Old Town transit center or other hub to the end of the Rosecrans. 2. Traffic congestion is terrible in morning hours and afternoon. Adequate parking at old town hub so people can park there and take the bus to work at naval facility at the end of Rosecrans. 3.More frequent bus service. 4. Smaller buses (van-size) in areas of lighter ridership (less carbon emissions and cheaper to operate) 5. Bus service to airport. In the 36+ people in attendance the 2 major take aways were: 1. Mass transit service to CV period. 2. Mass Transit connection to hubs. 57 Public Transit East + West on Del Mar Heights Rd from 4th street in Del Mar through to Carmel Valley Rd. This would cut down congestion to 3 High schools (Torrey Pines, Cathedral, Canyon Crest) Would also allow families to conveniently access three + shopping centers (Beachside Del Mar, One Paseo, Del Mar Highlands, Pacific Highlands Ranch and more) Connect the neighborhoods provide teens + youth safe method to get to school , work , food + shopping. So many walking along DMHS Rd, which is not safe (Carbon unsafe crossing, etc) and some /many underage teens resorting to use uber to other ride services which is neither legal nor safe. As a parent, I'd feel much more confident letting my teens ride the bus, trolley, other AND willing to pay for it. There are thousands of students at the 3 DMH Rd high schools and zero school buses. Make communities more walkable and transit accessible. We need to plan for inevitable growth in the region and have sustainable growth plans. Make it easier to get around without a car. Connectivity with Carmel Valley, Sorrento & Del Mar Transit east west on Del Mar Heights road with greater frequency at school start times and school release times. Being able to put a bike on a bus. That is sometimes available and needs to be consistent. Start service ASAP, at least a pilot program for this summer! At least a bus to the coaster station in SV buses transport that goes where people want to go. We would like to see MTS on Sorrento Valley Blvd. Camino Santa Fe, Vista Sorrento pkwy. Sorrento Valley is so congested.1. Direct train trolley service to airport. 2. Del Mar Fairgrounds event train station 3.Trolley Service to Fairgrounds 4. Trolley Service to Sorrento Valley business/ Mira Mesa Blvd Use a stored Value System of trolley so it can be used as needed, the current system does not encourage frequent users. 5. Trolley should go straight up the I-5 corridor, current plan I-5 are consuming that limited land resource for trolley. Combine busses with schools to be more efficient. Bus to Carmel Valley and Sorrento Valley to get to high school Please connect us to the mis coasts trolley and I will use it to commute to work and fight climate change and allowing me to multitask like when I lived in NYC. Also my mom (79) can't drive much longer. Doing this for my son, mom and me, Thanks for listening to us today!

ELEVATE SD 2020 BOARD WORKSHOP (4)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Chula Vista Community Forum	Youth mobility - free youth passes. Equity for disadvantage communities. Connectivity/Time; Competitive/ First and last mile; Better service, more routes on the eastern side of 805 in South Bay. Better South Bay service east of 805. Ability to buy day passes off stored compass value. Incentives to business to work with MTS before moving to unserved/underserved areas. Can 4th car be added to Blue Line during heavy volume? Add plain clothes officers to trolley lines for added security. Starting ASAP (Don't waste time) Every other Rapid Bus starting at the border and going through Otay Ranch to I-805 should continue north on 805 to I-15 & stop in Mid-City. It could stop here or continue north to Kearny Mesa or UTC area or other employment area. Do not waste time studying this to death. Not everyone living in east CV work in downtown. They need to go north. Use contro flow for BRT on SR-94 and F & G Streets. 62 To get drivers out of their vehicles allow them to pay 1/4 of full rate if they can show proof of insurance & registration. Was at public hearing held on the proposal 20 years ago to re-route trolley over I-5 to Virginia Ave at the border. Why not park a Trolley near the border in that MTS bldg? Park the trolley for a few hrs and get about a 1/2 hr earlier start. Put houses in that vast underutilized parking lot at Palm Ave. Trolley station. The claim by MTS recently that a similar construction site could not be economically built higher does not make sense: don't projects get more economically viable the higher you go, usually? Have shorter trolleys in compliance w/ Horton blocks- stop blocking traffic! My email: nearborder@hotmail.com Skyway practical for tourists [Map drawn Starting at Airport, to Star of India, to S.P.V to Convention Center, to Petco (12th & Imperial) then to 14th Street to Plaza de Panama] Bay Ferry access yes. More safety on bus - Trolleys. Connect more with jobs in UTC Hillcrest to hospitals. I would like to see the third rail for our Blue Line Trolley. I'm also very interested in the ferry service. Whatever we can do to make our transit better for the environment. More people on the buses and trolleys (less cars on the road). A program to get people short distances faster. More safety personal on trolleys and buses. More guided bus ways (take a lane in the freeway). Purple line. Kathy from City Heights/National City: "Grown-up" cities - 8th largest in the nation - have 24- hour transit service! Logical targeted stops: grocery stores (shopped by workers after shift hours - ie SDSU lab workers get off at 9pm, #10 bus doesn't stop at accessible stop for Food4Less shoppers on return trip, nor does it run on weekends!), hospitals, adult ed centers, Greyhound, and airports. Electric buses and small shuttle linkage between El Cajon Blvd. and University Avenue. Increase safety: solar lighting at all bus stops; improve response for assaults on bus/Trolley; record/ID all incidents. Better notice of Public Forums - nothing on daily bus about this forum! Disabled and seniors and caretakers need better low fares, access arrangements on buses design of seating needs better brainstorming with senior centers input invited. And grandchildren, friends & Family holiday rates. Driver sensitivity training. Bilingual important, several languages. Not insulting to passengers, some disabilities are not visible. Re-learning disabilities. Know directions in city. More frequency. Discounts for students. Training to be more sensitive with all people (translated from Spanish) Purple Trolley line. Better weekend/holiday services. More languages on ticket vending machines. Public restrooms at transit centers. 24-hour service. Rural service improvements. Property tax. No cost transit passes for youth, more routes, more frequency.

ELEVATE SD 2020 BOARD WORKSHOP (5)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Downtown San Diego Community Forum	More youth involvement. Change the car culture early. Seems like an easy way to address increased ridership. Dedicated bus lanes (El Cajon Blvd., University Avenue, Broadway, Grand Avenue). Increased frequency. Grade separations (H Street, E Street, Palm Avenue, Palomar Street, 8th Street, Taylor Street and Friars Road especially). Long-term plans for subterranean sections in downtown and new routes through Kearny mesa and Mid-City. Relocation of San Ysidro Station and realignment of tracks behind coach service area. Great session! Youth outreach is critical. School districts are cutting funding for transportation - immediate need. Gamification, tech that engages them. The environment is a major interest to them as well. Provide better rider info, especially for new riders. When I arrived in SD last year and got a monthly pass, no info was provided by MTS about establishing auto pay monthly pass fare. NCTD seems to do a far better job of this. I've learned much about riding MTS by actually reading NCTD's site. Seeing that the objective of ElevateSD2020 is to get a measure on the ballot, I think we need to elevate the importance of transit to the broader community! My personal priority (low fares, faster service) seems irrelevant in one sense. What's going to get a 2/3s yes vote? What about more coordination with the COASTER? The COASTER could increase its frequency. Timely accurate real-time status of arrival is so important. It's been my experience and was a big topic at tonight's meeting. Re: low-cost fares. Qualifying for senior pass was a night vs day change in my attitude: I ride more than twice as much based on fares alone. Please bring back Route 11 to Market Street, Tenth avenue and Imperial Transit Center.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	East County Community Forum	Connections from transit centers to precise destination (e.g. place of work, airport) with fleet of self-driving smart cars. I love the idea of a skyway, especially in "tourist" areas (e.g. Port of San Diego, MB/PB, Balboa Park, etc.) Also love the ferry idea (not just to naval base, but possibly to Oceanside Pier?) Seems it would be more cost efficient to use touring vans for most local bus routes. I think that if people don't have time to eat a meal before they leave to their destination or after they should have a restaurant transit stations. 78 1. Please put your "safety" officers through extensive sensitivity training - I have seen some of them grab passengers (who may not have a ticket) and stand over them as if they had nabbed an enemy. Ex-mariners need extra training. All people need to be treated with respect. 2. Students need to ride free, as they do in several cities. 3. Change to electric buses as fast as possible - "natural" gas is a fossil fuel = not clean. 4. Can huge railroad-car trucks be phased out? Before they hot our freeways, could their content be transferred to smaller (electric, preferably) trucks and thus avoid some major accidents. 5. During the day, I see buses with 2 or 3 passengers. Could urban areas use small vans to get people to buses/Trolleys? 6. Don't take over uber or lyft - thy belong to huge companies, their workers are "contractors," thus have no rights, are paid poorly, have no health insurance or pensions, and we end up with more cars, more greenhouse gases. Local taxis should have preference. Let them do some of the Uber/Lyft work. 7. In Lima, Peru + Mexico City, individual cars drive the same routes as the buses, but take on and drop off passengers anywhere along the route, take up to 5 passengers at a time and change fees slightly higher than buses. 8. Support low-cost housing near public transit. 9. Make the freeway fast lanes available for Rapid transit at times. 10. Work with SANDAG's vision for the future.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Linda Vista Community Forum	1. Add a new bus route taking people directly between Tierrasanta and UCSD for commuting 2. Grade separation for bus and Trolley 3. Support facilities 4. Increase convenience and safety in walking per bus to transit hub 5. more bus-only lanes and fare stations 6. discounted fares for short distances 7. More direct buses between popular destinations 8. Make it more convenient to obtain a Compass Card 9. Expand the 25 bus and travel in to San Diego Mesa College and other popular destinations 10. Inclusive of up to 4 bikes per bus instead of two. Bikes inside the bus Trolley to the airport - add airport as job center zone. Major community request for FilipinoAmerican airport employees. Add more destination for Mesa College and other nearby areas. Bay ferry concept - please tell me more. What is skyways? I have to get up at 4:30am to make it to Faith Community Church by 8am. I have to go out of my way to be on time. 5:30am Trolley from 70th Street to get to the 6:30am 120 bus to walk 2.5 miles to make it to church by 8am because the 928 doesn't run before 9am. 1. Integrated projects between NCTD, SDT and South Bay 2. Rail line up to Escondido 3. Rail line connection Escondido to Encinitas (little transit in North County) 4. Turn carpool lanes into mass transit lanes 5. Connect communities north of 8 with better transit from RB/Escondido through Carmel Valley and Sorrento, Miramar, Scripps Ranch etc. 6. Company partnerships Reduce the number of stops/bus only lane on 44. Large amounts of delays due to backup/traffic on Convoy - add a bus only lane. Increase frequency. Cable transit with canyons. All door boarding. Bus only lanes last half mile to Trolley stations. When the Trolley is in view and the bus is stuck in traffic, really bad marketing. More bus service, better connections - dedicated bus lanes? Frequency, frequency. Airport connection. Gap transit solutions i.e. peak time shuttles (7-9a/5-7p) from suburbs (San Carlos, Del Cerro, Allied gardens) to Grantville Trolley. Light rail on Mission Gorge Road from Mission Trails Park to Grantville Trolley. Why does it take 2 hours on the bus to get from PB to Noble & 805? It's 20 minutes by car. Cross-border issues. We need direct service from Pacific beach to Sorrento Valley/Sorrento Mesa. Focus on short-distance vs. long distance travel. Mobility on demand should be a phone - call and pick-up scheduled within 2 hours. Compass Cards should be sold in more places. Special pricing w/in communities. For example, it costs me $5 round-trip to go 1 mile to th beach.

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	City Heights Community Forum	I would like to us youth get no-cost + youth opportunity bus passes. I also would like for MTS to prioritize what communities need more than just buildings like such as condos, housing, many more. Please give us the improvements that we need on the roads better transportation. Help the areas that need services on the weekend, help out with fixing latenight routes or Trolleys. No-cost transit passes for youth, to address the transit needs of inner-city youth, and create life-long public transit riders. 1. I think we should have youth opportunity bus passes so our youth have the opportunity to get to school on time. After school activities. Also make the pass low cost. 2. The Purple Line Trolley. So far it is 42 years. It will be a great connector. 3. Buses and Trolley running on time. 4. On the SR-15 we need electric signs telling when the next bus is coming. 5. Plaza decks need to be up and running. PLEASE prioritize free transit for youth (up to 24 years old)!!! PLEASE invest in increasing frequency & routes!! NO-cost youth opportunity passes are a priority for City Heights specifically because a lot of youth in this community are bussed out to other high schools/rely on transit to get to work/school & being unable to afford these passes becomes a huge barrier in their path to success. City Heights is a transit dependent community so their needs should be prioritized over these expensive projects like gondolas. That would be appreciated, but not needed, by more affluent communities who don't ride transit as often. We also need more routes, more frequencies, & weekend service. YOP! More frequency, more routes. Youth Opportunity Passes at low cost or NO COST. More buses around school bell times. Expand more electric buses to cut carbon. More frequent buses from 20 mins to 10 mins. Expand to East County (due to no buses) Ensure walkability; Addressing the toxic policing/harassment of patrons AKA decriminalizing the poor. Training MTS personnel to not be transphobic/homophobic. Youth opportunity pass. NO COST bus passes for the youth -> youth opportunity passes. Extended hours. Specific stops and routes and time efficiency. Seniors. More frequent routes; including weekends. Longer hours of service. Youth opportunity passes - free for youth/students, lower/discounted for everyone else. Electric buses. Passes for students, free for high school children and also for minors (translated from Spanish) I would like to see bus only lanes for the Rapid 215 & 235. Once they leave the transit hubs they end up getting stuck in traffic. I would like to see Youth Opportunity Passes for our youth. These are no-cost bus passes for youth. Specifically from ages 12 - 24 y/o. Lastly, we need more frequency in our City Heights neighborhoods. More frequency in our transit lines. More frequency. Free youth passes. More direct connections. Please focus on projects that will provide immediate relief to environmental justice communities/transit-dependent communities. Projects like enhanced service, increased frequency and lower fares. More large projects should also connect underserved communities to high paying job centers like Sorrento Valley and Kearny Mesa. Thank you! We need no cost passes for youth! I want to see more frequent service and low-cost youth passes. Also for more buses so people won't miss anything important. And lastly, more connecting routes. For example is you live in City Heights and need to get to Mission Gorge then you don't have to hurry. I think MTS has an opportunity to make a real impact with youth opp. passes at no cost. You can help kids be able to attend school, lower drop out rates, less gang activity. This will effect the most people! You can truly make a difference! Youth opportunity passes. I would like to have youth passes free or very low cost. Make taking the bus "cool" campaign. It is our duty to ride bus - climate action. Build housing over the bus yard. Youth Opportunity Passes! Focus on climate change impact. Converting choice riders - improving speed and frequency. Electrifying buses or just using rail instead! Subway = great option. 1. Connect to job centers - I wanted to sell my car and really only had two places I could live in all of San Diego and still be able to get to work (Sorrento Valley) - either downtown or Old Town. Blue Line extension should extend to Sorrento Valley. The various job centers in Sorrento Valley also need better connection to the COASTER and/or Blue Line. Two buses don't go everywhere and they didn't event service all the COASTERS that come to the station. 2. Transportation hubs simplify transit - reduce barrier to entry of learning the web of routes if they know they just need to get to the nearest hub. Fixed rail creates natural hubs. 3. Better connection to the beaches from downtown, especially weekends (no current buses to PB or OB on the weekend!) Ferry plan would help with this and make transit fun and interesting. Below ground heavy rail for downtown and Mid-City. Priority at stoplights for Trolley and bus. Gondola Fashion Valley to North Park/Hillcrest. More fare boxes, more places to get Compass Cards. WAYFINDING is incomprehensible as it is today - major initiative is needed to help people find their way. Train bus drivers to kick our abusive riders. Improved bus stops - today many are unshaded, colonized by vagrants, have no wayfinding, have no way to know when the next bus is Bus-only lanes/Rapid buses. Prioritize buses over S.O.V. Last mile solutions to transit: safe streets for bikes and scooters. Housing near transit. Congestion pricing to pat for above. The most important is (illegible) bus, it needs to be free for our youth. Also, we need low-cost bus for (illegible) to have access for job and other needs. 1. Youth and senior access to bus passes. 2. Clean and safe bus/Trolley rides. 3. Program implemented and that they (illegible) more than 1 year. 4. Change of culture to ride the bus/Trolley start with youth. 5. Invest more than 1/8 of 1/2 cent on transportation. Need 1 cent. More benches for disabled persons who cannot walk or stand for long periods of time. Also better structures to wait under when there are rainy days. 1. Better bus routes. 2. Benches at bus stops in City Heights. 3. I do feel for drivers they are just doing their jobs. 4. SD is behind time this is 21st century. More frequent service on bus/Trolley. Better real-time display signs at Trolley stations. Arrival announcements for all Trolley lines (preferably human voice). Better voice announcements on buses (preferably recorded human voice). Highway Rapid buses with right-of-way lanes.Accommodations for riders who do not or cannot use the app. Call boxes at Trolley stations and certain Rapid bus stops. Airport train connecting Trolley to airport terminals. More shade at bus stops. Who maintains bus stops? At Euclid at Landis - it's a mess. Seniors/disabled also need sidewalks that are not broken. Many broken sidewalks. Also see Euclid near Landis. Sometimes I have to get off the bus because somebody on the bus smells so bad. I love how often bus 7 runs. How about more direct routes to the beach with frequent weekend services? My senior mom rides the 7 and says they need new socks. She gets bruises because the ride is so bumpy. Mobility hubs and support facilities nee bathrooms that are monitored. 1. No cost bus passes for youth - Youth Opportunity Passes. 2. Extended services. 3. Increased security at transit stations. 1. Low-cost/no-cost fares 2. Higher frequency I would like to see bus fleet electrification as well as fare discounts. I also want to see less MTS officers. Free passes for youth up to 26 yrs. In 2015-2016 I worked for an organization that provided no-cost bus passes to high school students. What I noticed was that youth in the program gained a great amount of value from it. Youth increased their mobility and used their passes more frequently for things that they originally did not think they would. A great majority used public transportation after they stopped receiving them. Outreach in multi-languages that mirror the SD County Registrar of voter's office: Filipino, Vietnamese and Chinese. Create more opportunities for faster service by providing frequent pick-ups in densely populated neighborhoods to take riders to bus stops and/or Trolley stations. MTS city bus 834 canceled all our side of Santee. Weekdays we've been totally cancelled out. Meaning all Prospect Avenue and housing off ETC, all our side. Plus won't event take us up Mission Gorge toward Fanita Dr stop on weekends! (We're cancelled on weekends even) on our whole side of Santee. Note: they take people home on Santana High School (weekdays and weekends 832 route). 5 family members dies - dad just died 5-6-19 so I have no way around (I live alone). It's totally wrong having to ride in the hot sun! I have seizures. Our west end of Prospect Avenue has a new neighborhood event (Camdon Drive area). Areas get bigger while route gets smaller in Santee ZIP 92071. I'm handicapped and work at one of those centers. Trolley goes to Gillespie that would only be good for citizens who live on Olive Lane or part of Atlas View. Part of east side too.

ELEVATE SD 2020 BOARD WORKSHOP (7)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	National City Community Forum	I, along with 300 people, are employed at 3666 Kearny Villa Rd. Every day at 4pm, I ride bus 44, to bus 60, to El Cajon Blvd, to catch Rapid 235 to downtown. A Rapid bus 120 would relieve us, and many, many, many more would commute rather than drive. Accelerate transition to electric buses. Military must provide shuttle/bus service from military housing to bases. Reduce congestion on local roads. Mobility on demand for disabled/seniors without extra cost. Clean bus stops! Give prizes. Reduce greenhouse gas emissions. 88 Free vouchers for students to get to school/work. Company sponsored transit routes to major employment centers (provide tax incentives). Safety – kid watch program (paid/verified/certified escorts to accompany youth on public transit). Trolley-bus-bike-shuttle accessibility (make connections available). Mandated relief days like Mexico City. Build job centers to population clusters. Privately funded transit to increase efficiencies (ex Lebanon) Security not checking tickets. A new CEO with vision. Synchronize traffic signals. More roundabouts. Moveable lanes (like on the bridge). Bathrooms. Last mile vehicles. Fix the roads, add freeway lanes (5, 805) Changing demographics (e.g. increased electric wheelchairs riders require additional - more than 2 - harnesses on buses). I am concerned that limiting input to "likely voters" does not serve this process. Please include bus drivers. Trolley drivers, and union members. Please put placards in buses and Trolleys, or at least at high visibility transit centers. Thank you for the chance to be heard! Electric buses. Build shelters at stops - quality/dignified experience. Continuous rider-focused service improvements, and public policy - equitable access to quality transit. Seattle's Sound Transit - low-income housing development and LA Metro offers low-interest loans to lowincome housing developers. Skyways!! Target underserved areas (East County, etc.), density, predicted ridership. Incentives to train youth + young adults (alter culture). All routes should automatically stop at all colleges/universities in county (Southwestern CC to CSU San Marcos) More frequent service in evenings. I wish the 929 would go back to City College Transit Station. Going that extra half mile or so allows those riders to transfer to a lot more lines. I think it is important that all our residents feel they are being treated fairly. Originally, we needed more transit in South Bay + Mid-City/downtown but now North County/Mira Mesa + UTC need more mass transit too. It's important because we are all in on this 0 this comment is generally directed more towards SANDAG and I don't drive to those locations so I really don't know what their demand is. My priority is the security when people travel in the Trolley Safety and security are #1 priority; there's too many incidents of violence and unlawful behaviors for all users of MTS system, especially youth and seniors. My mother (senior) uses MTS frequently and concern of her safety. Reduce greenhouse gas; better, healthier environment necessary for children and adults, especially those with asthma like myself. Bus express I think is the most important. Example: National City to La Jolla. Less expensive. Put efficient and educated drivers who greet and wait to pick up passengers (translated from Spanish) Clean, frequent, affordable transit Reduce greenhouse gases by investing in electric buses, the bay ferry (with Navy parking structures) and better pedestrian access. Please build a pedestrian bridge from the 24th Street Trolley Station over I-5 for residents & workers in the Harbor District of National City. Please remove the MTS-owned-derelict train tracks in the middle of Cleveland Ave in National City. skyways; Rapid bus projects (translated from Spanish) 89 Transit is a lifestyle. Take this meeting for example. There is a bus within a 10 minute walk from my house with the 962, a straight path to this location! I want to attend but I also want to go for a run after, I chose my truck. I thought about this the whole way her. What I realized is that transit is more than the typical bullet points. Transit is a way of life that dictates your movements. That lack of control and uncertainty is, in my opinion, the challenge of converting an auto-centric urban culture into a transit based one. Could it be that our focus needs a slight adjustment? The transit needs to be a brand, It needs to be cool. Not a thing that you ride when you don't have a car. How do you stitch together a fractured work live urban situation? Is transit ridership a cultural issue rather than a planning issue? Skyway in PB - totally awesome! Ferry - yes (need to limit stops...needs to be express). In LA they have DASH - it costs $0.35. Understanding that LA has a larger budget to accommodate this cost - can SD "Dart" be $0.50? Dash routes are short cyclical routes but connect through transfer. Every community can have a "Dart." Facilities tied in with new Trolley projects? Amenities? Training for children through schools to promote a change in culture of transit ridership (school outreach). Times and frequency are important.

ELEVATE SD 2020 BOARD WORKSHOP (8)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Poway Community Forum	1. Transit implementation in northern areas: Carmel Valley, Black mountain Ranch, Torrey Highlands, Pacific Highlands Ranch; HS Ranch, Del Sur, Santa Luz Del Mar Heights, and Fair banks Ranch + RSF 2. Improved connections between routes at transit centers, fewer missed connections. 3. Improved commute times between destinations (more frequent service) more reliability. Sunday Service is #1. Larger buses (New housing for individuals with special need opening in Poway, Villa de Vida - over 50 units. Many individuals with special needs will rely on public transit their entire lives.) Better designed buses so that riders can see upcoming stops. Go back to areas that have been eliminated. 1. Connect the Rancho Bernardo transit station to the new Palomar College site via a shuttle or existing bus route to enable students to get to school via transit. 2. Provide a rapid bus route from Rancho Bernardo or Sabre Springs to a convenient trolley connection so users have multiple connection options. 3. Not everyone works in Downtown. That is why #2 is important. 1. Restroom facilities or at least porta potties at transit centers. I understand that there are problems and expenses associated with that, but the lack of facilities is a concern for me. 2. People camping out in bus shelters stand alone ones or at transit centers. I feel for those folks, but they often trash the place and mess up the seats. Furthermore they too need restroom facilities and must be taken care of it somewhere around. 3. I could not take the bus to this meeting. There was no bus scheduled after 7pm. I understand the dilemma, if you build it they will come if they come you will build it. I think more public awareness of the transit system may help get more riders, to that end it needs to be an effective campaign that includes how to use the system. 4. Cigarette smoking at the stops and transit centers even off the grounds can be a problem if there smokers are on a sidewalk. A few months ago there was a mulch fire from a discarded cigarette at Miramar College 921 stop and we the riders had to extinguish it. 5. PLUSES: The vast majority of drivers are very friendly and helpful. The buses and transit centers are almost always clean, there are occasional problems. Email contact people at SDMTS respond quickly and are helpful. SUGGESTION: Set up Compass Card issuing at street fairs and such. Make it easier for those of us who need to include photograph such as for my senior pass. More service (daytime) 290 Sabre Springs to downtown (Not peak) Direct service Twin Peaks to Sabre Springs Transit Ctr-Poway. Plan for hi-speed transit (100 mph). Consider if new Trolley lines are best future. Poway mobility hub. Route 944 Service= Please cover Garden Rd Floral Ave/v important. 2. Mobility on demand/Service for seniors 3. Increase frequency of service (Sundays too!)/dependable. Please bring Route 944 bus up to Floral Ave. So many seniors totally depend on this service. Mobility - Buses for Scripps. LNG conversions 95 Return of Poway MTS route that goes through Garden Rd. Ability to return home later than 6:45 p.m. weekend MTS access service. Extend MTS access so I can come home from SDSU @ nights 9-11pm. Better suspension on buses so I don't get bounced around in my wheelchair. I get whiplash when drivers turn or break to fast. More park and rides, high quality like Sabre Springs. Interconnecting routes between park rides. Better digital technology - service alerts. Strategic bike lockers for the last mile. Hub and spoke integration of park ride, bus, trolley and bike parking. All buses should be able to carry 4 bicycles. AM Express Trolley Orange Line reduced stops. Though it maybe difficult I would like the 944 buses to make a return to the Garden Road area, so that it could be accessible for anyone who lives around these parts of Poway. Mobility on demand service for seniors - 67 to 85 yrs old. How much do you charge an older adult to pick from house to appointment. These seniors gather from their house to a facility and back on regular basis senior cannot walk to bus stops houses for from us route. My email is jbambalan@upacsd.com
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	San Ysidro/Imperial Beach Community Forum	Otay Mesa new 15,000 new homes (40K people) need to plan right for future MTS transportation. Help with San Ysidro High School (Year 2019-2020) for student to transport themselves to and from school. 6:30 to 8:30 a.m. 3:30 to 4:30 p.m. Later bus at night on Sundays on Route 933-934 after 9p.m. I would like to see grade separations and a more reliable alternative to cars. Regional connections -Map 7 is missing - the large residential zone in Escondido CA> Temecula! The I-15 is heavily congested! Don't forget people commuting from North County to Vista. San Marcos / Escondido. We need to address the regional issues and coordinate with interregional agencies to address lack of transit in North County San Diego. Riverside to SD County > many elected officials just say that is Riverside's issues. Discussion group breakout. My suggestion. More frequent/faster service. Better access to medical facilities. Take aways> Improve access and fares for seniors, medical facilities, Providing access to jobs, better security at stations, more frequency, faster service. Connection of South to North County. Seniors & service - disability fares. 2 - 4 a.m. no Trolley, no buses late evening.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Forums	Southeast San Diego/Lemon Grove Community Forum	I think the system works pretty good/fair, but the weekends are very rough and confusing with the time schedules. And will the electric vehicles have more endurance then its predecessors. Trolley to the Airport. Trolley into Hillcrest/North Park - uptown is one of the densest, fastest growing areas outside downtown and needs higher capacity service. [Hand drawn map of proposed Route 854] Route starts at Grossmont Community College, runs along Lake Murray Blvd, connects with the Green Line Trolley, runs along 70th Street, turns east on University to Massachusetts Avenue, to Canton, turns south on Skyline/Cardiff, and terminates on Deep Dell Road 103; Help Lemon Grove! Need a bus route from Massachusetts Avenue Trolley Station to University Avenue. This will help alleviate traffic congestion and pollution taking children to and from Helix Charter High. Buena Vista Avenue gets backed up south of Pacific Avenue. As well as High Street, Mass. to Waite Drive. University Avenue is also affected E and W bound. Thousands of children are transported singularly by car because of lack of public transportation. We live two miles south of Helix yet most days it can take me 40 minutes to take children to Helix High. Walking is unsafe because of halfway houses and lack of sidewalks. Currently, if my child used public transportation, it would take her over two hours to get to school. Crazy right? Please support a turnaround bus line from Mass. Ave Trolley Station to University Avenue and back. Help: fight pollution, save time, make students more independent, fight traffic congestion & insanity. When kids or classes are using bus for field trips, pick them up - don't just drive past them. Also - stations need to be safer. Security needs to be taken seriously. Currently "security" is a joke. They are inattentive and don't look trustworthy. When will a Trolley go from Santa Fe to the Airport? Reduce prices for high school students. Senior service is expensive - $10 right? Lots of waiting.
ELEVATE SD 2020 BOARD WORKSHOP*	Community Advisory Committee Meetings	San Diego City College	An opportunity was provided for members of the public to offer comment. One commenter thanked MTS for hosting the meeting and putting focus on the need for more public transit. Another commenter asked about funding opportunities in addition to a sales tax increase (Transient Occupancy Tax, Bond Measure, etc.) since a sales tax increase is a regressive tax that can negatively affect lower income communities. MTS answered that they are only authorized through state legislation to pursue a sales tax increase for future transit improvements. However, this public dialogue about the need for transit could also benefit other efforts to increase funding, perhaps through SANDAG.

ELEVATE SD 2020 BOARD WORKSHOP (9)

News Source	Event Type	Event	Comment
ELEVATE SD 2020 BOARD WORKSHOP*	Community Advisory Committee Meetings	South County Regional Education Center	Public Comment; Kristen asked if any members of the public would like to offer public comment. No public comment was provided.
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	ASAC Meeting	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – BUILDING OFFICE MANAGERS ASSOCIATION (BOMA)	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – KEARNY MESA	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – SORRENTO VALLEY	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SAN DIEGO CHAMBER OF COMMERCE WORKSHOP – SOUTHEAST SAN DIEGO	
ELEVATE SD 2020 BOARD WORKSHOP*	ACCESSIBILITY WORKSHOP	SOUTH COUNTY EDC BUSINESS WORKSHOP	Jobs North of I-8 (Sorrento Valley) Technology/Finance (first shift majority). Jobs City of SD & South (manufacturing/processing) - 1st, 2nd, 3rd shift majority. Airport - CBX is neglected. What are the funding alternatives proposed to pay for these improvements? Based on what we've seen taxing gas is not a viable solution. Is there a plan for congestion pricing? What are the planning visions to add concessions/vending alternatives proposed at the first and last mile hubs? How can we create them as "places to be?" Mobility hubs - people would more likely use transit if they can be picked up from a Trolley/bus to their job center. Connection to Airport. Make public transit more palatable by extending hours and also run transit on weekends (certain communities do not have weekend service). How can we get SWC at a working group (involving students)? (We will host) Reduce fees for youth/students up to 24. Use Rapid and Express shuttles to mirror student commute pattern to college (i.e. currently takes 40 mins on bus to travel from Otay Ranch to SWC - 7 miles; 1.5 hours from San Ysidro; 1 hour from National City, etc.) zencarnacion@swccd.edu; Ease 805 congestion - maybe toll option which switches direction, similar to I-15. More public transit routes in Otay Ranch/Eastlake area (Hunte & Otay Lakes Road as example). Loop from east to west Chula Vista. Localized loops tailored to small area needs. Small vehicles with frequent service. People may be easily able to get to stores, etc. but can't carry their groceries home. Connect areas with high-synergy. Connect to local parks and recreation facilities. Connect stadiums and event sights with large parking lots. Enables system flexibility. Remove 125 toll road - toll free. Increasing ridership. Decrease commute time. 147 Great list of BRT routes and links - like airport connection, EV focus, tramways and BRT (flex lanes). Missing/projects: Circular link in elevate skyway; flexible (peak hour) BRT on Coronado bridge (901 or 904); Linked schedules and payment systems; water transport focus on a mixed audience of tourism and commuters (link schedules to transit options); cleaner Border transit connection options; incentives for vendors to conform to single system. It would be critical for us to include a binational component to this connection; not for tourism but to reduce pollution by ensuring that we get out of cars to reduce pollution

SANDAG RTP (1)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Abraham Navarrete	National Latino Research Center	I participated in a community youth talk with the NLRC to learn about the regional plan. One of my concerns is safety, in this plan it should include more safety figures. For example, there should be like a guard walking around to make buses safe, two people. I think that we should have implemented this plan earlier (why are we so late to do so?) because we youth rely on public transportation and it needs improvements.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-1
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Abraham Navarrete	National Latino Research Center	I was able to learn about the plan in our YEP class with NLRC. My biggest concern with this plan is safety. I feel like young girls sometimes feel unsafe, especially if they're alone. How is safety being implemented? We need safety for youth as we rely on transportation to get to school or other places.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-1
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Abraham Navarrete	National Latino Research Center	At times our youth are criminalize, and put in situations that are not safe for them. How is this plan going to make sure this won't be an issues any longer?	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-2
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, ICE	10/29/2021	HERE	Abraham Navarrete		Lastly, I do not recall hearing anything in regards safety-ICE agents coming to our community public centers. How is this issues addressed in the plan? We have seen this multiple times in our transportation centers, on the Sprinter and this is a huge concern for our community.	Transit station security and operations are a function of MTS and NCTD. MTS's website states that they have been making changes to its security policies and practices, to ensure their operations are in line with best in practice policies. Recent measures include increased training for internal and contract security staff, updated use of force policy, conducting an outside audit, using more visible and customer friendly uniforms, and more. Details can be found at https://www.sdmts.com/inside-mts/news-release/mts-makes-significant-changes-use-force-policy and https://www.sdmts.com/inside-mts/news-release/new-uniforms-mts-security-teams-aimincrease-trust-and-public-safety. NCTD's website states that they contract with the San Diego Sheriff's Office and local law enforcement agencies to patrol and provide law enforcement and security services at our transit centers. Your comment was shared with Dennis Desmond (denis.desmond@sdmts.com) and Robert Calix (rcalix@nctd.org) from MTS and NCTD respectively. SANDAG's Public Safety Committee provides a forum for which regional public safety issues and concerns can be addressed. NCTD and MTS serve on the Public Safety Committee as advisory members. Information regarding the Public Safety Committee can be found at: https://www.sandag.org/index.asp?committeeid=66&fuseaction=committees.detail	1A-2
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	E-Buses, Large Area Connections/Transit, Central Mobility Hub	10/29/2021	HERE	Alex Vit		20 year old here. Will be a user of these new transportation projects. As can be seen from Figure 2.4 on page 24 of the plan, there are very few bus services (and no high-quality Rapid bus services) in the Del Mar - Solana Beach - Encinitas area. As these are suburbs and transit connections suck, it's useless to try to get from my house in Encinitas to somewhere like UTC via public transportation. Hell, you can't even get from my house to the Encinitas Coaster Station on a bus because it would take 6 times as long as it would driving (1 hour versus 10 minutes), despite the journey being 4 miles. Would be cool to have some highcapacity/good East-West connections in the Encinitas area (or other townships) to get people from their homes to the Coaster Station and/or Solana Beach Amtrak Station. Bonus points if the busses are electric. I highly support the effort to grade separate the commuter rail network. Better for pedestrians, bikers, and congestion. It would really be worthwhile to COMPLETELY grade separate and electrify the entire proposed high-speed commuter rail network. In fact, electrifying, double tracking, and grade separating the existing LOSSAN corridor should be prioritized as a project. Currently, my friends and I like to travel to Los Angeles, but we feel limited in our ability to do so. We hate sitting in traffic but we and we would like to take the Amtrak more often, but given the prices of the tickets, we always figure it's just not worth it to take the train; the price of gas split between two people is equal to the price of a ticket, and the time it takes to get to our location is usually lower with an automobile. I am willing to pay quite a bit more in taxes/government debt for services to be upgraded (even more than they already are) on this railway line. Also (again referring to Figure 2.4 here), why are there no commuter rail lines on the California High-Speed Rail route from downtown SD to Escondido? Or even Temecula? Seems like a wasted opportunity, it's not like those intercity trains are going to be running 24/7. A lot of people would stand to benefit from that, I would think that SANDAG would just have to construct stations along the line and use quickly-accelerating high-speed trains as well. With a Sprinter extension to the CA High-Speed Rail line, couldn't the city create a market for tourists to take public transport to the Wild Animal Park as well? The sooner MTS stops buying diesel busses and Coaster/Amtrak stop buying fully diesel trains the better. There are so many alternatives out there nowadays; so many companies produce electric busses and many companies also produce (high-speed!) dual-mode locomotives that are futureproof. Plus they're so much more comfortable - I go to school in a city where they have electric busses, they're a much more dignified experience than noisy diesel busses that throw everyone back in forth in their seat when they change gears. I'm also willing to pay a lot in taxes for a direct tram from the airport to the proposed multimodal hub. It would be cool to not have to drive all the way to the airport from Encinitas and all the way back just to drop someone off (or be dropped off myself). Lots of unnecessary GHG emissions and time wasted.	A major focus of the North Coast Corridor investments are the upgrades and services along the Coaster corridor with some connecting Rapid services. Please see the online data viewer at SDForward.com/envision to view the projects. The details on the frequency and service spans also will be added to the Final Plan for this corridor and others. The California High Speed Rail project has been added to Appendix A and SANDAG will track its project as it is developed by the state. Also, the transit agencies continue to electrify their fleet per state mandates and SANDAG continues to make progress on the Central Mobility Hub to provide greater access to the airport. Those projects are listed in Appendix A under the "Central Mobility Hub" table.	1A-3

SANDAG RTP (2)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Environmental Justice, Emission Reduction, Youth Opportunity Passes, Improve Bus System	10/29/2021	HERE	Alexander Han	Sunrise Movement SD	For the final plan, I urge this Board to (1) maximize emissions reductions, (2) prioritize investments in the communities on the frontlines of environmental injustice and the climate crisis, and -Improve the Bus System -Create a Blue Line Express -Provide 24 Hour Service by 2025 -Have a Purple Line Serve Central City Heights -Create Youth Opportunity Passes (YOP): Provide No-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. -Connect youth to school, work, internships, and other early-career opportunities. -Electrify Bus Fleet by 2030 -Identify Anti-Displacement strategies -Improve the transit Bathroom network -Create an Emergency Ready Transit System	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Alexander Wenzel		As a data scientist, software developer, and resident of San Diego who commutes 100% by public transit, I strongly encourage SANDAG to consider an open source model for the proposed Next OS system. As motivation for this proposal, consider the One Bus Away (OBA) app which MTS and NCTD use in order to provide scheduling and real-time arrival information to passengers. OBA is an open source project that originated in academia and which in turn relies on the open source Google Transit File System (GTFS) format for describing a transit system and computing vehicle arrival times and delays. Due to the existence of this robust open source project and data schema, MTS and NCTD need not worry about developing (and maintaining) their own app from scratch in-house. While infrastructure as critical as the Next OS ecosystem will need some form of institutional control by local governing bodies such as SANDAG, an open source model would allow members of the community, including local academic institutions and volunteers with the necessary skillset and motivation to make their community a better place, to contribute to the process of feature development and bug fixing that is needed for a robust system such as that proposed for Next OS. For example, although my career is in bioinformatics and genomics, I am passionate about improving public transit in our region and would happily spend my Saturdays fixing Next OS bugs for free, if given the chance. Additionally, as Next OS aims to control a vast segment of the regional transportation ecosystem, its security is of paramount importance. History has shown that open source projects tend to be more secure, so creating an open source environment for Next OS would go a long way towards protecting our region from threats as we seek to build a greater digital integration of our transportation system. Finally, making Next OS open source would lower the barrier to entry for other regions in the country to mold similar systems for their own needs based on Next OS. The causes of our climate problems are not Thank you for the comment. We concur and envision the Next OS to be an open source solution. San Diego Forward: The 2021 Regional Plan 1A-6 Draft 2021 Regional Plan Responses to Comments – Website Sourced Commentor Name Agency Comment Response contained within county lines, so our success is inextricably tied to the efforts at mitigation and adoption throughout the rest of the country. Making Next OS an open source standard around which other cities, counties, and regions can build their own smart transit systems is itself a major investment in reaching our own climate goals. In closing, I urge SANDAG to build Next OS as an open source project to leverage the ample talent in our region, engage with the community transparently throughout the development process, and ensure the robustness and overall success of the future system.	Thank you for the comment. We concur and envision the Next OS to be an open source solution.	1A-5

SANDAG RTP (3)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Aliya Cunningham	The San Diego LGBT Community Center	I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery.		1A-6
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Andi MacLeod		I urge you strongly to prioritize no-cost travel passes for 24-and-under riders on public transit. With school and jobs to get to, and the economic hardships experienced by many in the pandemic, young people need the extra boost they will get from no-cost travel passes. Approve them on the 6th and make San Diego a place where young people can Live Well too!	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-7
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Andrea Mendoza Vasconez		I'm writing to urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that nocost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Youth is a time for habit formation. It is essential to instill the habit of using public transportation among our youth because of all the associated environmental, economic and health benefits. I urge you to follow the lead of many other counties that have successfully prioritized youth for transit subsidies. Thank you!	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-7
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Mobility Hub, Grade Separations, Fiber Optics, Bus Stop Coverings, 24 Hr Service, Electric, Complete Streets Design, Safety	10/29/2021	HERE	Andrew Simmerman	KIPP SoCal Public Schools	I would like to start with sharing gratitude to SANDAG staff and the Board of Directors for the considerable efforts, research, and intentionality in engaging with so many community members and partners - particularly in the most transit impacted communities - throughout the entire Regional Plan process. I represent a school organization (KIPP SoCal Public Schools and KIPP Adelante Preparatory Academy at 426 Euclid Ave.) that serves students in Barrio Logan and Southeast San Diego, with 90% of our students qualifying for free or reduced price lunch. Access to equitable, quality and affordable public transportation is critical for the students and families that we serve and there are numerous aspects of the Regional Plan that make us excited for the future opportunities it will present for our families and our communities that have been systemically under resourced. As you obtain feedback regarding the Regional Plan, KIPP SoCal Public Schools is advocating for: - Funding for free youth passes given to youth to age 24. - A Mobility Hub in southeast San Diego, preferably at the Euclid Trolley Station that will offer our students and residents more reliable transportation choices - Grade separations for the Orange Line, especially at Euclid to increase trolley speeds and headways (it's a big area of support from the community) - Fiber optics underground to ensure we are ready for the state of the art Transportation System that is in the design stage, (IOS systems) and to more appropriately address the digital divide in our "Redlined communities". - Covering on our MTS bus stops (structures). - Considering 24 hr. service on the lines that are taking our families to work. - Focusing on transitioning to an all electric buses in the first 2-3 years of implementation - Improving the frequency and reliability of our bus routes - Ensure all of our streets are designed with the "Complete Streets" designs Thank you in advance for your consideration of the above implementations.	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. Southeast San Diego is part of the South Bay to Sorrento Mobility Hub. For more information regarding Mobility Hubs please see: https://www.sandag.org/index.asp?subclassid=83&fuseaction=home.subclasshome The City of San Diego coordinated with SANDAG to adopt a Euclid Avenue Master Plan. The Master Plan includes an existing conditions report, and mobility report. The Master Plan describes the implementation of complete streets, mixed use development, and more. The Euclid Avenue Master Plan details the City's intent to improve pedestrian and cyclist safety; as well as improve connectivity to the Trolley and Euclid Transit Center. For more information regarding the Euclid Avenue Transit Center, please visit: https://www.sandiego.gov/planning/community/cpu/encanto/egmp The Regional Plan includes a variety of new commuter rail services that will provide higher speed transit with reduced travel times. Additionally, existing transit is envisioned to be upgraded with grade separations that allow for faster travel times and more frequency throughout the day. The transportation system envisioned in the 2021 Regional Plan relies on a vast network of digital infrastructure to connect and manage the transportation system. For Complete Corridors, NextOS, Flexible Fleets, Transit Leap, and Mobility Hubs to succeed, a robust broadband and telecommunications network is essential. The Plan includes an investment in the backbone fiber infrastructure needed to support the transportation network however SANDAG is also developing a Regional Digital Equity Strategy & Action Plan to support the expansion of broadband countywide. The Strategy & Action Plan will define strategies for expanding broadband and internet connectivity in the San Diego region to support quality of life, transportation, and equity. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans	1A-7, 1A-8
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Angeline Kaufman	The San Diego LGBT Community Center	I am writing to urge the board to amend Appendix A of the 2021 Regional plan to declare that nocost transit passes for youth ages 24 and under receive priority when transit fare subsides are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially going people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our regions equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access work, school, medical care, and resources otherwise not accessible. I know that my family and I cannot get help because of transportation (work and medically) both of my parents have no car and currently no job because of transportation. Having free public transportation would help my family as well as others with finding jobs. I urge the board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the plan to include youth opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-9

SANDAG RTP (4)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Anjali Vaidya		I support no-cost transit passes for young people 24 and under.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-9
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Real Time Transportation App, Spanish, Langauge Accesibility	10/29/2021	HERE	Araceli Hernandez	El Cajon Collaborative/Barrio Logan College Institute Parent Spanish	Communication is sometimes hard when I try to find out about buses and the schedule. Can they make a phone app in Spanish we can use when we need to catch a bus? (We talked about technology and apps in the future including Pronto) Thank you so much for the new Pronto. I look forward to all the Plan coming true.	The Next Operating System includes comprehensive improvements that are focused on making schedule identification and fare payment easier. As new apps are rolled out they will be available in Spanish. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-10
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	ariana federico	Mid-City CAN	Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-10
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Blair Overstreet	Center on Policy Initiatives	As a long-time resident of San Diego, and a former member of City Heights Area Planning Committee, I'd like to see greater investment in sustainable transit solutions and access for those that most need it. For that reason, I'm asking you to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive TOP PRIORITY when Transit Fare Subsidies are allocated. Youth will have access to education and opportunities that increase in our investment in the economic and long-term health of our community.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-12
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Wide Range Accessibility	10/29/2021	HERE	Bob Nelson	Oceanside Resident / Architect	As a 34 year resident of Oceanside and having commuted by car, bicycle and train to employment in San Diego and Orange County Cities and by Train and bicycle via the Coaster, Sprinter, AMTRAK, METROLINK and the MTS Trolley System I have experience with the issues in transportation and have worked with many EIR's. A major general concern with this Regional Plan is that it seems to be San Diego and Tijuana Border centric and does not deal with the million plus residents of Southwest Riverside County and the three million residents of Orange County as well as the rest of the LA Region that impacts transportation and mobility in San Diego County. While most of the Vision Deals with transportation improvements for commuting within Southwest San Diego County the Plan ignores the fact that Tourism and Commuting also occurs from and to Riverside and Orange Counties. The I-5 corridor is most heavily impacted Thursday through Sunday between south Orange County and Del Mar. The I-15 is also becoming more congested due to the congested I-5 on weekends. It also ignores the commuters from SW Riverside and North San Diego County on the 76 Expressway that travel to south Orange County. The 76 is the primary route to the Beaches from SW Riverside County, and a primary route to the Casinos on the 76 east of the I-15. It is listed as a 'Rural Route' in the plan but is actually a much more impacted route between the I-5 and I-15. The congestion is already impacting parallel and some north / south roads. The commuter Trains have very limited schedules on the weekends and midday and are shut down several weekends every year for maintenance on weekends making them an unreliable option. Double tracking will help but the San Clemente to Laguna Niguel area is mostly single track with limited options to double track. This bottleneck should be addressed in the plans as it might affect the adequacy of the SANDAG Vision. The trains are also a fairly significant health hazard that is not discussed. while the Diesel Locomotives on the commuter trains are slowly being replaced with cleaner air versions they are still toxic to passengers at Stations from fumes, heavy metals from braking into stations and very loud engines and brakes, damaging regular customers hearing. Trains also run as fast as 70 MPH through some stations with passengers on platforms a few feet away, 3'+. The APCD should be consulted to explore the real impacts of these vehicles on the Health of the Communities they serve. Additional comments will be sent on another form.	Appendix J of the draft 2021 Regional Plan includes information on SANDAG's approach to planning within the context of the megaregion and the importance of strategies that leverage partnerships with all neighboring jurisdictions to advance regional goals related to the environment, economy, and quality of life. Implementation of the 2021 Regional Plan will involve close coordination with partners in Orange, Riverside, and Imperial County to align priorities and projects to facilitate and improve mobility for these interregional flows. The SR 76 is an important facility for regional travel. Appendix A highlights several straightening, intersection, shoulder widening, and other facility improvements to address corridor safety and efficiency. The LOSSAN Rail Corridor improvements include full completion of double tracking to the Orange County Line that benefits Amtrak Pacific Surfliner, NCTD COASTER, Metrolink, and BNSF Freight trains. These capacity improvements allow for more trains to operate north of Oceanside to Orange and Los Angeles Counties and beyond. Although outside of the SANDAG region, siding tracks are planned in South Orange County by OCTA and Metrolink. New cleaner EPA Tier 4 diesel locomotives have entered service on Amtrak, COASTER, and Metrolink trains operating in San Diego County. There are many emerging technologies in the rail industry for zero-emission trains that should become commercially viable within the horizon of the regional plan. Please continue to follow along in this process by visiting SDForward.com.	1A-12
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Carlos Ramon		I believe youth passes should be a high priority. The ability to access transit for school would be a major win for families.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	!A-13
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Carolyn Woodbury		Please prioritize school age youth and low income riders on public transportation. Free or very low cost (like 25 cents) rides. This will help get cars off the roads and make it possible for students to stay after school, go to libraries and to see their friends , regardless of their parent's income.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-14

SANDAG RTP (5)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Catherine Eng	Sd Lgbt center	Hey @everyone SANDAG is discussing their 2021 plan and this is an opportunity to pass an important measure that affects youth's access to free public transportation. Below are all the details you will need to submit an e-comment. The deadline to comment is TODAY, Friday August 6th at 5PM. Please share this! 1. Go to the e-comment website: https://regionalplancomment.sandag.org/ 2. Enter your information 3. Organization: The San Diego LGBT Community Center 4. Chapter: General Comment 5. Appendix Type: Appendix A Transportation Projects, Programs, and Phasing 6. You can create your own comment or use the sample comment below I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. [PLEASE SHARE A STORY OF HOW NO-COST TRANSIT PASSES WOULD CHANGE YOUR LIFE FOR THE BETTER.] I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-14
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Prioritizing Economic Disadvantaged Areas, Policing/Security, Economic Pricing for Families, Bathrooms, Cleanliness	10/29/2021	HERE	Cathryn Rathsam	Peace Resource Center and SD 350	Thank you for this important plan! It's vital to the health and wellbeing of our communities and our planet. There must be an independent oversite committee from the community, not instituted from Sandag. We need the serve the economically disadvantaged areas first. There needs to be oversight of the security guards and police as well, to insure everyone feels safe while traveling, without sexual harassment. There should be a simple, orderly, non-invasive way to insure that people have a pass or card, as in Europe, eliminating the need to have guards and police checking. It should be very economical for families and those with limited incomes. Clean bathrooms should be easily accessible. I wish you all the best in the implementation of these plans.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. Oversight of public agencies is important and SANDAG welcomes public review of its work and processes. Federal and state agencies regularly review SANDAG and there are two ongoing local oversight processes with the Office of the Independent Performance Auditor and the Transnet Independent Taxpayers Oversight Committee. MTS has unveiled the Pronto card to make transit payments much easier. Transit subsidies are included in the Plan to assist everyone but with programs specifically for low-income populations first. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-15
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Celina Maria Parra	Bayside Community Center	Hola, es un gran proyecto. Me gustaria que consideraran el costo por boleto ya que somos una familia con varios integrantes talves paquetes de boletos familiares, los colores de las lineas delos bagones del tren mas claras para poder distingir mejor las rutas *** Hi. This is a great project. I would like you to consider the price of the tickets. We are a family of several members, and you might consider offering family ticket packs. The colors of each Line on the train cars need to be clearer so it is easier to differentiate the routes.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio permitirá que las partes interesadas publicas tengan la oportunidad de expresar su opinión sobre las opciones. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evalución de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-15
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Césaire CarrollDomínguez	SDSCPA SD youth Antifa group	Hey @everyone SANDAG is discussing their 2021 plan and this is an opportunity to pass an important measure that affects youth's access to public transportation. Below are all the details you will need to submit an e-comment. The deadline to comment is TODAY, Friday August 6th at 5PM. Please share this! 1. Go to the e-comment website: https://regionalplancomment.sandag.org/ 2. Enter your information 3. Organization: The San Diego LGBT Community Center 4. Chapter: General Comment 5. Appendix Type: Appendix A Transportation Projects, Programs, and Phasing 6. You can create your own comment or use the sample comment below I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-15, 1A-16
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Cindy Page	Crawford High School	I am a teacher at Crawford High School and a supporter of Mid-City CAN. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-17

SANDAG RTP (6)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Citlalli Mendoza	The San Diego LGBT Community Center	I am a supporter of The San Diego LGBT Community Center, and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. From my experience, I know several youth who depend on public transportation to get to work and to their medical appointments. Especially during COVID, youth are depending on mostly themselves for mental health support and isolation, along with lack of parental support and little access to economic opportunities, makes that really difficult to stay connected and well. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-17
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, E-Buses, Prioritize EJ communities, Improve Bus System, Blue Line, 24 Hr Service, E-Buses, Fund Purple Line, Emergency Ready Transit System	10/29/2021	HERE	Colleen dietzel		Please make efficient, reliable and affordable public transportation, preferably electrified buses, your top priority. I support Environmental Health Coalition's and other respected groups demands which are: 1. Prioritize environmental justice communities who need public transit most 2. Improve the bus system now 3. Fund the Blue Line Express 4. Provide 24-hour service 5. Fund the Purple Line 6. Provide Youth Opportunity Passes for 24 and under 7. Electrify the bus fleet by 2030 8. Fund anti-displacement efforts 9. Provide bathrooms 10. Ensure an emergency ready transit system	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-18

SANDAG RTP (7)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Colleen FitzSimons		Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. I urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under and seniors will receive priority when Transit Fare Subsidies are allocated. - No-cost transit passes will connect youth and seniors to school, work, medical care, internships, and other early-career opportunities. - Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-19
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Daria Flores	SanDiego350	I would like you to write into the plan specific, measurable language that would guarantee that fares will be affordable for low income residents. Student, senior, and young adult discounts are a good start, but this is not enough.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-21
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Delia Contreras	Voluntaria Independiente de la Comunidad De City Heights and Voluntaria de Hoover High School	Autorizacion par pases no costo para jovenes y niños en edad escolar (estudiantes). *** Authorize free passes for school aged youth and children. Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio permitirá que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evalución de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. ***	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-22
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Denise Mc Andrews	Poway Unified School District	Please keep in mind that we need public transportation to connect adults to schools and community-based organizations that provide career education and language classes as well as supports. In San Diego County, there are several adult schools that are part of the overall education system. Poway Adult School, for example, is located on Twin Peaks Road. But, there is not currently a public transportation option to (or close to) the Adult School.	We would like to refer you to our Data Viewer on the SDForward website (https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc 15347). There, you will find through the Regional Plan, Twin Peaks Road, which connects to the Poway Adult School, is part of our Complete Corridor Regional Arterials. Complete Corridors are designed to provide priority access for transit and Flexible Fleet shared ride services on our regional arterials and provide safe and comfortable transportation options to get people to their destinations safely and efficiently. For more details on Complete Corridors, please see Chapter 2: Sustainable Communities Strategy of the 2021 Regional Plan. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-22
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Desdemona Aviña		I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. As a low income student, transportation is one of the largest obstacles that I face. A free youth pass would advantage me and my peers who would be able to serve our community due to the opportunity of transportation. As an environmentalist, public transportation is a service that I respect and love. I know that many youth are dissuaded to use this amazing service because of the cost. A free youth pass would encourage more use from public transportation. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-23
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Bus Frequency, more Bus Routes, Mobility Hub, Accesible Sidewalks, Roundabouts	10/29/2021	HERE	Dionne Nguyen	The Urban Collaborative Project	On behalf of the District 4, Southeast San Diego community that UCP represents, we ask for the following to be a part of your 2021 Regional Plan: better bus frequency, bus routes in more neighborhoods, broader and more accessible sidewalks, a roundabout on Euclid and Imperial St (and other busy intersections), request for a Mobility Hub in our community located at our current Orange line trolley station, MTS youth passes for youth up to 24 years, fiber optics underground to ensure that our communities are ready for the state of the art transportation system that is currently being designed, coverings on our MTS bus stops (structures), consider 24-hour service on the lines that are taking residents to work, focus on transitioning to all-electric buses in the 2-3 years of implementation, improve the frequency and reliability of our bus routes, ensure all out our streets are designed with the "complete streets" design.	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans.	1A-24
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Ellen McCann		I am urging SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated. I am 58 and have been riding buses my whole life and don't own a car. Let's step up our bus game.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-25

SANDAG RTP (8)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Emiliano Benitez		Reliable and free transportation for all the youth of San Diego is crucial to the well-being and overall improvement of families across the city. Young people shouldn't have to pay to get to school or work or anywhere in the city on public transportation.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-25
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	E-Buses	10/29/2021	HERE	Emmet Farrell	Creation Care Ministry, Catholic Diocese of S. D.	I call for an electrified bus fleet by 2030.Fundthe implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources	The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https: //ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans.	1A-26
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Bathroom Network, Clean and Accessible Bathrooms	10/29/2021	HERE	Esther Brasmer		La Mesa First UMC I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets.	The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-26
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Etelvina Tinoco	Elac	Es importante que ayuden a los jovenes y adultos mayores con el costo reducido del transporte , con un veneficio hasta los 25 años . *** It is important to help young adults and seniors by reducing the cost of transportation and provide this benefit until they are 25 years old.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio asegurará que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evalución de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-27
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Fabiola Torres	National Latino Research Center	Mis ninos usan el train, quier mas suiguridad. Espero que este plan realmente suceda. Hemos tenido tantas reuniones con escuelas y otras organizaciones, para brindar comentarios y sugerencias para nuestras comunidades, pero nunca completaron su promesa. No hemos visto ningún cambio aquí. *** My children use the train, we want more security. I really hope this plan succeeds. We have has so many meetings with the schools and other organizations, to present ideas and suggestions for our communities, but they never fulfilled their promise. We haven't seen even one change here.	SANDAG, MTS y NCTD creen que se puede hacer más para mejorar la seguridad en y cerca del transporte público y están trabajando para implementar estas mejoras ahora y en el futuro. Por ejemplo, MTS está reasignando parte de los fondos asignados a la seguridad que usualmente se usan para monitorear el pago de las tarifas a mejoras de seguridad. SANDAG trabajará arduamente con la ayuda de todos nuestros pasajeros y representantes para asegurar que este plan sea implementado. *** SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-27
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Fatin Amjad	El Cajon Collaborative/ Barrio Logan College Institute Parent Arabic	Submitted in Arabic- The plan is so beautiful and El Cajon will be so much better if it is successful. I wish to see signs and information about the buses and trolley in Arabic. We would like a free train (shuttle) or car (Zip cars) for low-income families to use.	SANDAG will be applying a social equity planning framework throughout the implementation of the Regional Plan. Through this process, SANDAG will be working with our Community-Based Organization partners (or CBOs) to ensure that language translations (such as for Arabic) and translated educational resources on transit are available to all San Diegans. In addition language accessibility will be considered as a key factor when planning and designing the Next OS in order to improve access and travel options to all San Diegans. In addition to language accessibility, SANDAG will also conduct a near-term Regional Fare Impact Study for our transit services such as the trolley. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, students, and youth. You can find more information on the Regional Fare Impact Study also in Appendix B. In addition, the 2021 Regional Plan envisions subsidized microtransit services to ensure all residents can benefit for new services like these. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-27
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Francine Maxwell	Naacp San Diego branch	Hi I need every bus stop to have shelter on it a full shelter or designed. We need bus passes for low income youth and seniors free to very discounted. Traffic calming in Southeastern San Diego.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. Bus shelters are provided wherever there is sufficient right of way to locate them.	1A-29

SANDAG RTP (9)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	G King	Local Citizen Taxpayers	SANDAG has not followed the law or provided representative government. You ignored & failed your obligation made by promises from funded ballot measures to provide additional freeway lanes for commuters in single occupant vehicles & work trucks. You intentionally depleted the funding by using it solely for mass transportation, HOV & toll lanes, your outrageous salaries & pensions, and self promotion. SANDAG ignores the new situation that was forced upon us by the Covid-19 Pandemic, which makes mass transit unusable due to respiratory-disease transmission. Mass transit has also become dangerous due to the skyrocketing crime rate. Trolley stations are hot spots for crimes like assault, robbery & murder. People need & want the freedom to own their own vehicle and move about freely. We can't spend 2 1/2 hours to get somewhere that only requires a half hour drive. We can't walk miles to & from bus stops to work or carry enough bags of groceries on a train, trolley or bus. We refuse your oppressive gas taxes, tolls, and per mile charges! We already pay the highest gas taxes in the country, but it's never enough to satisfy you. Your social engineering repulses us. You spend & waste billions of our tax dollars without being accountable or following the law. Seniors can't afford to live here if you get your way, but you would force grandma into danger & poverty. You are truly heartless.	Transit Leap greatly increases transit speeds, frequency, and span of service providing a compelling alternative to driving. Flexible Fleets help address access to transit facilities and travelers' final destinations. Complete Corridors with continue to provide mobility and access to all modes throughout the region. SANDAG will launch a study in the next year to further study the potential of usage-based fees and their capabilities in addressing various goals, including equity and greenhouse gas emissions reduction. The initial phase of this study will focus on calculating the true cost of driving, and better understanding what sources of existing revenue are funding different parts of the system and how different populations are impacted by existing revenue mechanisms. This foundational understanding will help SANDAG to design a road usage charge program that is more fair than current transportation funding sources. The study will also assess the potential impacts of user fees on San Diego residents, visitors, and businesses, particularly those relying heavily on transportation. SANDAG staff will work with Board Members, stakeholders, and community members to develop implementation strategies for a road usage charge, including high level constructs of the program, such as who will pay, the fee structure, and the distribution of revenues. While the design of the program has not yet been determined, initial assumptions included in the Regional Plan is that the regional road usage charge would be a user-fee for use of roads in San Diego County. So a San Diego County resident would not be charged a San Diego user fee for miles drive in other counties, and residents of other counties would be charged for miles driven in San Diego county. SANDAG will rely on coordination with other agencies in California along with the State Department of Transportation to integrate the selection of technology, collection methods, and account management to ensure a consistent experience for travelers. Oversight of public agencies is important and SANDAG welcomes public review of its work and processes. Federal and state agencies regularly review SANDAG and there are two ongoing local oversight processes with the Office of the Independent Performance Auditor and the Transnet Independent Taxpayers Oversight Committee. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements	1A-30, 1A-31
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, East County	10/29/2021	HERE	Gary Clasen		Safety concerns in East County: Evacuation in an emergency will be impossible because Rte. 52 will be clogged (not enough lanes) when trying to get to other freeways. Likewise, the junction of 125 South and 94 West will also be clogged. I do not feel the SANDAG 2021 Regional Plan meets the needs of my community. Investments I would like to see from SANDAG: Add lanes to Rte. 52 where it junctions with Rte. 67 and continuing all the way to the I-5. Morning traffic is at a standstill on the 52 in East County heading West. Afternoon traffic is stop and go going East. Also, add lanes to the junction of the 125 South and 94 West. Projects that should be a priority for SANDAG: Freeways from East County heading West need to have more lanes. Additional questions and public comments: Why is it that projects in East County are usually moved to the "back burner?" Why not give the same priority to all county residents?	MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses. The 2021 Regional Plan includes managed lanes network for SR52 and supporting managed lane connectors, included in Appendix A: Transportation Projects, Programs and Phasing. The Plan includes three phase years, 2025, 2035 and 2050. SR52 between I-805 and Mast Blvd is proposed for 2035. SR67 includes safety and operational improvements such as shoulder widening, curve realignments, and technology improvements. SANDAG and Caltrans are currently preparing Comprehensive Multimodal Corridor Plans that includes both corridors which aims to create a comprehensive set of safe, sustainable, and equitable transportation solutions that are tailored to the needs of the corridor.	1A-34
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, East County	10/29/2021	HERE	Gary Clasen		It is sad to see the needs of East County residents be put on the backburner. I believe that the Regional Plan should allocate equitable resources and programs to East County residents because they have paid their fair share through taxes and continually do not see the benefits within their communities. East County has some of the largest amounts of low-income, refugee, immigrant, and rural community members in San Diego. It is disappointing, but not surprising, to see the needs of these communities continually dismissed. One area that I believe must be addressed before anything else is fire safety within East County San Diego. Wildfires will continue to get worse over the next several years and a lack of investment in infrastructure will quite literally cost lives. I hope to see SANDAG invest in increased lanes for rural communities to be able to safely evacuate when needed. East County is particularly prone to wildfires because of the heat and bush; it is crucial that San Diego invests is reliable, sustainable, and fire safe programs to prepare for the next several years. The problems with fire safety have been shown through recent fire scares and it will continue to worsen and cost people their livelihood and lives if it is not addressed immediately. Thank you for your work, I am sure this is an extremely difficult project!	A critical component of reviewing the impacts of the 2021 Regional Plan is evaluating the effects on historically underserved and systemically marginalized groups. This evaluation is known as a social equity analysis and focuses on communities of color, residents with low incomes, and seniors. While the 2021 Regional Plan delivers improvements to the entire region, this review ensures that the benefits are shared by everyone, including our social equity focused populations, and that the burdens of the 2021 Regional Plan's changes are not disproportionally shouldered by any social equity focus population. The 2021 Regional Plan proposes a system of managed lanes including corridors that serve East County such as I-8, SR52, and SR94. Additionally, rural corridors such as 67 include investments such as shoulder widening, curve realignment, and technology improvements to address safety and operational improvements to facilitate ingress/egress during peak travel and emergency evacuation conditions. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-41

SANDAG RTP (10)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Safety, Prioritzed EJ Communities, accesible information, menaingful engagement, Improve Bus System, Blue Line	10/29/2021	HERE	Gener Abdon		I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-42

SANDAG RTP (11)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	George Ho	Sunrise Movement San Diego	For the final plan, I urge this Board to (1) maximize emissions reductions, (2) prioritize investments in the communities on the frontlines of environmental injustice and the climate crisis, and +Improve the Bus System +Create a Blue Line Express +Provide 24 Hour Service by 2025 +Have a Purple Line Serve Central City Heights +Create Youth Opportunity Passes (YOP): Provide No-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Connect youth to school, work, internships, and other early-career opportunities. +Electrify Bus Fleet by 2030 +Identify Anti-Displacement strategies +Improve the transit Bathroom network +Create an Emergency Ready Transit System	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-43
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Glen Hopkins		And finally, in the body of the report there is no acknowledgement that MTS is currently "struggling" at best other than what can be found in the last auditors report buried in the appendix. Huge investments have been made over the last two decades, fare prices are highly subsidized, yet ridership, like virtually every other city in the country, has been declining over the years. Contrast this with the airline and automobile ecosystems that have not, and do not, require massive government subsidies. Cars and planes are an instructive example of free market capitalism at work – people want to drive their own cars (or take Uber), people want to selectively fly, and thus industries are willing to invest, and people are willing to pay. In summary, I find the SANDAG Regional Plan flawed on multiple accounts. The focus should be on more convenient and more efficient automobile infrastructure investments selectively augmented with other transportation means, not the reverse.	While SANDAG is primarily concerned with ground transportation, both the airline and automobile transportation systems receive massive government subsidies annually. Transportation Network Company services like Uber and Lyft are being subsidized by venture capital. SANDAG will launch a study in the next year to further study the potential of usage-based fees and their capabilities in addressing various goals. The initial phase of this study will focus on calculating the true cost of driving, and better understanding what sources of existing revenue are funding different parts of the system, how different modes are being subsidized, and how different populations are impacted by existing revenue mechanisms. This foundational understanding will help SANDAG to design a road usage charge program that is more fair than current transportation funding sources.	1A-45

SANDAG RTP (12)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Hannah Doermann	UCSD	Environmental justice must be embedded in our mobility in San Diego. Therefore, I ask that the 10 Big Moves to Transportation Justice be included in the 2021 Regional Transportation Plan. I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr. service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2023 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans.	1A-46, 1A-47
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Hayden Schill		I am a volunteer with San Diego 350. I believe every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. I urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-47
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Heba Hadaya	El Cajon Collaborative/ Barrio Logan College Institute Parent Arabic	Submitted in Arabic- I wish the Arabic translation would be available for the schedule so Arab immigrants can use transportation more, and also classes for us to know how to use the transportation because most of us are not capable of using them. We are afraid that we are going to make the right time and place. A free local train (shuttle) would be nice.	One of the Regional Plan's near-term actions includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, technology, and digital literacy. We have been working with our Community-Based Organization partners (CBOs) to ensure that language translations (such as schedules in Arabic) and translated educational resources on transit are readily available as we advance with our next OS system and build upon improving our existing transportation systems. For more information, I would like to refer you to Appendix B: Implementation Actions, for more information on the Digital Equity Strategy and Action Plan. In addition to language accessibility, SANDAG will also conduct a near-term Regional Fare Impact Study for our transit services such as the trolley and shuttles. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. You can find more information on the Regional Fare Impact Study also in Appendix B. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-47
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Heba Hadaya	El Cajon Collaborative/ Barrio Logan College Institute Parent Arabic	Submitted in Arabic- We wish from new plan to help us use the train (trolley). We need to get there faster. Arabic language is very important. We are afraid if we lose our way and don't know how to get home. I hope all information will be in Arabic. Free or low prices are also very important. Classes will help us break the fear factor.	SANDAG will be applying a social equity planning framework throughout the implementation of the Regional Plan. Through this framework, one of the Regional Plan's near-term actions includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, technology, and digital literacy. We have been working with our Community-Based Organization partners (or CBOs) to ensure that language translations (such as in Arabic) and translated educational resources on transit are readily available as we advance with our next OS system and build upon improving our existing transportation systems. For more information, I would like to refer you to Appendix B: Implementation Actions, for more information on the Digital Equity Strategy and Action Plan. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-48

SANDAG RTP (13)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Ioana Tcholakova	Interfaith Coalition for Earth Justice	I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by anti-displacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the anti-displacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-50
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety	10/29/2021	HERE	Jacquelyn Clark	NAACP San Diego, Chair Environmental & Climate Justice Committee	For the emergency preparedness bringing awareness to communities about what bus lines and trolley lines are in the community would benefit the households by knowing in advance what is available close to where they reside. Maintaining the signals at trolley stops Lemon Grove in particular is important if traffic will be diverted to flow in a certain direction. It is terribly frightening at the Lemon Grove crossing because the lights never work. That is so unacceptable. Several trolley stations on The Orange Line need to be re-evaluated for safety and emergency preparedness. The current infrastructure does not seem like it would hold up if a widescale evacuation of the areas were necessary.	MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q: Transportation Security and Safety also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-51
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Safety	10/29/2021	HERE	Jacquelyn Clark	The San Diego Urban Collaborative Project	Gain meaningful input from a broad range of individuals, organizations, agencies, and (The MTS has the opportunity to reach the broadest and pertinent individuals. Those who actually use public transportation have the most at stake. When the Public Safety Officers board the trolley to check for fares they announce themselves and give instructions to have fare and passes ready for instruction. Also, with the rollout of the new Pronto system public outreach is happening at different stations at different times. Perhaps there is an opportunity to utilize the same method to engage public involvement by going more consistently to those who are already on a transit system and who use it frequently. Occasional public transportation users experiences are different from regular, frequent user's experiences. There is a difference between choosing public transportation as an option and it being your only option. Each experience matters, but the one who rides more often has more to gain or lose. Seeking input from both groups adds value however I am more partial to those who rely on public transportation to get to work, appointments, grocery shopping, school, etc... Offering something free, daily, weekly or monthly passes for participating is a sure way to get their attention and participation. I would definitely perk up and listen if I was offered a free pass. I do not purchase a monthly pass because I primarily telework. However I still like to get out and around San Diego. So each time I pay for a daily pass. I'd love to be given a daily pass to use for future travel. Those are the things frequent public transportation users appreciate. Something- Anything free and useful.)	Meaningful input and public participation is key to the success of the Regional Plan. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-52

SANDAG RTP (14)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Environmental Justice, 24 Hr Service, Purple Line, Blue Line, E-Buses, Anti-Displacement, Anti-gentrification	10/29/2021	HERE	Jane Illades		I call for an Environmental Justice RTP, including 24 hour service, Purple LIne alignment, More investment in the Blue Line Express, Electrified Bus Service by 2030, And Anti-Displacement that does't gentrify commnunities	The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues.	1A-53
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Josephine Thompson		I was just in Aspen, CO. There was free bus transit between Aspen and Snowmass. I was with my daughter who is the transit committee in Tucson where they will offer free bus transit in Tucson. There should be free bus transit in San Diego county. FREE TRANSIT.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-58
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Security, Cleanliness	10/29/2021	HERE	Josephine Thompson		THERE SHOULD ALWAYS BE A SECURITY OFFICER FOR EVERY BUS TO ENSURE CLEANLINESS, SAFETY, NO VULGAR LANGUAGE, NO THREATS TO ANYONE, AND EVERY RIDER IS SOBER.	Buses currently receive daily maintenance. As part of COVID-19 safety protocols, buses are wiped and cleaned at the end of each run throughout the day. Additionally, all riders are required by federal mandate to wear a face covering or mask while on public transit. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented.	1A-58
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Julia Capper	SDEA	Please prioritize free transportation passes for youth. It is a hardship for students who use the bus to get to school every day.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS,	1A-59
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	kate yavenditti	law office	I support the call by Mid-City CAN and their Youth Council for free fares for riders under the age of 24. Most youth in this category that ride transit are students or low income workers and people of color and use mass transit for these purposes. It is our responsibility as a community to support this population and we can afford it.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-60

SANDAG RTP (15)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes, Safety	10/29/2021	HERE	Keara Pina	Center on Policy Initiatives	As a member of the San Diego Transportation Equity Working Group, we fully support the 10 Transit lifelines and request their inclusion in the 2021 Regional Plan (RP). They represent the priorities that residents at the frontlines of the climate crisis in Barrio Logan, City Heights, and National City have identified through a community-driven process. Though identified by residents in these three areas, the 10 lifelines reflect a vision to advance affordable and frequent transit solutions that will benefit all San Diegans. The RTP should include environmental justice-specific solutions to be completed by the year 2025 with an additional focus on connecting low-income workers to jobs. This comment will highlight five of the ten Transit Lifelines that will benefit workers the most and transform people's access to jobs in the region. Youth Opportunity Passes (YOP): Provide no-cost transit passes for all youth ages 24 and younger. YOP will build generations of lifelong transit riders and connect youth to school, work, internships, and early career opportunities. While reference to transit subsidies is included in the plan, more explicit inclusion of no-cost transit for youth 24 and younger is needed. Bus Service every Ten Minutes: Make bus service reliable and affordable now - we can't afford to wait. Buses are one of the most cost-effective ways to get workers where they need to go while cutting climate pollution. The RTP should include MTS as a collaborating agency in the RTP to ensure these immediate improvements are prioritized for 2025 implementation. Blue Line Express: Build a third track for a 24-hour Express Blue Line. The Blue Line already has the highest ridership and is the best-performing transit line in the region. This priority is not currently in the RTP, but is one of the most important improvements needed to better connect low-income communities in the South Bay to jobs throughout the region. 24 Hour Service: Connect late-night and early-morning workers by 2025. Many workers are unable to use transit or are left stranded at the end of very late night or very early morning shift changes. By providing 24-hour service on popular transit routes, workers will be better and more efficiently connected to their destinations. The RTP should include explicit reference 24-hour service. Anti-displacement Strategies: Protect low-income communities of color living near transit corridors from gentrification with proactive strategies that include building affordable housing and maintaining access to existing low-cost housing while ensuring high health and safety standards. In addition, provide increased community ownership opportunities and tenant protections. A Region Wide Displacement Study is included in the RTP for near-term implementation. This study should be completed within the next 6 months with clear implementation goals for the recommendations in order to truly prevent displacement due the RTP implementation. We urge the SANDAG Board to support these and all of the 10 Transit Lifelines and ensure their inclusion in the 2021 RTP.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. Land use authority is reserved to local jurisdictions –the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues.	1A-61
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Kimberly Caldwell	San Diego Unified	Please allow funding for free youth bus passes for age 24 and under to attend work and/or school/college. Our youth's education is very important.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-62
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Kip Lund	Sunrise	Please create a youth opportunity pass so that transportation can be free for all youth under 24 years old. Not only will this help youth access education and jobs, but it also encourages youth to learn how to get around using public transit. I would like to also advocate for a better restroom system, so riders and the unhoused can have a place to use the restroom. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Transit Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-62
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Kyle Weinberg	San Diego Education Association	I am the Vice President of the San Diego Education Association, proudly representing over 6000 certificated educators in the San Diego Unified School District. Every San Diegan deserves access to high-quality transportation and economic mobility, especially the students in San Diego Unified School District, other young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. And programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-62
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	E-buses	10/29/2021	HERE	Leslie Stepanek	resident	I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot wait 20 years to reduce GHGs.	The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans.	1A-64

SANDAG RTP (16)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Lilia Escalante	EHC	I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion. I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-64, 1A-65
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Lisa Sparaco		This comment is to urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated. This will ensure that the RTP is equitable and inclusive of all communities and their needs.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-66

SANDAG RTP (17)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Lois Knowlton	La Mesa First United Methodist Church	I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice communities by listing projects that will directly benefit those communities by 2025 and making all public communication easy to understand by the public. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable and accessible through increasing frequency on popular lines, especially overcrowded ones. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 240hour service by 2025 on popular transit routes to connect late night and early morning workers to their jobs. I call for the funding of the planning, environmental review, engineering and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders...and be an accelerated part of the plan for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. I call for the funding to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. 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This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/ourwork/programs/innovative-clean-transit/ict-rollout-plans. 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The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-66, 1A-67
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Lourdes García Chepe	Platicando Con Mi Gente	SANDAG and MTS all together with the other organizations has to move on quickly, and no wait too many years in order to put more buses for all the communities that are minorities	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan.	1A-67
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Luis Montero-Adams	The San Diego LGBT Community Center	On behalf of The San Diego LGBT Community Center, I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When The Center was choosing the location of both its Hillcrest Youth Center and South Bay Youth Center, accessibility via public transportation was critical, as we know that so many of our youth cannot count on dependable transportation from their households. When young people have access to no cost transit passes, they are better able to access school, work, medical care and resources otherwise not accessible. (I want to add an additional line about the need for public transit within the LGBTQ youth community but don't know this talking point well enough. Should I reach out to Yey?) I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-68

SANDAG RTP (18)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Lynne Shaprio	N/A	This is a waste of bus transit riders time. We went to SANDAG to stop the MTS map blind destination insensitive engineer planners from imposing their spread sheet metric speed of vehicle trip 2018 Transit Optimization plan that harmed access to mid-city destinations including social service centers (Kroc Center, Social Security Administration offices, City Hall offices), and other key destinations for older adults, disabled people, women with children. You said you could do nothing. So you can have plans galore but if the MTS has unequitable access policies for route and schedule planning it is all for nothing.	SANDAG is committed to implementing projects and programs that ensure equity and increase mobility options for all residents. Coordination between agency partners, including MTS, is and will continue to be a consistent part of our planning process. Planned transit frequency improvements and spans of services for all routes, including existing local service and future regional services, will be added to Appendix A for the proposed Final Plan and can be currently viewed as part of the Social Equity Working Group agenda from August 5, 2021. Please continue to follow along in this process by visiting SDForward.com.	1A-70
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Manuel Gonzalez	Keiller leadership Academy	No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-70
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Maria Gonzalez	Southern Caregiver Resource Center	I urge that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-71
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Maribel Arias	Comité organizador latino de city heights	Necesitamos que apoyen a los jovenes estudiantes de hasta 24 años con pase gratis para que puedan ir a la escuela y trabajo. *** We need to support young students up to 24 years of age with free passes so they can go to school and work.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio asegurará que las partes interesadas públicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evalución de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-71
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Marina Ahn		Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-71
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Marvin Hernandez-Villareal	El Cajon Collaborative/Barrio Logan College Institute Parent Spanish	I really like the Plan. We really need better, affordable housing for low-income families with some discounted rates for public transportation. I like the trolley, but it is too expensive to use. I also do not know how to use it. Our apartments are very old, and it is not safe to walk after dark in El Cajon. I would like more education for people in the plan and more housing around transit centers. Thank you for the Plan. I approve.	SANDAG is actively working on developing an outreach program for all roadway users focused on the projects being constructed in the Regional Bike Early Action Program. We have received a $1.9 million competitive State Active Transportation grant to develop and implement and education and outreach program that is beginning soon. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	1A-72

SANDAG RTP (19)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Maureen Phillips		Once again the rural unincorporated areas of the county are unrepresented in a transportation plan, except most notably in the recommendation/suggestion to inequitably implement user fees (VMT) to citizens, including Native Americans, seniors and others you recognize in the plan as historically marginalized, and have or have been afforded few, if any, options for transportation except the use of private vehicles. VMT, according to 2 land use commissioners recently ruling on a large scale energy development, "will limit building in small communities in east county" and with it the hope of economic improvement or creating more sustainable communities that serve as more than revenue or energy sources in the County's overall Climate Action Plan. Rural Interstate 8 is not even recognized as a corridor, complete or otherwise, or the subject of improvements or actions. This despite the fact that it provides the most access to urban San Diego for private vehicles and commerce to and from Imperial county, Arizona tourists, and more, no mention on how VMT might be imposed on those travelers contributing to greenhouse emissions. For local citizens, Interstate 8 areas could become the source of Mobility Hub and transit leap innovative transportation resources (improving on the existing sources), such as microbuses, ridesharing, and more. Absence of broadband access in rural unincorporated areas is highlighted within the plan, and no more obvious than in Appendix G, the Public Involvement Program. Most of the communication and participation strategies involve the need to access information through broadband, which is essentially absent (and expensive) in rural areas, limiting people's ability to learn and comment on plans and actions like this; those that directly affect our lives and quality of life. Its absence prevents working from home and educational opportunities. Aside from that, you cannot actually implement most of these recommendations without the availability of broadband or technology. I call upon you to find more equitable ways to communicate with, engage and invest in the rural unincorporated areas of the county	Social equity disparity analysis is required by both state and federal law via Title VI of the Civil Rights Act of 1964 and Executive Order 12898. During the process of evaluating the 2021 Regional Plan, calculations were made to determine improvements in mobility by percent point difference, between a No-Build projection and the Build projection. SANDAG found marginal percentage point differences between each population, with slight advantages leaning in favor of low income, aging populations, and other disadvantaged populations. For more information regarding social equity, methodology, and state requirements see Appendix H. Interstate 8 is identified in the 2021 Regional Plan as a rural corridor and Appendix A describes the specific improvements anticipated for Interstate 8. SANDAG works closely with the County of San Diego and tribal nations to ensure transportation needs are met. SANDAG is currently preparing a Digital Equity Strategy to support advancement of access to broadband in areas with insufficient access.	1A-73
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Meaghan Harrigan		I urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-74
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Michele Shoemaker		I support free transit passes for youth and students (all ages).	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-76
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Michele Shoemaker		To encourage public transit, make it free for riders.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-76
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Michelle Kearney		Michelle Kearney Please amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-76
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Monique Clifford	Public School Teacher SDUSD and mother of San Diego youth	I am a volunteer with Mid-City CAN. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery, while connecting youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-80
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Mylie Whipple	The San Diego LGBT Youth Center	I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-81
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nam Nguyen		I think that there should be capital investments in each of the bus stops in San Diego, if not the county. While some are tied into larger stations, most are a simple bench and signpost. I think that each bus stop - each and every single one - should have a greater minimum level of structure to alleviate the stresses on riders. Minimum level: - Bench (without any anti-homelessness measures, as they are inhumane) - Signpost - Shade structure - Embedded Map with transit lines, fares, etc. - Waste Bins Increased level - Benches - Digital Signpost with ETAs of next buses - Shade structure with rooftop solar - Embedded batteries with USB Charging hubs, connected to utilities as a microgrid - Waste and Recycling bins	MTS and NCTD evaluate their bus stops for the potential to add amenities when budgets allow. When their budgets increase enough, they look to add features like you mention. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-83

SANDAG RTP (20)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nam Nguyen		If there are any plans by the Port of San Diego to redevelop Harbor Island, a ferry service from Downtown to Harbor Island would be nice.	Ferry service is being considered by MTS and the cities of San Diego and Coronado. As their plans develop, SANDAG may include them in future Regional Plans. Your comment was forwarded to the Port of San Diego.	1A-83
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nam Nguyen		I would like to add additional support for a uniform regional method of payment for all transit systems. If I could purchase one card and upload funds (online) and go from bus to trolley to train, that would make trips convenient not just in terms of saving the headache of multiple forms of payment, but also facilitating ad hoc, impromptu, unplanned trips. Imagine that if someone uses the card and, if there was insufficient funds on the card, they would be billed for the balance that could be paid later. A resident could go on a casual trip on transit recreationally without the hassle of pre-planning too much. Break down the barriers to ridership.	Next Operating System (Next OS) includes a system that would allow for a comprehensive fare payment system that would cover several modes. In the interim, MTS and NCTD just launched its Pronto Fare System which is a building block to a comprehensive fare payment system.	1A-83
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Neil and Marjie Larson		Children and youths 24 and under in age should be able to ride the transit for free. Please make this a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-85
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Nichole Rocero	You Belong Here	I am a resident and business owner in City Heights and have many concerns on the equity of a new transportation system. I applaud SANDAG and San Diego's attempt to create a new transportation system. I do want to have a voice in the development of such an overhaul. As a small business I am greatly impacted by the ability to serve my community. Many of my patrons do not have access to transportation; bus rides can require multiple transfers that are not efficient for their time. Ridesharing is vastly overpriced post/during COVID, bikes are not always an option for the community I serve, as cost and space to store a bike is not always feasible. I would love to be able to serve my community/customers, but often there are many setbacks for them to access my resources. I would love to see a regional transportation plan that can consider subsidizing rideshare programs, bikes, and bus rides. I feel the city providing programs to those marginalized and underserved with a monthly transportation allowance will be a huge step to building accessible and equitable communities. Furthermore, I would love for the city to subsidize the cost of a bus ride from certain regions traveling to culture hubs. For example, for those who may reside in Paradise Hills will they have the opportunity to hop on a bus for free that will be taking them to areas such as Barrio Loga, North Park, East Village, free of charge. If we are forever charging a price and delivering inefficiency to access culture then we stay away, and staying away means we are divided and miss out connection and outside experiences. Furthermore, I live in a region of town overrun by vast amounts of auto shops, where staying in your community for all of your needs (i.e., grocery, lifestyle, arts & culture) cannot exist within a 2 mile radius. I'm fearful that because of all of these businesses being zoned in this region, that we will again, be overlooked for opportunities such as parks and transportation hubs because the City has to build past and around these types of businesses. How will this new regional plan ensure that marginalized and underserved communities will have easy access to the essentials and all the city has to offer. How can we ensure that the development of a new transportation system, will also lead to the development of new placemaking that can help us enjoy and stay within our communities, limiting the need for long distance travel just to access a grocery store? These are some things I hope SANDAG will keep in mind.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. The Mobility Hubs are intended to be a place where goods and services and multimodal options come together to provide access to all. The access for low income communities of color living near Mobility Hubs triples access.	1A-85
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Nicole	N/A	We need more transportation (bus stop), shade and benches at the bus stop.	MTS and NCTD currently provide shelters wherever it is physically feasible. As part of larger infrastructure projects like Next Generation Rapid, Trolley and Commuter Rail, all stations will have shelters.	1A-86
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Nytziagisel Gallegos	Climate reality project	I am urging u to pass no cost passes to our youth	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-86

SANDAG RTP (21)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Patricia Rollison		Environmental justice must be embedded in our mobility in San Diego. Therefore, I ask that the 10 Big Moves to Transportation Justice be included in the 2021 Regional Transportation Plan. I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr. service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2023 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-86, 1A-87

SANDAG RTP (22)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Paul Vachal	SanDiego350	I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by anti-displacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the anti-displacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-89

SANDAG RTP (23)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Philip Petrie	Interfaith Coalition for Earth Justice	I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by antidisplacement efforts developing an anti-displacement strategy that includes affordable/lowincome housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the antidisplacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses.	1A-91, 1A-92
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Rafael Hernandez	National Latino Research Center	I appreciate the emphasis on addressing regional transportation challenges including economic and social inequities, climate change, public health, and safety, as well as coordination with community-based organizations and tribal governments throughout the planning process. It is good to see that the plan includes working with community partners to develop affordable housing development incentives. The regional plan acknowledges issues that are unique to our U.S.-Mexico border region, as well as systemic racism, redlining, and the taking of tribal lands by settlers, but does not address the safety concerns affecting our communities from the presence of border patrol and law enforcement on public transportation. Technology innovation is an exciting part of the regional Plan, but equity in our regions is a must. It will be crucial to address the basic unmet needs in our marginalized communities like adequate shelter, functioning vending machines, and staff that speak the various languages of our communities in the transit stops and stations. While some communities will be gaining state of the art technology, we cannot allow other communities to continue to lack basic services, resources, and infrastructure. I support the 2021 Regional Plan's mission to improve the transportation system in our region, and I want to emphasize the need to address issues of equity, especially for our historically marginalized and underserved communities.	Transit station security and operations are a function of MTS and NCTD. MTS's website states that they have been making changes to its security policies and practices, to ensure their operations are in line with best in practice policies. Recent measures include increased training for internal and contract security staff, updated use of force policy, conducting an outside audit, using more visible and customer friendly uniforms, and more. NCTD's website states that they contract with the San Diego Sheriff's Office and local law enforcement agencies to patrol and provide law enforcement and security services at our transit centers. Your comment was shared with the Director of Planning at MTS and Chief of Planning, Strategy & Innovation at NCTD. Additionally, SANDAG's Public Safety Committee provides a forum for which regional public safety issues and concerns can be addressed. NCTD and MTS serve on the Public Safety Committee as advisory members. SANDAG will be applying a social equity planning framework throughout the implementation of the Regional Plan. As a near-term action, the proposed 2021 Regional Plan includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, technology, and digital literacy. We have been working with our Community-Based Organization partners (or CBOs) to ensure that language translations and educational resources on transit are available to all San Diegans as we advance with our next OS system. Additionally, both MTS and SANDAG are working to provide enhanced amenities at transit stops and stations including comfortable shelters, bathroom facilities, and improved wayfinding kiosks. We appreciate your support and feedback. Please continue to follow along in this process by visiting SDForward.com.	1A-93

SANDAG RTP (24)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Reva Kareem	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	How can we use the trolley and buses when we don't speak English and there is no translation available for us? Will the Regional Plan include transit trainings and translation services and information for refugees and immigrants? This is the largest problem we all have. We don't leave El Cajon because it is too scary to use the trolley when you don't know what time and where to get off. Thank you for the Plan. I look forward to the new technology.	One of the proposed final 2021 Regional Plan's near-term actions includes developing a Digital Equity Strategy and Action Plan that will address regional accessibility gaps in communications infrastructure, high-speed broadband internet access, technology, and digital literacy. We have been working with our Community-Based Organization partners (CBOs) to ensure that language translations and educational resources on transit are available to all San Diegans as we advance with our Next Operating System (Next OS). Additionally, the Metropolitan Transit System (MTS) is increasing its programs in assisting newcomers learn the transit system. This is an area we would like to support in partnership with local jurisdictions and organizations who support newcomers. For more information, I would like to refer you to Appendix B: Implementation Actions, Table B.1 on more information on the Digital Equity Strategy and Action Plan. For more information on our community-based outreach please see Appendix H: Social Equity: Engagement and Analysis. Your comment has been forwarded to North County Transit District (NCTD) and San Diego Metropolitan Transit Service (MTS).	1A-93
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Richard Lund	Sunrise SD	For the final plan, I urge this Board to (1) maximize emissions reductions, (2) prioritize investments in the communities on the frontlines of environmental injustice and the climate crisis, create Youth Opportunity Passes (YOP); provide no-cost transit passes for all youth 24 years old, have a Purple Line Serve Central City Heights, create a Blue Line Express, and improve the transit bathroom network.	The 2021 Regional Plan is required to reduce greenhouse gas (GHG) emissions from passenger vehicles and light-duty trucks by 19% per capita by 2035 compared to 2005 levels, as mandated by Senate Bill (SB) 375. Reducing GHG emissions and achieving state goals related to carbon neutrality requires actions at all levels of government. SANDAG looks to support and encourage local jurisdictions, state agencies, and other partners to reduce emissions beyond what is included in the 2021 Regional Plan. The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. One of the Implementation Actions listed in Appendix B is a Regional Transit Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The eastwest Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-94
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Sage Rogalski	The San Diego LGBT Community Center	I am a supporter of The San Diego LGBT Community Center and I am writing to urge the Board to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. I believe that every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under, who have been disproportionately impacted by the COVID-19 pandemic. No-cost transit passes are a key investment that will provide a foundation for our region's equitable economic recovery. When young people have access to no-cost transit passes, they are better able to access school, work, medical care, and resources otherwise not accessible. Thank you I urge the Board to take bold action to build a healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity Passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-96
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	SAMANTHA CRUZ	SDEA/Teacher	I am a High School Special Education teacher at San Diego Unified. Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Choose 2 talking points to include: Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-97
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Cleanliness, Restrooms, More Shelters	10/29/2021	HERE	Sarah Mahdi	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	There are too many homeless in El Cajon. It makes it frightening for us to use parks and transit. We often see them urinating on trees and fences because there are no restrooms. I was very nervous during COVID-19 and the spread of germs. What can we do to make our community safer? Please add safe, clean restrooms with more shelters.	Buses currently receive daily maintenance. As part of COVID-19 safety protocols, buses are wiped and cleaned at the end of each run throughout the day. Additionally, all riders are required by federal mandate to wear a face covering or mask while on public transit. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-97

SANDAG RTP (25)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Free Youth Passes, Prioritize EJ Communities, Accessible Information, Reliable Transportation, Increased frequency of popular lines, Blue Line, 24 Hr Service, E-Buses	10/29/2021	HERE	Savahanna O' Toole	SanDiego350	Environmental justice must be embedded in our mobility in San Diego. Therefore, I ask that the 10 Big Moves to Transportation Justice be included in the 2021 Regional Transportation Plan. I call for an environmental justice centered RTP to ensure the projects included in the RTP will prioritize environmental justice (EJ) communities identified by CalEnviroScreen (CES) by listing projects that will directly benefit EJ communities, outlining immediate benefits via projects that will be implemented by 2025 in EJ communities, and making all public communication easy to understand by the public in order to promote meaningful engagement. Therefore, in the RTP, I ask that an equity specific project list be included in Appendix A: Transportation Projects, Programs, and Phasing document. I call for an improvement in the bus system now that is fast, frequent, reliable, and accessible through increasing frequency on popular lines, especially overcrowded ones. Therefore, I call for more clarity in Appendix A: Transportation Projects, Programs, and Phasing that provides a list of specific improvements to the bus system. I call for increased funding for the planning, environmental review, engineering, and capital for the additional Blue Line track that allows express, 24-hour service, and additional frequency enhancements. The information for the Blue Line needs to be clarified; it is unclear if the double/third tracking included in Appendix A refers to an additional track that will provide express connectivity from the border to downtown San Diego. I call for a 24-hour service by 2025 on popular transit routes to connect late night and early morning workers to their job. Therefore, the information in the RTP needs to be clarified; the language in both Appendix A and Chapter 2 should specifically call for 24 hr service on popular transit routes and present a clear implementation schedule. I call for the funding of the planning, environmental review, engineering, and capital for the Purple Line as a rail line that connects EJ communities in Central City Heights and South Bay to Sorrento Valley. According to SANDAG staff, the alignment includes City Heights in the 2050 RTP with a 2035 implementation. However, it should be listed in the document to demonstrate that project phasing prioritizes central City Heights and the South Bay region, and a 2035 completion I call for no-cost transit passes for all youth 24 years old and under in order to ensure generations of lifelong transit riders and encourage significant mode shift. Further, I ask that it be accelerated for a 2035 implementation rather than the current delayed plan to implement in 2027. I call for an electrified bus fleet by 2030. Fund the implementation of California's Innovative Clean Transit rule to accelerate the electrification of the bus fleet ten years before mandated by the California Air Resources Board. We cannot afford to wait 20 years to reduce GHGs. Therefore, I ask that the transition to zero-emission buses be accelerated for a 2030 completion with the support of recently approved state and federal funding sources. I call for the funding of to protect vulnerable communities living near transit corridors by anti-displacement efforts developing an anti-displacement strategy that includes affordable/low-income housing and preservation of naturally occurring existing affordable housing, community ownership, and tenant protections. Therefore, I request an update on the status of the anti-displacement study. I call for the development of a bathroom access plan and providing MTS with funding for a clear and accessible bathroom network open at all major transit stations. It is unclear if a bathroom network is included in the capital operations budgets. I call for the funding of the planning and implementation of a transit emergency response strategy to provide safety particularly to EJ communities during community-wide emergencies. Currently, this is not included in the RTP.	The 2021 Regional Plan has been developed with equity at the forefront. An equity specific project list has been included in the draft 2021 Regional Plan Appendix H. As suggested, this list of projects with phasing will be added to Appendix A in the proposed final 2021 Regional Plan. Thank you for the suggestion and SANDAG agrees that this change will make it easier for the public to understand. SANDAG agrees that action is needed now to provide fast, frequent, reliable, and accessible transit, especially on highly utilized routes. Staff are bringing forward an item to the SANDAG Transportation Committee and to the Board of Directors in advance of approval of the 2021 Regional Plan to amend the agency budget and act now to invest in transit that benefits environmental justice communities. This action seeks to increase services on transit lines that have infrequent service in the evenings and late nights, and/or provide fare subsidies for youth riders. Additionally, further clarification on planned improvements to the bus network, including frequency and span-of-service improvements, will be added to Appendix A in the proposed final 2021 Regional Plan. The Blue Line Trolley is one of the most successful light rail lines in the nation. It recently had frequencies increased to 7.5 minutes from 5 a.m. to 7 p.m. Grade separations and track work will help to improve the reliability on the Blue Line. Appendix A includes specifics on these projects, but in the short term SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in proposed final Appendix B: Implementation Actions). The study will focus the project specifications and clarify next steps for express connectivity along the Blue Line. The proposed final 2021 Regional Plan includes increased service spans for the Trolley and bus service up to 20 hours per day. As SANDAG and the transit agencies move into more detailed planning efforts in the near future, some routes will be considered for 24-hour operation. The South Bay to Sorrento Comprehensive Multimodal Corridor Plan is currently studying alternatives that include a station in City Heights along the Commuter Rail Route 582. The east-west Commuter Rail route 581 between El Cajon and Downtown San Diego/Central Mobility Hub via SDSU includes that station in the current proposed alignment. The first part of Route 582, from National City to Sorrento Mesa, is expected to be built by 2035 and is planned to be extended south from National City, to Chula Vista, and to the border by 2050. An additional route, Commuter Rail 583, traveling from the border to National City on the same alignment as the 582, is expected to be built by 2050 along with a branch to the Central Mobility Hub via downtown San Diego. One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under. The proposed final 2021 Regional Plan supports the electrification of the region's transit buses and the state's Innovative Clean Transit regulation. Appendices A and B include SANDAG's proposed commitment of $75 million through 2025, $250 million between 2026 to 2035, and $332 million between 2036 and 2050 for zero-emission buses and infrastructure to accelerate the implementation of MTS' and NCTD's Zero Emission Bus (ZEB) Rollout Plans. Transit agency ZEB Rollout Plans are on the CARB website here: https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit/ict-rollout-plans. Land use authority is reserved to local jurisdictions – the cities and the county. The cities and the county are best positioned to effectively implement the objectives outlined in the 2021 Regional Plan as those jurisdictions understand the unique needs of their communities and geographies. SANDAG is developing a Regional Housing Incentive Program and it will meet the goals of the proposed final 2021 Regional Plan. SANDAG's housing incentive program will include development of a regional anti-displacement strategy, consider climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with SANDAG grant programs. Additionally, SANDAG will coordinate with its Social Equity Working Group, tribal nations, and other interested stakeholders to ensure the housing incentive program promotes equity and addresses gentrification, displacement, and other issues. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations. MTS and NCTD work closely with the County Office of Emergency Services to ensure that transit vehicles can be used in the case of any public emergency. Additionally, SANDAG's specialized transportation grant program requires all grantees to work with the County to get their wheelchair accessible vehicles registered to assist in emergencies. Appendix Q also describes emergency evacuation strategies, including signaling, traffic control guides, roadblocks and barricades, electronic signage, land expansion, contra-flow lanes, traveler information services, use of mass transit, and airport uses	1A-97
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Simone Arias	Mid-City Can	We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-99
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Susan Durbin	Samahah Health Clinic	I worked at the Granger Clinic. One of the main complains of our patients is that there is no bus stop by or close to the clinic.	While there are no proposed new fixed-transit routes that go to the Granger Clinic, Flexible Fleet solutions will be able to help provide that first and last mile connection from the nearby transit stations in the area. Your comment has been forwarded to San Diego Metropolitan Transit System (MTS)	1A-101
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	Theodore Cheung		Hi thank you for all the hard work you all are doing, I was wondering if SANDAG is studying the feasibility of Aerial cable/gondola transit considering that land is developed on mesa tops and that there's a lack of connections between mesas, especially between mesas around the Los Penasquitos Preserve in the North-South directions and in Sorrento Valley.	Gondolas had been considered in past versions of the plan but were replaced with additional Next Generation Rapid routes. MTS and SANDAG still continue to keep an eye on this mode and may reconsider it in future plans.	1A-102

SANDAG RTP (26)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Theresa Lane	Sunrise Movement	Every San Diegan deserves access to high-quality transportation and economic mobility, especially young people ages 24 and under and seniors. We urge SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth ages 24 and under receive priority when Transit Fare Subsidies are allocated. Transit-dependent youth have been disproportionately impacted by the COVID-19 pandemic. Nocost transit passes is a key investment necessary for our region's equitable economic recovery. No-cost transit passes for all youth ages 24 and under ensures generations of lifelong transit riders are part of our long-term strategy to build a greener and equitable San Diego. No-cost transit passes will connect youth to school, work, medical care, internships, and other early-career opportunities. Programs like these exist with great success in Alameda County, Boston, San Francisco, and most recently Sacramento and Los Angeles. I urge the board to take bold action to build a greener, healthier, prosperous, and just future in San Diego. Please amend the Plan to include Youth Opportunity passes as a priority. Thank you.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under	1A-102
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Thi Vo		We are urging SANDAG to amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-102
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Prices, Community Centered, Mindful Engagement	10/29/2021	HERE	Tov Aod	Oppressed Taxpayers	SANDAG betrayed the taxpayers before when they were obligated to repair, maintain & construct more freeway & highway lanes for drivers. You only made carpool & bus lanes and trolleys & rail. We cannot trust you thieves, dictators & autocrats. You want to steal from us using the authority of government, but you are not subject to the will of the people. We will vote every Marxist SOB out of office & fire each one of you overpaid tyrants every chance we get. We do not want to be forced into mass transit to catch Covid or the next disease de jour. We don't want to get mugged or killed by the criminals that prey upon riders. We can't spend 2 1/2 hours to get somewhere that only requires a half hour drive. We can't walk miles to & from bus stops to work or carry enough bags of groceries on a train. We refuse your oppressive gas taxes, tolls, and per mile charges! We already pay the highest gas taxes in the country, but it's never enough to satisfy you. Your social engineering repulses us. You spend & waste billions of our tax dollars without being accountable or following the law. We want to disband SANDAG as formed, since the county supervisors should be following the transportation desires of their constituents (and getting voted out of office if they don't!). You unelected bureaucrats seek tax increases from us without any care that you are driving many to flee this Communist regime. We can't afford to live here if you get your way, but you would force grandma into danger & poverty. You are truly heartless. Go to Hell!	Transit Leap greatly increases transit speeds, frequency, and span of service providing a compelling alternative to driving. Flexible Fleets help address access to transit facilities and travelers' final destinations. Complete Corridors with continue to provide mobility and access to all modes throughout the region. The road usage charge, which is being studied by both the federal and state governments, is being considered to replace an old tax system that is no longer relevant. We know this is a challenge and we respect the concerns raised. We are committed to having authentic dialogues to work through the challenges and create a revenue system that is flexible, sustainable, equitable, fair to all. Oversight of public agencies is important and SANDAG welcomes public review of its work and processes. Federal and state agencies regularly review SANDAG and there are two ongoing local oversight processes with the Office of the Independent Performance Auditor and the Transnet Independent Taxpayers Oversight Committee. SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-104
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Vincent Colavin		Please amend Appendix A of the 2021 Regional Plan to declare that no-cost transit passes for youth (ages 24 and under) receive priority when transit fare subsidies are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-105
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Webb Lana	N/A	Please make student transit passes a priority	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-105
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Yolanda Rodríguez	Mid-City Can	Necesitamos pases gratis para nuestros estudiantes de la comunidad. *** We need free passes for the students of our community.	Una de las Acciones de Implementación enumeradas en el Anexo B es un Estudio del Impacto Regional de las Tarifas. Este estudio permitirá que las partes interesadas publicas tengan la oportunidad de expresar su opinión sobre las alternativas. Se espera que el estudio finalice en el año fiscal (FY) 2024 e incluirá una evalución de los subsidios para las tarifas de las personas de bajos ingresos, los adultos mayores, los estudiantes y los jóvenes. Mientras tanto, el personal de SANDAG, MTS y NCTD está trabajando con las partes interesadas en un programa piloto de un año que puede ofrecer tarifas gratis a los jóvenes menores de 19 años. *** One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-106
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	Zachary Robertson	The San Diego LGBT Community Center	I am a part of the Youth Queer Leadership Committee, and not only will free transportation benefit me, but it will also help the people I support like underprivileged and queer youth who cannot afford a car or are to young to drive. Making transportation free would allow more students to go places without their parents having to spend gas money or take time off work to take the child there. Free transportation would allow them to get there safely. Also students are needing more jobs because of college as well as to help with family bills. With more students traveling makes for a more diverse community as well. In my personal experience someone from South Bay took the bus to their job in Mission Beach. They said they took it every time they worked. Many people depend on public transportation to get to work, and spending money for bus passes is a lot for them, and they would have to earn it back, and many jobs that are being offered to teens and young adults are minimum wage. So I encourage you make transportation free for youth and underprivileged young adults. Cars are scarce in the market as we speak and many youth can't afford one either that is why public transportation is becoming more popular. Also since our economy was just hit with unforeseen causes many families are struggling to get the funds to even buy a bus pass, not including saving for a car. So I incline you, make public transportation free so that the future of this country can be a diligent as the collared workers before them.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-106
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	N/A	N/A	Proposed Grand Central Station would be a huge waste of money. It would add a stop and increase time required to get to the airport. Money should be spent on freeway corridor trolley lines and branch bus lines. I use the trolley and bus every day. Getting to the airport is no problem. Travelers with light luggage can easily use trolley and bus to get to the airport. Travelers with a lot of luggage do not use public transit and will not use a Grand Central Station.	The Central Mobility Hub will have fast, frequent, and convenient connections between existing and planned transit and the airport. The MTS Route 992 bus will continue to serve the airport from Downtown San Diego.	1A-107

SANDAG RTP (27)

News Source	Search Topic	Tags / Keywords	Date	Site	Commentor Name	Agency	Comment	Response	Page
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	N/A	N/A	Please consider no cost transit passes for youth to receive priority when transit fares are allocated.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth under age 19.	1A-108
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE	N/A	N/A	The airport connection should be extended Liberty Station/Point Loma/Ocean Beach/Mission Bay. This would make it a much more useful transit line than just an airport connection. I think people would also sacrifice some speed in public transit for a more extensive network. Turn every six lane street into four lanes and every four lane street into two lanes and add protected cycle tracks and bus lanes and wider sidewalks. A lot of San Diego streets are really wide and should be able to add this easily.	The Central Mobility Hub will have fast, frequent, and convenient connections between existing and planned transit and the airport. The MTS Route 992 bus will continue to serve the airport from Downtown San Diego. Regarding the reduced travel lanes, the Active Transportation and Demand Management, complete streets, and Mobility Hubs included in the Plan will consider these types of improvements during the project development process.	1A-110
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Free Youth Passes	10/29/2021	HERE	N/A	El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	The ticket price for the trolley is too expensive. We need affordable tickets for low-income families to use the service. It is difficult to purchase tickets and they cost too much. Thank you for the Plan and I approve.	One of the Implementation Actions listed in Appendix B is a Regional Fare Impact Study. This study will ensure public stakeholders get the chance to weigh in on the options. The study, expected to be completed by FY2024, will include an evaluation of fare subsidies for people with low incomes, seniors, students, and youth. While that work is underway, staff from SANDAG, MTS, and NCTD are working with stakeholders on a one-year pilot that may provide free fares for youth age 18 and under.	1A-111
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Cleanliness, Face Coverings, COVID-19	10/29/2021	HERE		El Cajon Collaborative/ East Co. Senior Service Providers	Stations need to be cleaner and safe for people to use them. Thank you for such an inclusive plan that brings services to East County. Buses currently receive daily maintenance. As part of COVID-19 safety protocols, buses are wiped and cleaned at the end of each run throughout the day. Additionally, all riders are required by federal mandate to wear a face covering or mask while on public transit.	SANDAG will continue to work partners, MTS and NCTD, to bring high quality, reliable, and clean transportation options.	1A-111
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Cleanliness, Restrooms	10/29/2021	HERE		El Cajon Collaborative/Barrio Logan College Institute Parent Arabic	I appreciate the new transit centers that will be in each of the subregions. We really need a transit center in El Cajon, but our trolley stations are in dark, industrial areas that are frequented by drug deals and homelessness. They are not safe. They are also dirty and have no restrooms. Thank you for a plan to make transit centers safe and to add restrooms. I will use it in the future.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements. SANDAG will be working hard with the help of all of our passengers and representatives to ensure that this plan gets implemented. The proposed final 2021 Regional Plan includes a commitment to building bathrooms at all new rail stations and developing a bathroom access plan to study the incorporation of bathrooms into existing stations.	1A-111
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS		10/29/2021	HERE		El Cajon Collaborative/ Community Health Working Group	Safety is always a concern. I had a bad experience traveling the trolley with my child. Obscenities were shouted by riders, and we didn't feel safe. We need a method to alert security if there is a problem on a bus or trolley. Safety is a huge priority. Thank you.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-113
SANDAG - San Diego Forward: Draft 2021 Regional Plan Public Comments and Responses	MTS	Safety, Unsheltered Population	10/29/2021	HERE		El Cajon Collaborative/ Community Health Working Group	Many transit stations do not feel safe because of location. Both of El Cajon's stations are located in dark, industrial areas frequented by our unsheltered population.	SANDAG, MTS, and NCTD believe that more can be done to improve the safety on and near transit and are working to make those improvements now and in the future. For example, funding at MTS for security is being diverted from fare enforcement to safety improvements.	1A-113

AI No. 4, 5/11/2023

Social Equity Listening Tour

PUEBLO

PARTICIPATORY PLANNING

COMMUNITY-IDENTIFIED PRIORITIES

REPARATIVE PROCESS

PUEBLO

PARTICIPATORY PLANNING

CBO Partners

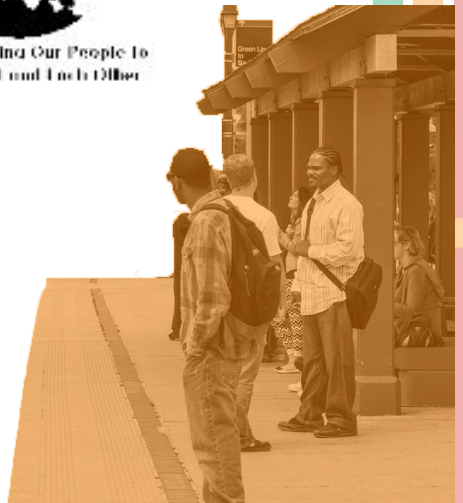
CITY HEIGHTS
COMMUNITY DEVELOPMENT

The Arc
of San Diego

EL CAJON
Collaborative
Working together for families

am
Green
Reconnecting Our People To
the Planet and Each Other

CASA FAMILIAR
A COMMUNITY DEVELOPMENT AGENCY



PUEBLO

Social Equity Listening Tour Timeline

April - May 2022
Historic and Planning Research; CBO Identification; Engagement Framework

Mid-June - Mid- August 2022
Listening Sessions & Feedback (Workshops & Pop-Ups)

Mid-August - September 2022
Summary & Analysis

October 2022
Pueblo Planning Sharing community priorities with MTS staff

November 2022 - January 2023
Proposed Projects List Developed by MTS Staff

May 2023
MTS Board Meeting

PUEBLO

Amenities
Comodidades
Amenities
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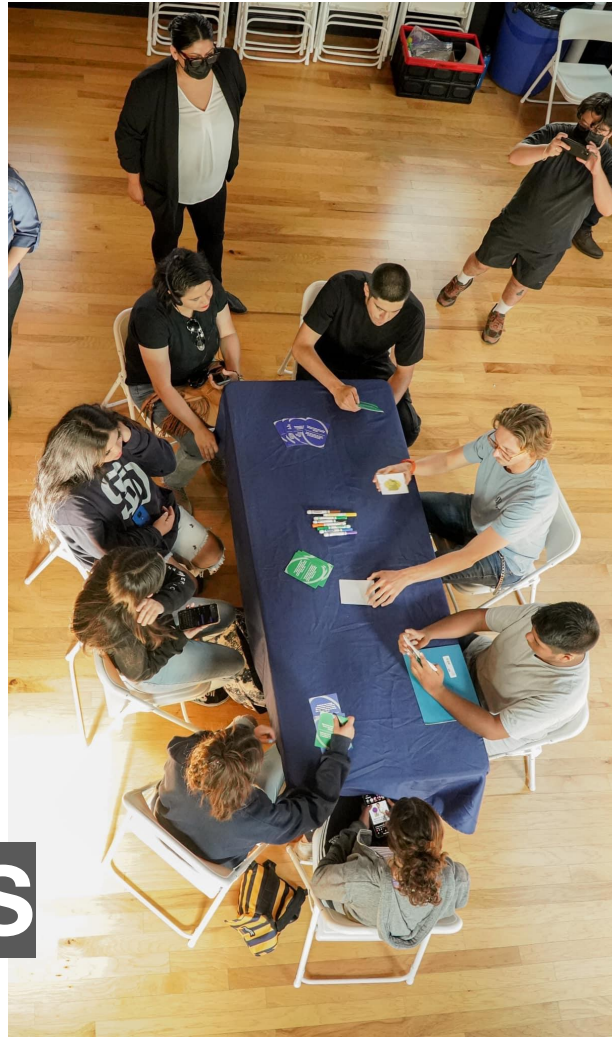
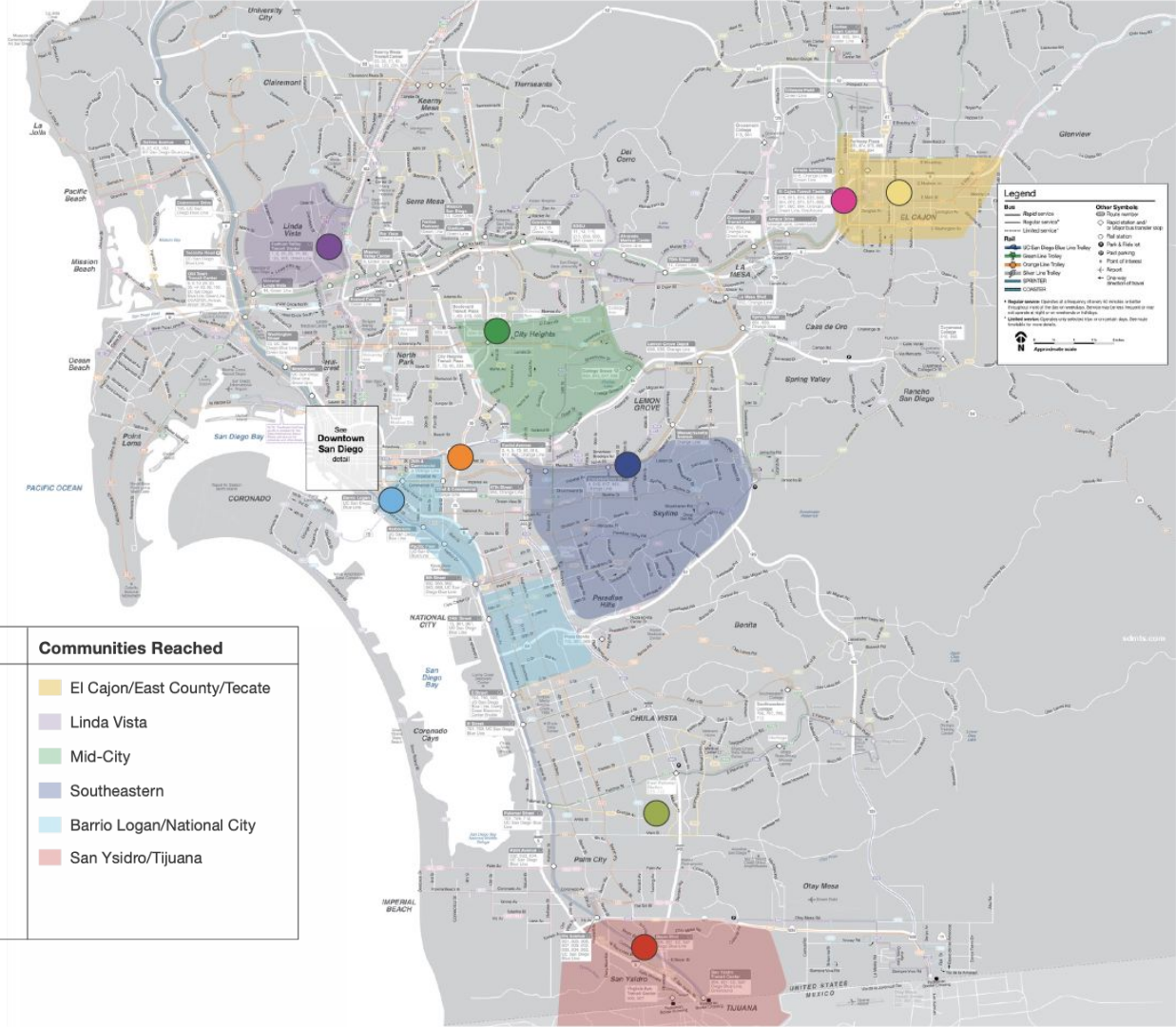
Comodidades

WORKSHOPS



POP-UPS

MTS Social Equity Listening Tour Outreach



Workshop Locations	Pop-Up Locations	Communities Reached
El Cajon Collaborative	El Cajon Transit Station	El Cajon/East County/Tecate
City Heights CDC	Linda Vista Farmer's Market	Linda Vista
The Arc San Diego	Barrio Logan Trolley Station	Mid-City
I Am Green	MTS South Bay CAC Meeting	Southeastern
Casa Familiar		Barrio Logan/National City
Accessible Services Advisory Committee (Virtual)		San Ysidro/Tijuana

PUEBLO

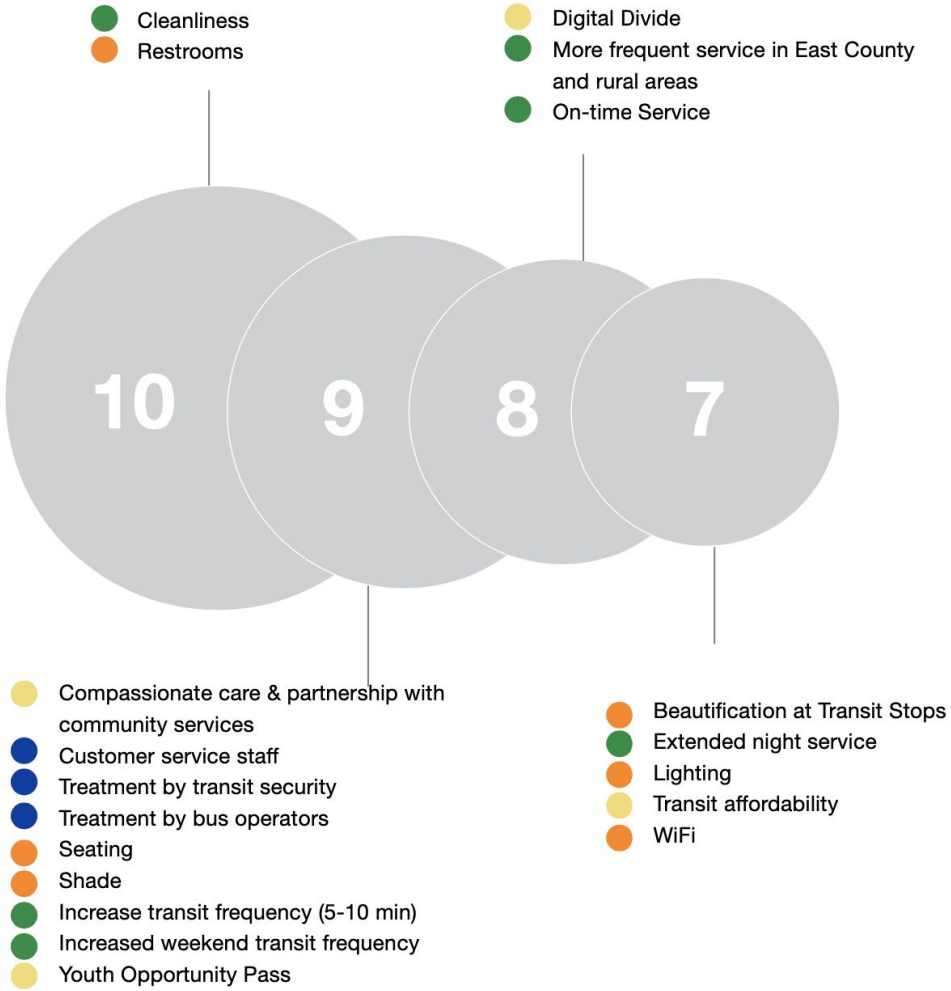
Street Stories:
Connecting Community to MTS

PUEBLO

COMMUNITY-IDENTIFIED PRIORITIES

Frequency by Location

- Amenities
- Operations
- Customer Service
- Programs



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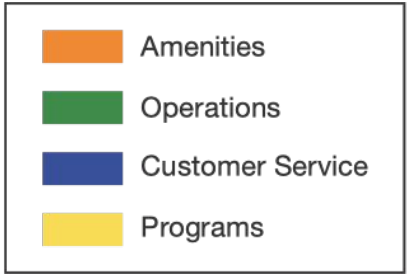
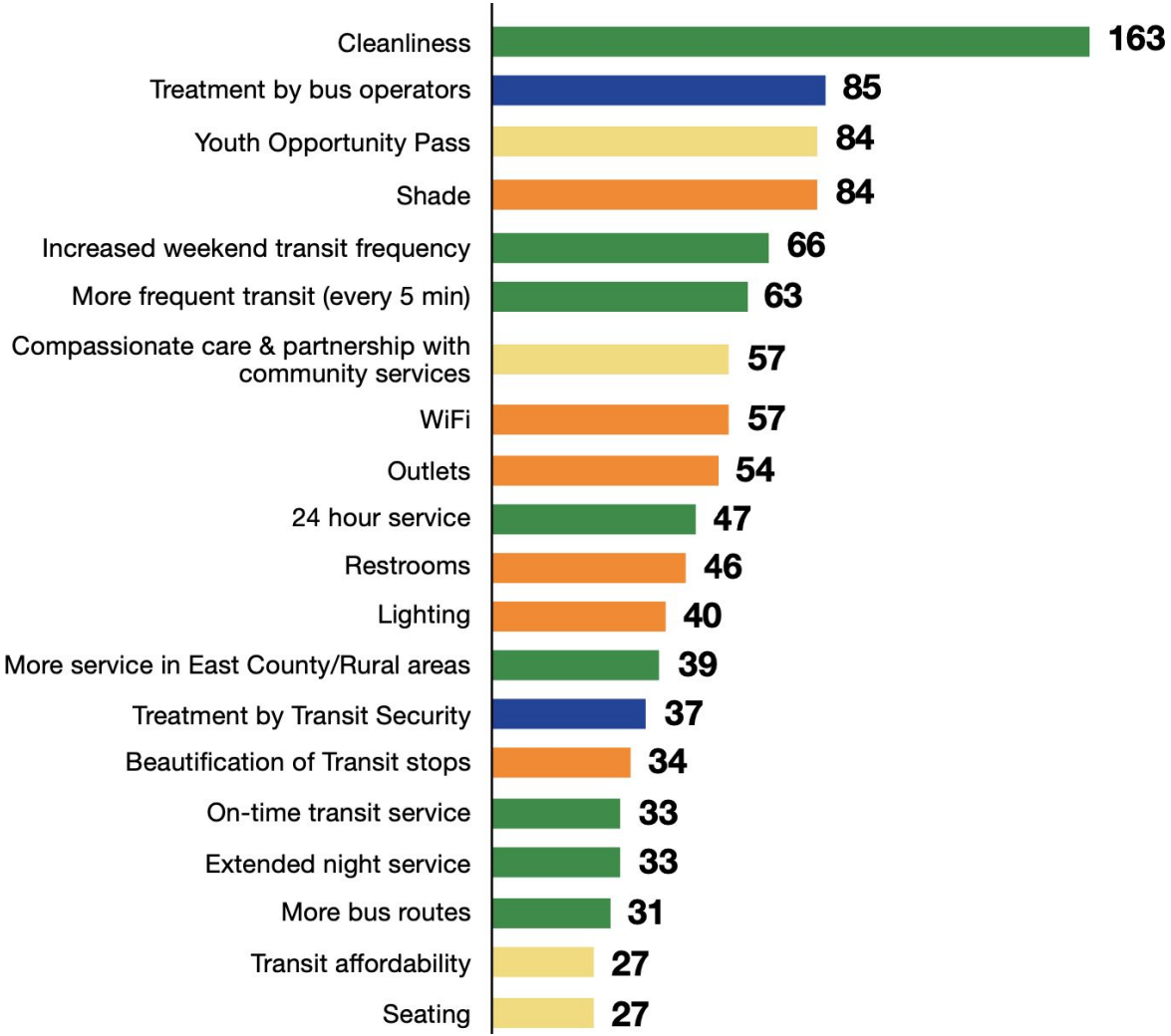
Number of Times Mentioned Overall





PUEBLO

Amenities

Seating

Shade

Beautification At Transit Stops

WiFi

Lighting

Restrooms

PUEBLO

Operations

Increase Weekend Transit Frequency

Increase Transit Frequency (5-10 min)

Extended Night Transit Service

Cleanliness

More Frequent Service in East County/Rural Areas

On-Time Service

PUEBLO

Customer Service

Customer Service Staff

Treatment by Transit Security

Treatment by Bus Operators

Programs

Compassionate Care & Partnership with Community Services

Affordability

Youth Opportunity Pass

PUEBLO

Other Notable Priorities

First & Last Mile

Digital Divide

Disability Justice

East Mesa Juvenile Detention Facility Transit Access

Electric Outlet

Education for Newcomers

PUEBLO

REPARATIVE PROCESS

Cultivate Relationships

Build Partnerships

Communicate

Plan

PUEBLO

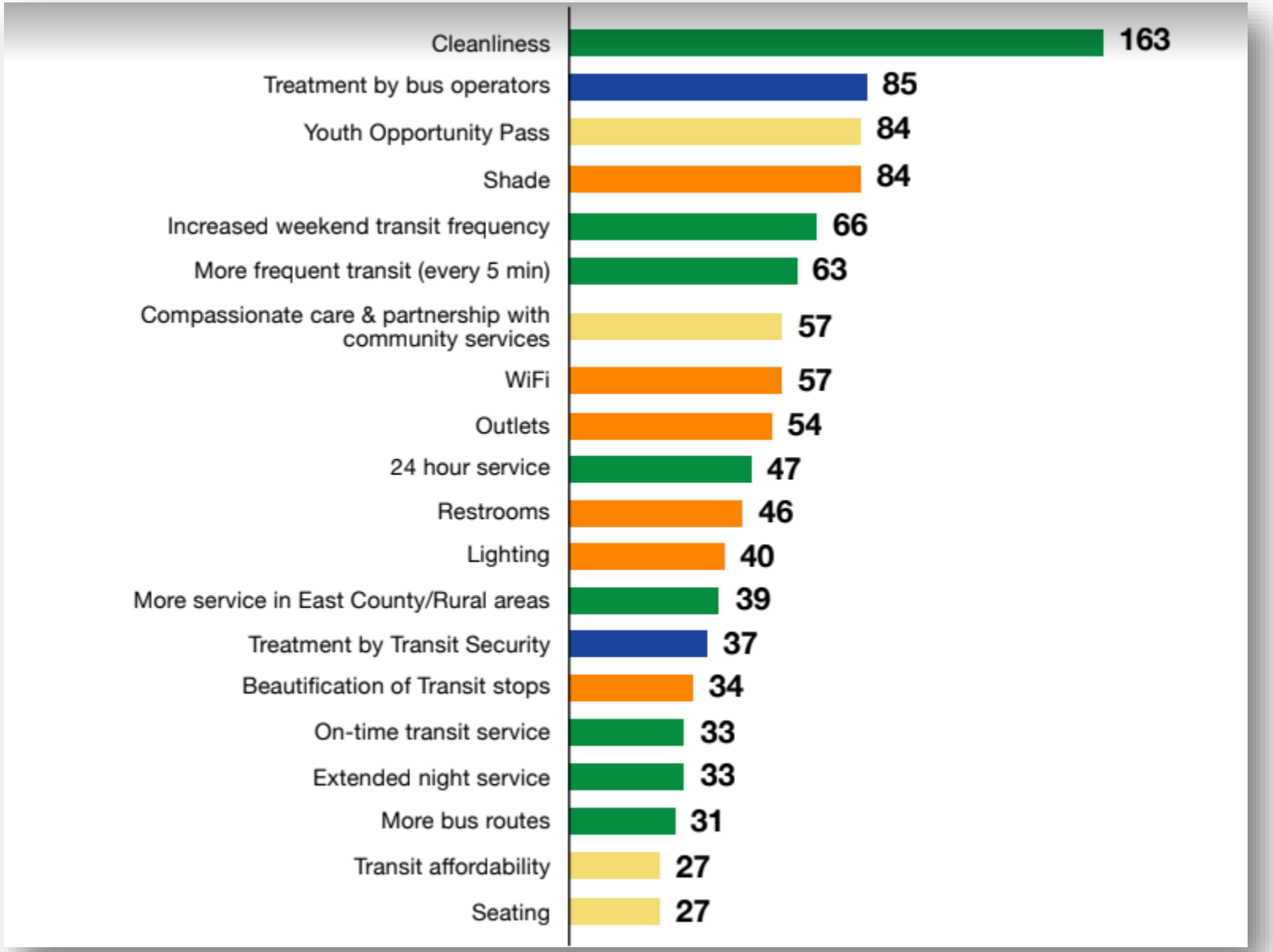
THANK YOU!

Social Equity Listening Tour

Community priorities and project funding

Project Findings

- Finding categories: **programs**, **amenities**, **customer service**, **operations**
- Looked at both how many events (X/10) a topic was discussed, and total mentions
- Top 5 in at least 4/9 events: **cleanliness**, **bus operators**, **shade**, **weekend frequency**



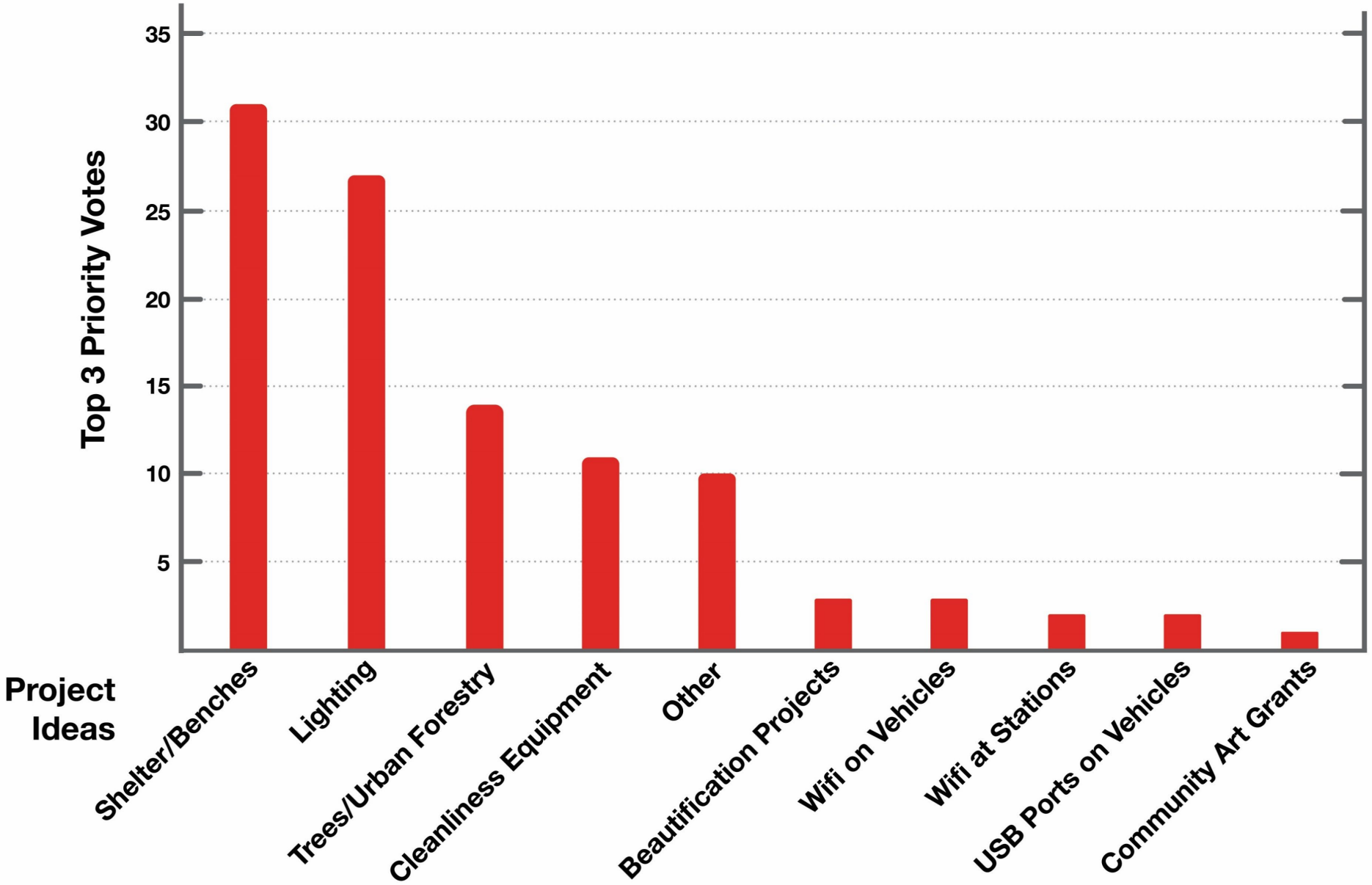
Project Funding Approach

- **Project Priority:** How high of a priority was this reported to be in the process?
- **Funding:** One-time (capital) cost vs ongoing (operational) costs
- **Impact to Riders:** Number of riders, geographical impact
- **Staff Capacities:** Can this be achieved with current staffing capacities?
- **Maintenance Needs:** What would ongoing maintenance needs be, durability/ viability, etc.
- **Time to Implement:** Short-term, long-term

Technical teams submitted draft project proposals / cost estimates

MTS Staff took the proposed project concepts to Community Advisory Committee and CBOs earlier this year

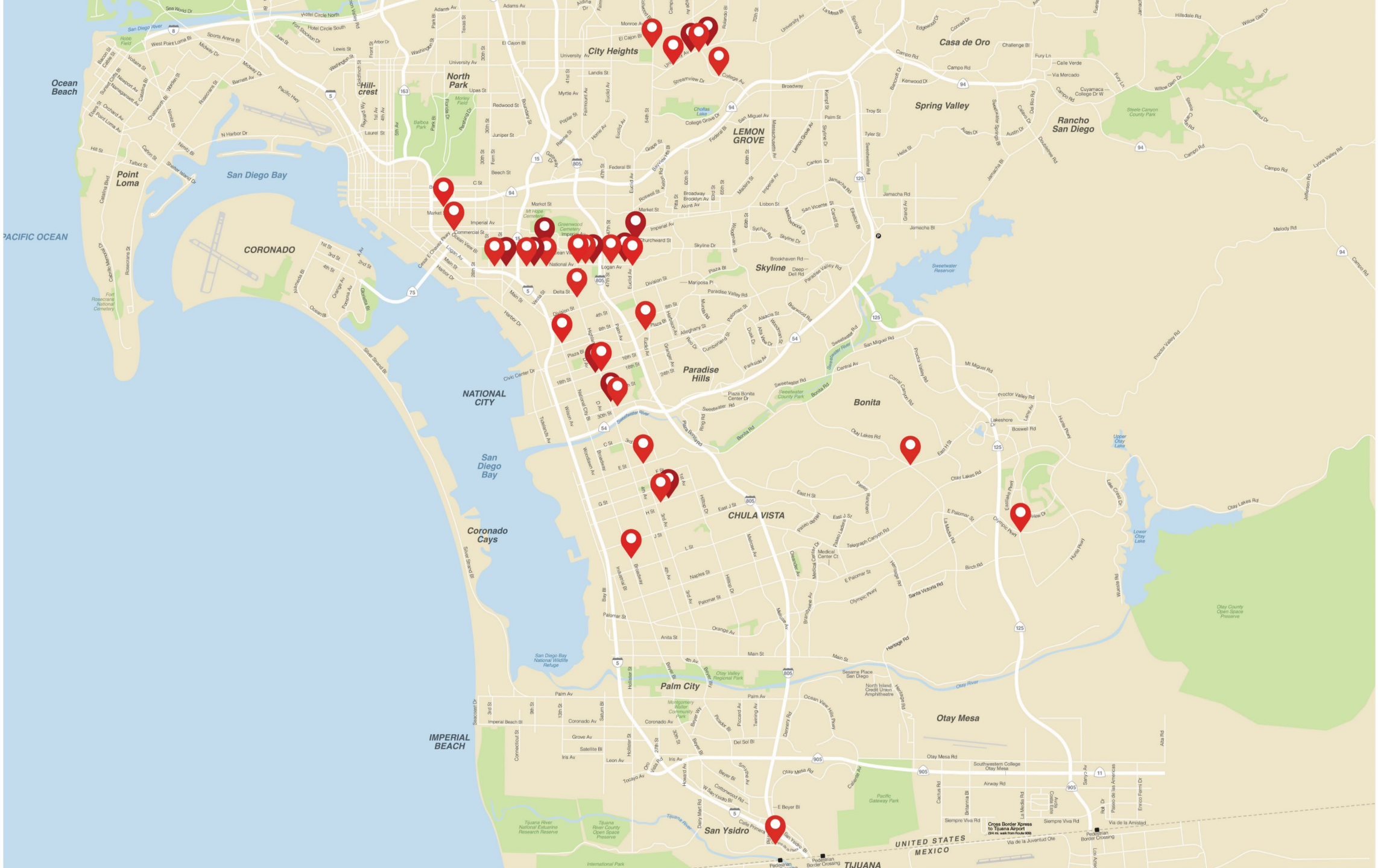
Community Feedback from Virtual Meetings



Proposed Project Package

Project	Notes	Estimated Cost
Bus Shelter Stop Upgrades	Design, permitting, construction and shelter install costs for 27 high-ridership stations; plus shelter install at eight stations	$1,696,250
Orange Line Lighting Project	Upgrade platform, shelter and parking lot lighting at seven Orange Line stations	$446,750
Bus Stop Lighting Project	Pilot a new solar lighting project at approx. two dozen bus stops	$120,000
Bigbelly Trash Containers	Pilot more tamper-proof trash cans at high-ridership stations with high trash issues.	$250,000
Beyer Bridge Mural and Lighting	Install lighting under freeway overpass near Beyer; install community artwork	$200,000

Proposed Projects


Ocean Beach
Point Loma
San Diego Bay
PACIFIC OCEAN
CORONADO
Hill-crest
North Park
City Heights
Casa de Oro
Spring Valley
Rancho San Diego
LEMON GROVE
Skyline
Paradise Hills
NATIONAL CITY
Bonita
CHULA VISTA
Coronado Cays
Palm City
Otay Mesa
IMPERIAL BEACH
San Ysidro
UNITED STATES
MEXICO
TIJUANA

Balboa Avenue
Clairemont Drive
Tecolote Road
Old Town
Washington Street
Middletown
County Center/ Little Italy
Santa Fe Depot
Silver Line
DOWNTOWN
Morena/Linda Vista
Fashion Valley
Hazard Center
Mission Valley Center
Rio Vista
Fenton Parkway
Stadium
Mission San Diego
Grantville
SDSU
Alvarado
70th Street
MISSION VALLEY
Green Line
EL CAJON
El Cajon
Amaya Drive
Grossmont
La Mesa Blvd.
LA MESA
Spring Street
Lemon Grove Depot
LEMON GROVE
Massachusetts Avenue
Encanto/62nd Street
America Plaza
Courthouse
Civic Center
Fifth Avenue
City College
Park & Market
25th & Commercial
32nd & Commercial
47th Street
Euclid Avenue
Orange Line
Seaport Village
Convention Center
Gaslamp Quarter
12th & Imperial
Barrio Logan
Harborside
Pacific Fleet
NATIONAL CITY
8th Street
24th Street
E Street
H Street
CHULA VISTA
Palomar Street
NORTH
Map not to scale
Additional Lighting
Additional Trash

Proposed Projects: Hold Funding

Project	Notes	Estimated Cost
Barrio Logan Bus Shelter Stop Upgrades	Pending outcome of TCC Grant	$900,000
Beyer Blvd Pathway Beautification Project	25% matching dollars may be required (pending grant application)	$500,000
Bus Stop Lighting Project Expansion	Pending pilot lighting program performance; add solar lighting units to two dozen additional bus stops	$120,000

Proposed Projects: Hold Funding

Clean California Local Grant Program for Beyer Blvd. Pathway Beautification Project: Concrete repair for ped and bike access; lighting; drought-resistant landscaping; art

Matching funds up to 25% of the total estimated project cost if accepted

Recommendation

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward to the Board of Directors a recommendation on allocation of funding for the Social Equity Listening Tour findings as follows:

1. Approximately $1.7 million for Bus Stop Shelter Upgrades
2. Approximately $450,000 for Orange Line Lighting Project
3. Approximately $120,000 for Bus Stop Solar Lighting Project
4. Approximately $250,000 for upgraded trash receptacles at downtown Trolley Stations
5. Approximately $200,000 for the Beyer Bridge Underpass Lighting and Mural project

QUESTIONS?

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 11, 2023

SUBJECT:

MTS Access Services Overview (Michael Wygant, Jay Washburn)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

MTS Access provides Federal Transit Administration-required complementary paratransit service that is comparable to the level of MTS fixed-route service. MTS offers several types of vehicles, including minivans and smaller buses, and also contracts with a local taxicab company to provide trips. All passengers must be certified in order to utilize MTS Access services.

MTS staff will be providing an overview of the Access services that MTS provides.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

MTS
sdmts.com
MTS Access
3213
3213
Metropolitan Transit System
MTS Access

MTS Access

What is Access?

- Per Federal regulations 49 CFR Part 37 "…each public entity operating a fixed route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system"
- Under the Americans with Disabilities Act (ADA) paratransit functions as a "safety net" for persons whose disabilities prevent them from using the regular fixed route system (bus or rail). (US DOT-FTA)
- MTS service area is 3240 sq. miles. MTS Access service extends to the entire coverage area of the bus and trolley system plus an additional ¾ of a mile from all stops and transit centers.
- Access provides transportation service to individuals who are not functionally able to utilize the fixed route system for physical or cognitive reasons as defined by the ADA and FTA.
- Access is used by riders for grocery shopping, medical services, recreation and any other purpose a rider desires. There are no limitations on its use.

Governing Regulations

ADA reg

- In crafting the Americans with Disabilities Act (ADA), Congress recognized that even when a fixed route transit system is fully accessible, there will be some individuals whose disabilities prevent them from using the system.

DOT regs

- The U.S. Department of Transportation (DOT) ADA regulations in 49 CFR Part 37 apply to complementary paratransit service in terms of required service criteria, types of service options, operational performance, and other factors.

Operating Standards

What does comparable mean?

- Service must be available the same days and hours as fixed route service
- Shared ride program
- All ride requests received by 5pm the day before must be honored within a 2 hour window of the requested time (negotiated)
- Riders must be picked-up in a 30 minute window
- Ride times must be comparable to the same trip if taken on fixed route
- 2 day prior reservations (changing to 10 days on June 1, 2023)
- Trips can be booked based on a pick-up time or an appointment time

Operating Standards Continued

- Curb to curb or door to door service on request
- Riders can be identified as Do Not Leave Alone and cannot be left unsupervised.
- Fare free for Personal Care Attendants
- Current fare $5- Cannot be more than twice fixed route fare (FTA)

Eligibility Certification

- Eligibility for complementary paratransit is directly related to the functional ability of individuals with disabilities to use fixed route transit services. Eligibility is not based on a diagnosis or type of disability. Individuals with the same diagnosis or disability can have very different functional abilities to use fixed route services.(FTA)
- Contracted with Medical Transportation Management (MTM)
  - Specially trained in paratransit eligibility assessment
- Functional Ability based
- Certification Categories
  - Unconditional, Conditional, Temporary, Visitor, Ineligible
- Two part application, includes medical verification
- In-person assessment at MTS facility
  - Free rides to/from eligibility appointment
  - Eligibility good for 3 years
- Appeal process available

Operations

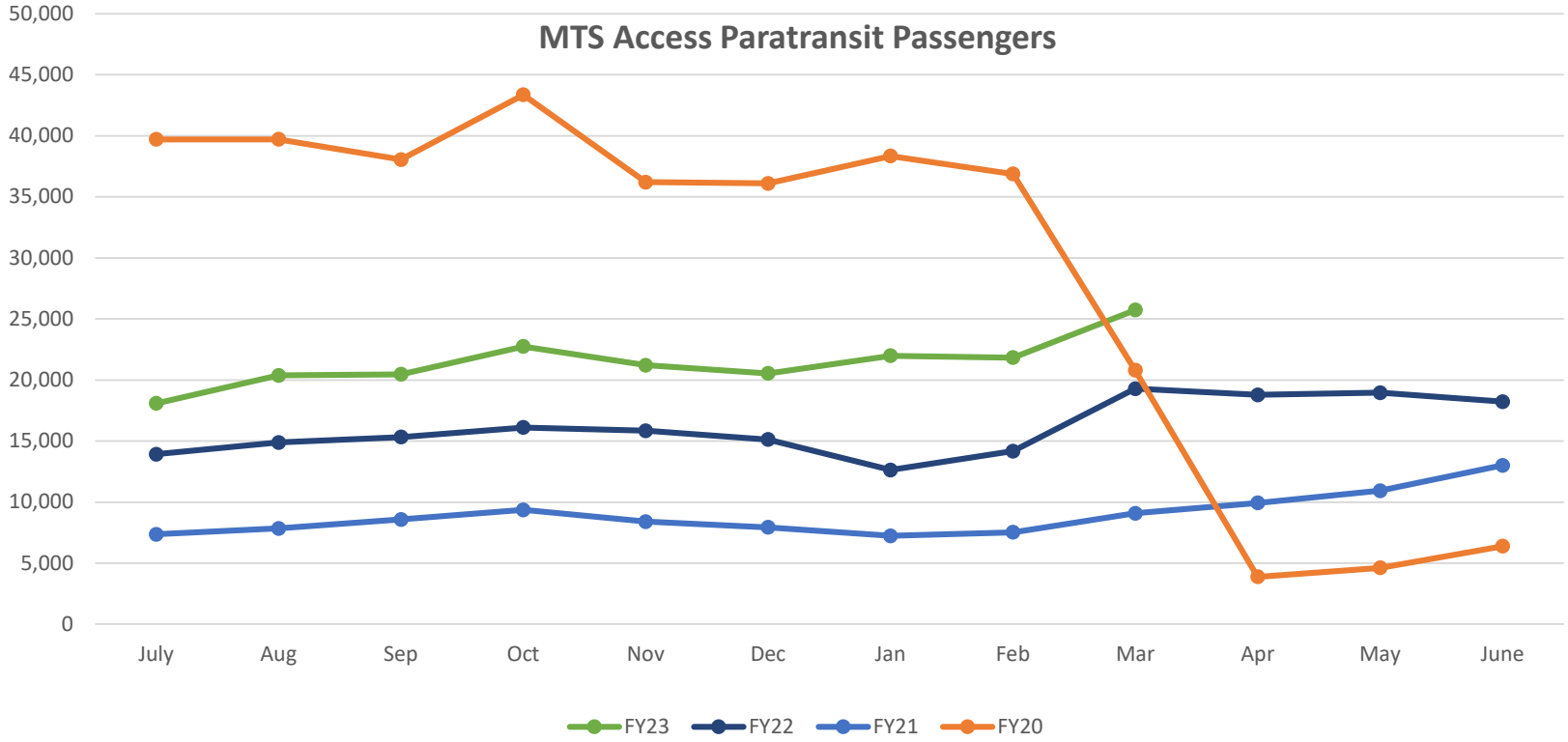
- Contracted to First Transit (FT)
- Paratransit and Minibus operation
- Operated out of Copley Park division
- Facility and vehicles provided by MTS
- Turnkey operations includes Transportation, Vehicle Maintenance, Reservations, Scheduling, Dispatch, H/R, Safety, Finance, etc.
- Sub-contractors including Yellow Taxi Group and UZURV
- Vehicles types: Sedans, ADA accessible vans, Paratransit buses
- Driver Training and Certification Requirements
    - Commercial Drivers License
    - Verification of Transit Training (CHP)
    - Vehicle for Developmentally Disabled Person Certification (CHP)
- Ambulatory and wheelchair trips

Modes of Transportation

MTS Contract Oversight

- Certifications done on site at MTS facility-Imperial Avenue Division
- Daily performance monitoring
- Monthly on site inspections
- Oversight by MTS Maintenance, Safety, and Operations
- Monitored for compliance with ADA, DOJ, DOT, FTA,CHP, and contractual performance requirements
- Monthly and quarterly safety reviews with MTS executive staff and FT Safety Department
- Complaint review- all customer service complaints go directly to MTS and reviewed by MTS staff for response and corrective actions.
- Monitor for potential “Barriers to Access”
- Accessible Services Advisory Committee (ASAC)
- Deputy General Counsel-ADA compliance Officer

Ridership


MTS Access Paratransit Passengers
50,000
45,000
40,000
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
July
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
June
FY23
FY22
FY21
FY20

Ridership

- Ridership is demand based
- Pre COVID Access transported approximately 40,000 passengers monthly or 500,000 annually
- In FY21 dropped 80% to approximately 100,000 passengers
- 26% of trips are wheelchair riders
- 18% of riders are do not leave alone
- 8% are door to door
- Cannot deny trip requests (2 hour window)

Bridging the Gap

COVID impact

- Ridership decline
- MTS executed a supplemental agreement with FT to help offset costs of maintaining assets and fixed costs.
- Implemented reduced PPH to ensure social distancing during the height of COVID
- Implemented single ride trips for social distancing
- Reduced Taxi use, to keep focus on FT as the primary contractor
- FT reduced workforce through attrition and had to furlough some personnel

Bridging the Gap Continued

Post COVID

- Ridership returning
- FY22 increased by 80% over FY21.
- Currently at 55% of Pre-COVID Passenger levels
- FY23 pacing at a 41% increase over FY22
- 22,000 passengers a month
- FY23 trending at over 250,000 passengers

Bridging the Gap Continued

- All furloughed personnel were offered to return to work
- As ridership returned MTS implemented $2 wage increase
- Re-implemented and increased taxi trips
- FT contracted with UZURV to assist with trips
- Implemented referral and hiring bonuses
- Local community hiring outreach program

Performance levels

Pre-COVID (March 2019)

- OTP 90%
- OBT 90%
- Hold times in reservations 33 seconds
- Missed trips 42

Post COVID (February 2023)

- OTP 77%
- OBT 88%
- Hold times in reservations 63 seconds
- Missed trips 730

Next Steps

- It's all about operators
- Turnover improvement
- Retention improving
- Class size increasing
- Contractor in labor negotiations
- New management approach
- Increased HR staff
- Wage increase by MTS in December 2022

Innovations

- Automated phone notifications
- Reservation web portal
- Mobile application
- Cashless fare system (Summer 2023)
- Travel training
- Automated Ride tracking through app
- Free rides for using the app/website (4-free)
- Extending reservation window (June 2023)

Questions

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

May 11, 2023

SUBJECT:

Board Room Upgrade (Emily Outlaw)

INFORMATIONAL ONLY

Budget Impact

None at this time.

DISCUSSION:

The MTS Board Room was last remodeled in 2014. Staff is exploring options for upgraded audio and visual technology to provide a better meeting experience for the public and Board Members. Staff will provide a presentation on potential Board Room upgrade scenarios, and seek feedback from the Executive Committee.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

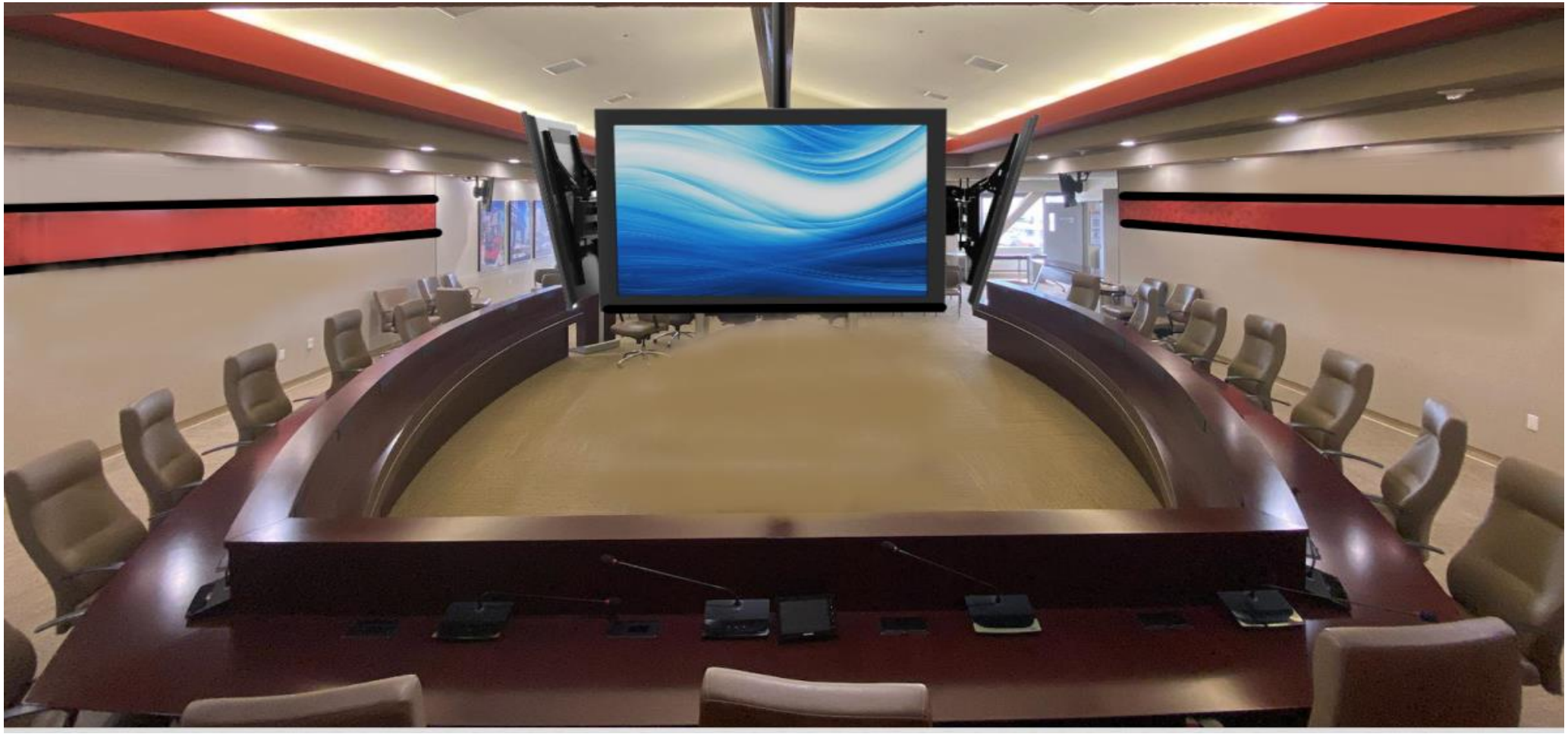
Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Boardroom and Executive Conference Room Refresh Proposal

Executive Committee

May 11, 2023

Option 1 (Stadium Style)



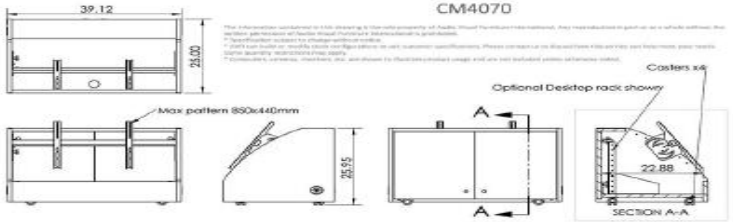
Option 1 (Stadium Style)

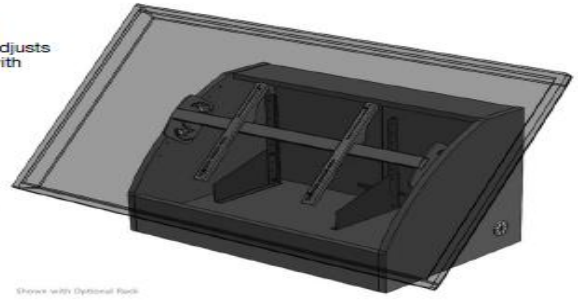
Quantity	Item Description	Unit Of Measure	Unit Price	Total Price*
1	Boardroom Equipment	grp	$ 133,058	$ 133,058
1	Equipment Installation/Integration (+15% Inflation)	grp	$ 105,605	$ 105,605
1	Support Agreement (+15% Inflation)	grp	$ 41,671	$ 41,671
1	Furniture (IT/Clerk of the Board)	grp	$ 5,000	$ 5,000
1	Wall Panel	grp	$ 20,000	$ 20,000
1	Construction (Ceiling and power outlets)	grp	$ 35,000	$ 35,000
			Total Goods/Equipment Sub-Total	$ 340,334

Option 2 (Floor Setup)

Confidence Monitor Mount with Shroud

The CM4070 mount for confidence monitors was designed to hide messy wiring and electronics inside. This mount accommodates 40" to 70" displays (220 lbs max) and adjusts 30 degrees. Inside you'll find room for stacked or desktop rack mounted electronics with ventilation out the top. Max mount hole location is 850mm wide X 440mm high.

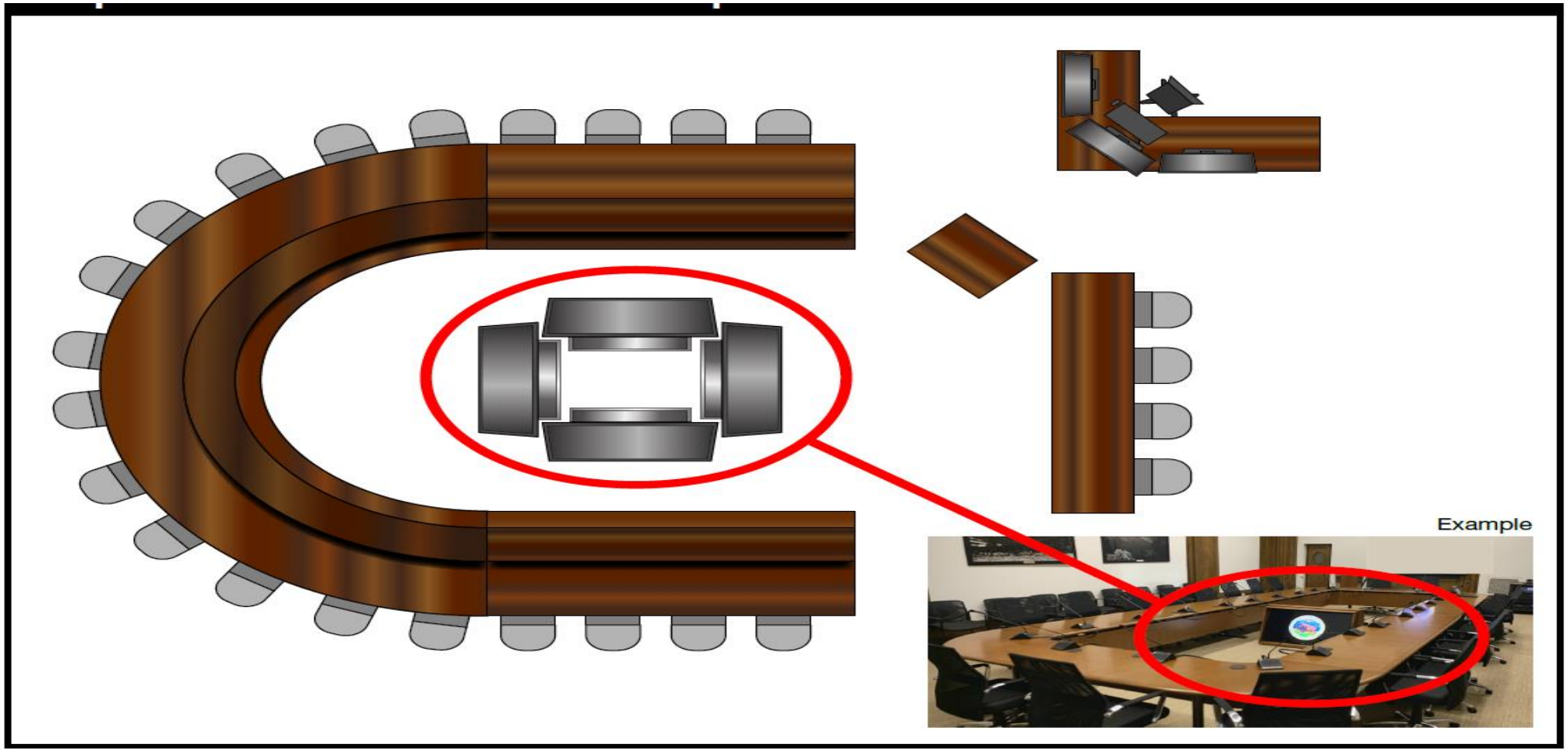




Standard Features
- Accommodates 40" - 70" monitors (220 lbs max)
- Base hides wiring and electronics
- 30 degrees of fine tilt adjustment and height adjustable for larger monitors
- Quick adjustment knobs
- Locking dual rear doors
- Rolls on casters with non-marking wheels, 2 rear are locking
- Can accommodate desktop rack inside (36.88" W X 22.5" D X 21.25" H)
- Adjustable TV bracket for up to 850 X 440mm pattern
- 3 cable grommets (2 sides and 1 bottom rear)

Specifications
- Model: CM4070
- Width: 39"
- Depth: 25"
- Height: 26"+
- Finish: Storm Grey-STL

Option 2 (Floor Setup)



Option 2 (Floor Setup)

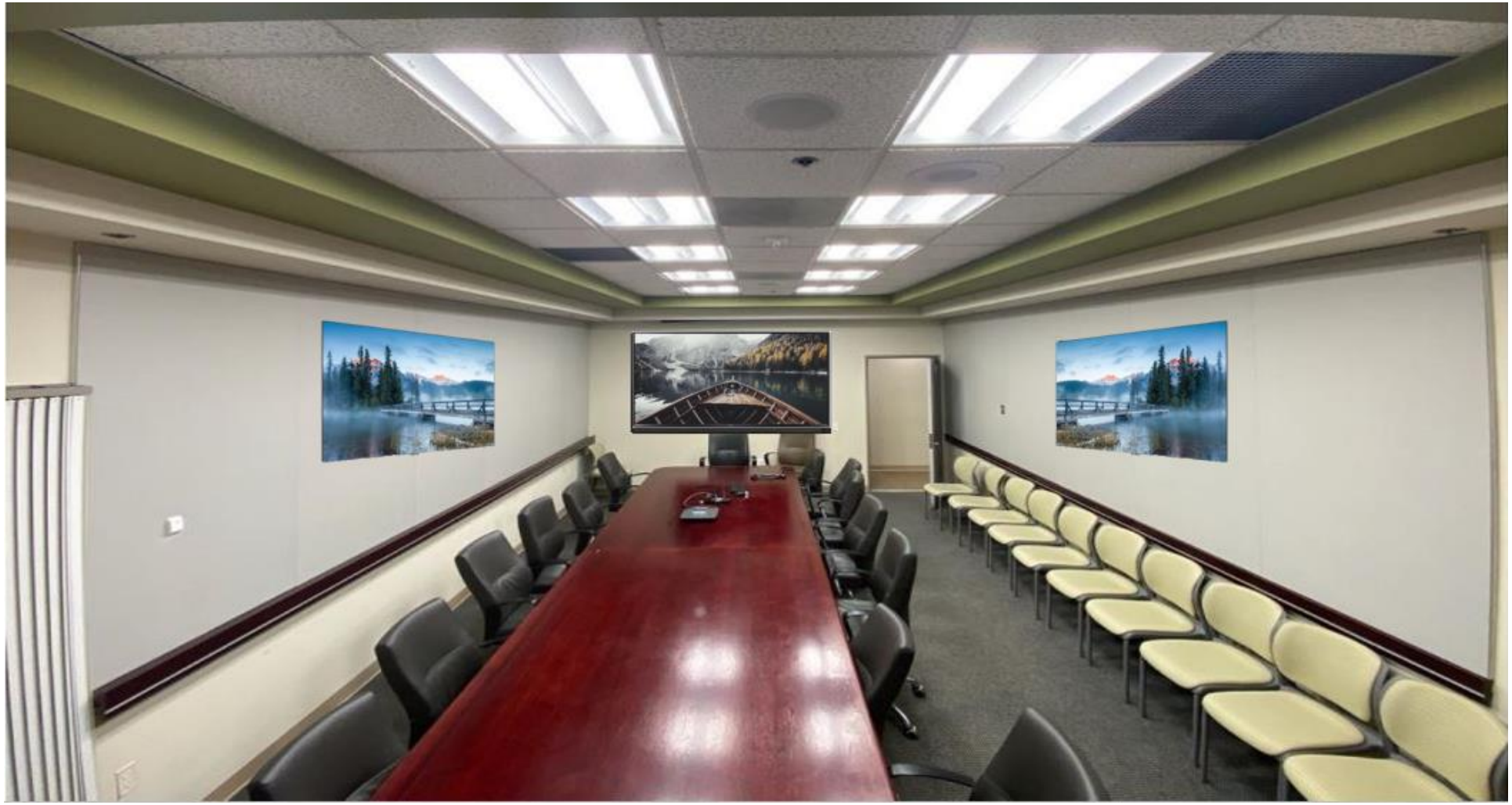
Quantity	Item Description	Unit Of Measure	Unit Price	Total Price*
1	Boardroom Equipment	grp	$ 131,691	$ 131,691
1	Equipment Installation/Integration (+15% Inflation)	grp	$ 105,605	$ 105,605
1	Support Agreement (+15% Inflation)	grp	$ 41,671	$ 41,671
1	Furniture (IT/Clerk of the Board)	grp	$ 5,000	$ 5,000
1	Wall Panel	grp	$ 20,000	$ 20,000
1	Dias Furniture Modification (cutting the top portion)	grp	$ 8,000	$ 8,000
1	Construction (on the floor)	grp	$ 10,000	$ 10,000
			Total Goods/Equipment Sub-Total	$ 321,696

Option 3 (Replace/Upgrade Existing Setup)

Option 3 (Replace/Upgrade Existing Setup)

Quantity	Item Description	Unit Of Measure	Unit Price	Total Price*
1	Boardroom Equipment	grp	$ 127,819	$ 127,819
1	Equipment Installation/Integration (+15% Inflation)	grp	$ 105,605	$ 105,605
1	Support Agreement (+15% Inflation)	grp	$ 41,670	$ 41,670
1	Furniture (IT/Clerk of the Board)	grp	$ 5,000	$ 5,000
1	Wall Panel	grp	$ 20,000	$ 20,000
1	Construction (Power Outlet/Data installation)	grp	$ 10,000	$ 10,000
			Total Goods/Equipment Sub-Total	$ 310,095

Executive Conference Room



Boardroom Room

Item Description	Total Price*
Boardroom Option 1 (Stadium Style)	$ 340,334
Boardroom Option 2 (Floor Setup)	$ 321,696
Boardroom Option 3 (Replace/Upgrade Existing Setup)	$ 310,095

Executive Committee Room

Item Description	Total Price*
Executive Committee Setup	$ 14,857.13

Streaming Capability

Quantity	Item Description	Unit Of Measure	Unit Price	Total Price*
3	Live Streaming (Restream)	year	$ 490.00	$ 1,470
2	FTE (Audio Visual Technician)	year	$ 68,000.00	$ 136,000
			Total Goods/Equipment Sub-Total	$ 137,470

Next Steps

- Direction and feedback from Executive Committee on preferred option
- Submission of Request for Proposals
  - Scope of Work created
  - Create criteria for vendors
  - Issue Request for Proposals (6 – 8 months)
    - Questions/Clarifications – 2 weeks
    - Proposals Due – 2 months
    - Proposal Presentations and Interviews – 1 month
    - Award Contract (MTS Board) – 3 months
  - Complete Work on EC and Board Room – 6 months

*These time periods are tentative and subject to change by MTS

From: Patrick Grillot <pjgrillot22@gmail.com>
Sent: Wednesday, May 10, 2023 3:35 PM
To: ClerkoftheBoard; Dalia Gonzalez
Subject: Public Comment, Re: MTS Executive Committee Agenda & Materials | May 11, 2023

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

I am submitting a public comment regarding Item Number 6 (Board Room Upgrade) on the May 11 Executive Committee Agenda.

I support MTS making investments to improve public access to meetings via video. This should include meetings of the full board, as well as its committees and advisory boards. Most other jurisdictions and agencies in the region offer access to live and recorded videos of its meetings, and MTS should be no different.

I encourage MTS to utilize platforms like YouTube or Facebook because these are already familiar to the general public, are mobile-device-friendly, and offer easy solutions for organizing and storing videos of past meetings. For example, SANDAG uses YouTube for live broadcasts and saves recordings of board meetings, committee meetings, and public outreach meetings into easy-to-use playlists.

Since the meetings are already recorded on Zoom, saving and publishing the videos of the meetings is a low-hanging fruit to improve access. While it wouldn't have the video of the people in the room, it would still have the on-screen visual aids of the presenters. This could be an immediate, interim solution while MTS seeks funding sources for capital improvements to the board room for improved in-room audio-visual recording.

Thank you,

Patrick Grillot

On Mon, May 8, 2023 at 3:25 PM Dalia Gonzalez <Dalia.Gonzalez@sdmts.com> wrote:

> The agenda and materials for the MTS Executive Committee meeting on **Thursday, May 11, 2023 at 9:00am** have been posted to the website: https://www.sdmts.com/about-mts-meetings-and-agendas/executive-committee
>
> Thank you,
>
> Dalia Gonzalez
>
> Executive Assistant to CEO and Clerk of the Board

Board of Directors

Draft Agenda

May 18, 2023 at 9:00 a.m.

In-Person Participation: James R. Mills Building, 1255 Imperial Avenue, 10th Floor Board Room, San Diego CA 92101

Teleconference Participation: (669) 444-9171; Webinar ID: 982 8803 2362, https://zoom.us/j/98288032362

NO.	ITEM SUBJECT AND DESCRIPTION	ACTION
1.	**Roll Call**	
2.	**Public Comments** This item is 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.	
SPECIAL ITEMS		
3.	**Chairperson and Board Leadership Nomination** 1) Elect a Chairperson for the remainder of the current term of December 31, 2023 and 2) Elect other vacant Board Leadership positions, as necessary.	Elect
CONSENT ITEMS		
4.	**Approval of Minutes** Action would approve the April 20, 2023 Board of Director meeting minutes.	Approve
5.	**Centralized Train Control (CTC) System Maintenance Agreement – Work Order Agreement (WOA) Approval** Action would authorize the CEO to execute WOA 6 to MTS Doc. No. L1607.0-22 (WOA 6) with Wabtec, in the amount of $161,687.00, for the Imperial Terminal Yard 25 Interlocking (INTL) option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project, as shown in Attachment A.	Approve
6.	**12th & Imperial Enabling Project – Work Order** Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC347-10 to MTS Doc. No. PWG347.0-22 (in substantially the same format as Attachment A) with ABC General Contractor, Inc. (ABCGC) in	Approve

the amount of $882,136.07 to demolish the building at 1501 National Avenue and convert the space to employee parking.

7. **Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year 2024** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein increasing the dollar amounts of fifteen (15) legal services contracts by $2,650,000.00 to cover anticipated Fiscal Year 2024 (FY 24) expenses.

8. **Sale of Ten (10) 60-FT Compressed Natural Gas (CNG) Articulated Buses to Santa Cruz Metropolitan Transit District (SCMTD) – Contract Approval for Sale of Surplus Property** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0757.0-23 (in substantially the same format as Attachment A) for the sale of ten (10) New Flyer 60-FT CNG buses (1100 Series) to the SCMTD for $9,000.00 per vehicle, for a total of $90,000.00.

9. **Investment Report – Quarter Ending March 31, 2023** — Informational

10. **PRONTO Fare Collection Spare Parts – Sole Source Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2660.0-23 (in substantially the same format as Attachment A) with INIT Innovations in Transportation, Inc., (INIT) for the provision of fare collection spare parts in the amount of $1,090,910.17, for a period of ten (10) years.

11. **Purchase of Seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE Propane Powered – Contract Award** — Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0758.0-23 (in substantially the same format as Attachment A), with Creative Bus Sales (CBS), for the purchase of up to seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE propane powered in the amount of $2,034,500.02.

12. **San Ysidro Transit Center Improvements Project (Beverly Neff)** — Approve

Action would authorize the Chief Executive Officer (CEO) to amend the Addendum 17, Scope of Work 102.1 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the San Ysidro Transit Center Planning & Design project in the amount of $330,800 (in substantially the same format as Attachment A).

13. **Internal Audit Report – Accounts Payable** — Informational

14. **Internal Audit Report – Information Technology Security** — Informational

15. **Internal Audit Report – Travel Expense Claims** — Informational

DISCUSSION AND REPORT ITEMS

16. Fiscal Year (FY) 2024 Proposed Operating Budget (Mike Thompson) — Approve

Action would 1) Receive testimony, review, and comment on the FY 2024 San Diego Metropolitan Transit System (MTS) Operating Budget at a public hearing to be scheduled on May 18, 2023; and 2) Enact Resolution No. 23-04 (in substantially the same format as Attachment B) adopting the FY 2024 operating budget for the San Diego Metropolitan Transit System, San Diego Transit Corporation (SDTC), San Diego Trolley (SDTI), MTS Contract Services, and the Coronado Ferry.

17. Public Safety Focus Groups Report (Mark Olson, MTS; and Judith McCourt, Redhill Group) — Approve

Action would receive a report on the Public Safety Focus Groups and provide direction to staff.

18. Social Equity Listening Tour Findings and Funding (Stacie Bishop) — Approve

Action would allocate funding for the Social Equity Listening Tour findings.

OTHER ITEMS — Informational

19. Chair's Report — Informational

20. Chief Executive Officer's Report — Informational

21. Board Member Communications — Informational

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

CLOSED SESSION

23. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION — Possible Action

Pursuant to Government Code section 54956.9(d)(4) – (2 potential cases)

ADJOURNMENT

24. Next Meeting Date

The next Board of Director's meeting is scheduled for June 15, 2023 at 9:00am.

25. Adjournment

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Centralized Train Control (CTC) System Maintenance Agreement – Work Order Agreement (WOA) Approval

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors to authorize the CEO to execute WOA 6 to MTS Doc. No. L1607.0-22 (WOA 6) with Wabtec, in the amount of $161,687.00, for the Imperial Terminal Yard 25 Interlocking (INTL) option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project, as shown in Attachment A.

Budget Impact

The total cost of this work order is estimated to be $161,687.00, resulting in a total budget for this contract at $3,868,475.50. This work order is funded by MTS Capital Improvement Program (CIP) 2005108201 – Green Line Imperial Terminal (IMT) Double Tracking.

The contract summary is shown below:

Date Issued	Board Approval or Ratified Date	Document	Description	Amount
1/1/2022	12/16/2021		CTC System Maintenance	$1,568,916.00
5/1/2022	12/16/2021	WOA 1	Various System Integrations	$452,000.00
		WOA 1	Project came in below budget. MTS received a credit of $2,077.00.	($2,077.00)
5/9/2022	9/15/22	WOA 1.1	Add Beech Street Interlocking Field Integration Testing	$72,003.50
6/24/2022	n/a	L1607.1-22	Recognized assignment from ARINC to Wabtec; updated Federal Requirements language	n/a
9/15/2022	9/15/22	L1607.2-22	Travel Expense. Reimbursements to be paid during the contract.	$15,000.00

9/15/2022	9/15/22	WOA 1.2	Final Acceptance of Beech Street Double Crossover	$55,130.00
9/15/2022	9/15/22	WOA 2	SANDAG – Mid Coast existing Task Orders # 33 (SANDAG Traction power substations (TPSS) point-to-point testing and Global Positioning System (GPS) and #34 (SANDAG Field Integration testing TPSS, Stations and warranty). MTS takes on these Task Orders using Addendum 17 SOW 105, and will be reimbursed by SANDAG.	$297,555.00
9/15/2022	9/15/22	WOA 3	Medium Voltage Frequency Inverter Mission Valley West (MVW) Signal, IMT Double Track, and El Cajon Third Track Upgrades	$1,222,599.00
9/15/2022	9/15/22	WOA 5	Server and Sonicwall SecurID Token Upgrades	$27,817.00
		WOA 1	Project came in below budget. MTS received a credit of $2,155.00.	($2,155.00)
			Subtotal	*$3,706,788.50*
TBD	*5/18/22*	*WOA 6 (Approve)*	*Imperial Terminal Yard 25 INTL option associated with the IMTDT upgrade project.*	*$161,687.00*
			Total Contract Amount after Board Approval	**$3,868,475.50**

DISCUSSION:

In December 2007, after a competitive Request for Proposals (RFP), the San Diego Association of Governments (SANDAG) entered into Agreement No. 5000786 with Wabtec's predecessor-in-interest, ARINC Inc. (collectively "Wabtec"), to design, fabricate, install, integrate, implement and test all hardware, software, components and subsystems of the CTC System. This work was completed over multiple phases. Each phase had warranty and maintenance services to ensure the system ran smoothly. The last phase was entered into January 1, 2017 and terminated December 31, 2021. As that SANDAG contract expired, SANDAG and MTS staff agreed that it was more appropriate for MTS to manage and oversee future contracts related to the CTC system. This was appropriate because CTC services relate more to MTS's ongoing operations as opposed to new regional projects managed by SANDAG. Historically, MTS has provided the funding for such services.

Therefore, on December 16, 2021 (AI 21), the MTS Board of the Directors approved a sole source contract in the amount of $2,020,916.00 for CTC Service Maintenance with Wabtec. The new Wabtec contract included five (5) years of general maintenance of the CTC system and provided for the ability to issue work orders for future as-needed CTC-related work such as new systems, maintenance obligations or integration of new MTS projects into current systems. CTC services generally include tracking trains, dispatch, security and control systems for MTS

Rail Operations, as well as maintenance of all Wabtec licensed software, patches, bug-fixes, and updates required to maintain original software capabilities relating to CTC.

The December 16, 2021 (AI 21) Board approval also authorized the first as-needed services work – WOA No. 1 which included various pending projects that were transferred from the SANDAG contract to the new MTS contract. WOA No. 1 included system services for Beech St. Deployment & Cutover; Blue Line TPSS F St. & 24th St. Integration; Commercial St. Switch 9 & 11 Interface; Blue Line Siemens S7 Upgrades; and San Ysidro TPSS to the Blue Line TPSS Replacement.

On September 15, 2022 (AI 7), the Board approved WOA 1.1 and 1.2 for final acceptance of Beech Street Double Crossover; WOA 2 for TPSS point-to-point testing, field integration testing, and warranty; WOA 3 for MVW Signal, IMT Double Track, and El Cajon Third Track Upgrades; and WOA 5 for Server and Sonicwall SecurID Token Upgrades. For WOA 4, MS OS Patching Services, MTS staff and Wactec are having continuous conversations to finalize the pricing for the project.

Today's proposed action would approve WOA 6 (Attachment A). This work includes the Yard routing for Blue Line South, which will be enhanced with the 25 INTL for routing Blue Line trains into and out of the yard. One new ElectroLogIXS controller at 25 INTL will be added for the new 25M, 25R & 25Y signals which are part of the new 25 INTL. This Work Order will allow the Operations Control Center (OCC) to route Blue Line trains into the new double tracked Green Line (Bayside) platform at the Imperial Transit Center. It will also provide train location to OCC for all train movements at the new platform. WOA 6 also provides for maintenance of this new system segment. This is necessary to maintain consistency with the rest of the CTC system at OCC. These improvements will give MTS the ability to route some Blue Line trains through downtown up the Bayside corridor instead of the normal route up Park Boulevard and through C Street. This will provide MTS with flexibility during special events and regular service.

Therefore, staff recommends that the Board of Directors to authorize the CEO to execute MTS Doc. No. L1607.0-22 WOA 6 with Wabtec, in the amount of not-to-exceed $161,687.00 for the Imperial Terminal Yard 25 INTL option associated with the IMTD upgrade project, 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 Work Order 6
B. Proposal

Metropolitan Transit System

Work Order Agreement No. 6 (WOA 6)

May 18, 2023 MTS Doc No. L1607.0-22

CENTRALIZED TRAIN CONTROL (CTC) SYSTEM MAINTENANCE AGREEMENT – WOA 6

Wabtec Transportation Systems, LLC
Mohsen Shafeie
Sr. Manager, Program Management
5140 W. Goldleaf Cir. Suite 300
Los Angeles, CA 90056

This shall serve as WOA 6 to the original agreement L1607.0-22 as further described below.

SCOPE

The scope of work for this WOA 6, is for the Imperial Terminal Yard 25 INTL option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project, and as further detailed in Exhibit A.

SCHEDULE

The schedule is as shown in Exhibit A.

There are no changes to the termination date of the overall agreement which remains December 31, 2026.

PAYMENT

The cost for this WOA 6, shall not exceed $161,687.00 as shown in Exhibit A.

The overall contract amount including this WOA 6, is increased from $3,706,788.50 to $3,868,475.50. This amount shall not be exceeded without prior written approval from MTS.

CONTRACT SUMMARY

To-date, the contract summary is as shown below:

Date Issued	Document	Description	Amount
1/1/2022	Agreement	CTC System Maintenance	$1,568,916.00
5/1/2022	WOA 1	Various System Integrations	$452,000.00
	WOA 1	Project came in below budget.	($2,077.00)

DRAFT

5/9/2022	WOA 1.1	Beech Street Interlocking Field Integration Testing (FIT)	$72,003.50
9/15/2022	Amendment 2	Travel Expense. Reimbursements to be paid during the contract.	$15,000.00
9/15/2022	WOA 1.2	Final Acceptance of Beech Street Double Crossover	$55,130.00
9/15/2022	WOA 2	SANDAG – Mid Coast existing Task Orders # 33 (SANDAG TPSS point-to-point testing and GPS) and #34 (SANDAG Field Integration testing TPSS, Stations and warranty). MTS takes on these Task Orders using Addendum 17 SOW 105, and will be reimbursed by SANDAG.	$297,555.00
9/15/2022	WOA 3	MVW Signal, IMT Double Track, and El Cajon Third Track Upgrades	$1,222,599.00
9/15/2022	WOA 5	Server and Sonicwall SecurID Token Upgrades	$27,817.00
	Regarding WOA 1 (Blue Line)	Project came in below budget.	($2,155.00)
		Subtotal	$3,706,788.50
TBD	WOA 6	Imperial Terminal Yard 25 INTL option associated with the IMTDT upgrade project.	$161,687.00
		Total Contract Amount	**$3,868,475.50**

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Mohsen Shafeie, Sr. Manager, Program Management
Wabtec Transportation Systems, LLC

Date: _____

Attachment: Exhibit A – Wabtec Work Order 6 Proposal

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Mohsen Shafeie
Sr. Manager, Program Management
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Los Angeles, CA 90056 – USA
Phone: +1 647 669 3646
Email: Mohsen.shafeie@wabtec.com
www.wabteccorp.com

4/4/2023

Thang Q. Nguyen
San Diego Metropolitan Transit System
1255 Imperial Ave.
Suite 1000
San Diego, CA 92101-7490

REF: SDMTS Maintenance Work Order 6 Imperial Terminal Yard 25 – Interlocking ("INTL") Upgrades Proposal; Proposal Number: 222294 (the "Proposal")

Mr. Nguyen

Wabtec Transportation Systems, LLC ("**Wabtec"**) is pleased to provide the attached Proposal to San Diego Metropolitan Transit System ("**SDMTS")** for Imperial Terminal Yard 25 INTL option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project.

Wabtec welcomes the opportunity to provide this Proposal. If you have any questions or require any further assistance, please feel free to contact us.

Thank you,

DocuSigned by:
55291245339C4F1...
Mohsen Shafeie
Sr. Manager, Program Management
Wabtec Corporation

IMPORTANT NOTICE REGARDING PROPOSAL

1. **Confidentiality.** Customer and Wabtec acknowledge that Customer is a public agency subject to the California Public Records Act (CPRA) (California Government Code §§ 6250through 6276.48) and other applicable laws. This Proposal and any agreement entered into between Customer and Wabtec will be considered a public record and subject to disclosure in compliance with the CPRA. Notwithstanding the above, this Proposal is for Customer only and not for the benefit of any third party. Customer acknowledges and agrees that during the course of the work conducted by Wabtec, Customer may be provided with Wabtec's confidential and proprietary or trade secret information that is not subject to disclosure under the CPRA or other applicable law. Such information will be clearly marked as "Confidential and Proprietary". Customer shall maintain such Confidential and Proprietary documents as confidential and shall not disclose them to third parties unless required to do so by applicable law, rule or regulation. In the event a request for Wabtec's Confidential and Proprietary documents is received by Customer, whether under the CPRA, subpoena, or other method, Customer will provide Wabtec with an opportunity to review the request, and at Wabtec's sole cost, to defend or pursue an action to protect such Confidential and Proprietary documents from disclosure. Customer shall not be required to incur legal fees and costs to protect Wabtec's Confidential and Proprietary documents from disclosure under state or federal law.

2. **Not an offer.** This Proposal is for discussion purposes only, and Customer shall not rely on this Proposal. This Proposal is not an offer capable of acceptance. Wabtec and Customer shall not be bound in relation to the subject of this Proposal unless and until Wabtec and Customer sign a mutually agreed, written contract. Should Wabtec and Customer mutually agree to proceed, the final contract signed by Wabtec and Customer will be the entire agreement, superseding this Proposal. This Proposal is given based on the terms and conditions of the referenced agreement. Any deviation from such terms and conditions in the final signed written contract may impact price, schedule and other terms in Wabtec's sole discretion.

3. **No liability for costs of Proposal**. Wabtec shall have no liability for costs incurred by Customer in reviewing this Proposal.

4. **Validity.** This Proposal is valid for sixty (60) days from the date of the Proposal, unless withdrawn or extended by Wabtec prior to that time.

5. **Structural Considerations.** Wabtec may have one or more of Wabtec's affiliated entities enter into relevant contract documents and/or provide some or all of Wabtec's offerings described in this Proposal. In this Proposal, references to Wabtec mean Wabtec and/or one or more of Wabtec's affiliated entities.

6. **Statements as to future.** In this Proposal, any information regarding Wabtec's roadmaps and future product plans are indicative only of Wabtec's current plans and are not binding. Plans are subject to Wabtec internal approvals, and plans may change, in Wabtec's sole discretion. Commitments and binding representations as to the future are expressly disclaimed. Customer must not rely on such information and plans in deciding whether to proceed with a final written agreement.

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SDMTS Maintenance Work Order 6 Imperial Terminal Yard 25 – Interlocking ("INTL") Upgrades Proposal

Wabtec Proposal Number 222294 dated 4/4/2023

1. Contents

1.1 This Proposal is comprised of the following:

Section 1: Contents

Section 2: Scope of Wabtec Offerings

Section 3: Customer responsibilities

Section 4: Anticipated Delivery schedule

Section 5: Fees

Appendix A: Description of Offerings

1.2 In this Proposal, except where the context requires otherwise, all references to Sections and Appendices are to Sections and Appendices of this Proposal.

1.3 If Customer wishes to proceed with this Proposal, Wabtec will provide the contract incorporating the Terms and Conditions in this Proposal.

2. Scope of Wabtec Offerings

This Proposal is for Wabtec to provide Imperial Terminal Yard 25 those INTL upgrades described in Appendix A.

3. Customer Responsibilities

3.1 Customer will be responsible for:

(a) Assumptions referenced in Section 7 of the Scope of Work in Appendix A.

4. Anticipated Delivery Schedule

4.1 An anticipated period of performance shall be approximately six (6) months from notice to proceed.

4.2 The above schedule for delivery of the scope described in Section 2 of this Proposal is indicative only. Actual times may vary. Further, timely delivery of Wabtec's offerings is dependent on Customer's timely discharge of Customer's responsibilities, including as identified in this Proposal.

5. Fees

5.1 The Fees for the scope of Wabtec's offerings as described in this Proposal are as follows.

(a) The Fees are one hundred fifty-two thousand five dollars (**$161,687USD**).

5.2 The Fees will be invoiced as listed in Section 8 of the Scope of Work in Appendix A.

5.3 The above Fees are subject to the following qualifications:

(a) All Fees are stated and shall be paid in United States dollars.

(b) Prices are NET and are exclusive of all taxes, customs, duties, levies, tariffs, government permits and third-party licenses.

(c) Delays caused by Customer or delays for which Customer is responsible will incur additional charge on account of costs incurred by Wabtec plus Wabtec's standard administration fee.

(d) Any deviations from Wabtec's standard terms and conditions referenced in Appendix A may incur an additional risk premium, which will be added to the price, in Wabtec's sole discretion.

Appendix A: Description of Offerings

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SAN DIEGO METROPOLITAN TRANSIT SYSTEM (SDMTS)

Maintenance Work Order 6
Imperial Terminal Yard 25 - INTL Upgrades
Proposal

Revision	Description	Date
0.0	Initial version	February 22, 2023
1.0	Removed Confidentiality Clause from Footer	April 4, 2023

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1. INTRODUCTION

The San Diego Metropolitan Transit System (SDMTS) has decided to implement the Imperial Terminal Yard 25 INTL option associated with the Imperial Terminal Double-Track (IMTDT) upgrade project (See Work Order 3). The Imperial Terminal Yard 25 INTL project, as detailed in this Proposal, shall be a separate Work Order under that certain "Standard Agreement for MTS Centralized Train Control Maintenance Agreement", dated as of March 1, 2016, Contract No. 4600001414, as modified and amended.

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2. Background

The San Diego Metropolitan Transit System (SDMTS) has multiple signaling, track, and station enhancement projects to upgrade and improve various portions of its 53-mile trolley system for operational flexibility, reliability, and efficiency. These upgrades require modifications to the existing Advanced Information Management (AIM®) Centralized Train Control (CTC) system developed by Wabtec.

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3. PERSONNEL

A list of the personnel responsible for Work Order 6 are identified below.

NAME	TITLE
Mohsen Shafeie	Sr. Manager, Program Management
Jack Luepke	Project Engineering Lead / System Engineering
Jonathan Wu	Software Engineering Lead
Nubia Vazquez	Sr. Coordinator, Administration

* Personnel assignments are subject to change at the discretion of Wabtec management.

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4. Scope of Work

SDMTS has plans to Upgrade the Blue Line Yard access at 12th & Imperial Transit Center. This includes the Yard routing for Blue Line South, which shall be enhanced with the 25 INTL for routing Blue Line trains into and out of the yard. One new ElectroLogIXS controller at 25 INTL shall be added by SDMTS for the new 25M, 25R & 25Y signals which are part of the new 25 INTL. The new equipment shall utilize the fiber optic communications backbone, along with ruggedized Ethernet switches at the location (IP addresses shall be assigned by SDMTS). The Ethernet switch traffic shall be collected at the station communications cabinet at Imperial Terminal and reach the central control facility via the SDMTS network. The compatible Genisys protocol (over Ethernet) shall be utilized for the ElectroLogIXS controller communications back to the central control facility, in a manner consistent with what is used elsewhere on the SDMTS Rail network.

New and revised Train to Wayside (TWC) equipment shall be implemented at the 25RC relay case location. The compatible Modbus protocol (over Ethernet) shall be utilized for these systems.

New and revised overhead Catenary System (OCS) will be implemented at the 25 INTL. The compatible Modbus protocol (over Ethernet) shall be utilized interface to existing TPSS station(s).

All network components shall be provided by SDMTS and other contractor(s).

A system architecture identifying proposed modifications and updates, proposed new and revised I/O lists, as well as track layout shall be provided by SDMTS or the contractor(s).

The ElectroLogIXS controller shall be procured and installed by others.

4.1 Expected Results

Pursuant to this SDMTS Work Order 6 Wabtec shall implement system modifications including, but not limited to graphics, functions, displays, database points, Supervisory Control, panel logic, and communications within the AIM® CTC system, upon completion of which the AIM® CTC system database shall allow for:

- All new and modified Track circuit, switch, and signaling at Imperial Terminal Yard 25 INTL (at 25RC) upgrades for Blue Line South Yard access.

The new or replaced equipment and functions supported by the CTC modifications shall include:

- Track occupancy, and switch & signal processing for the track interlocking systems.
- An overhead Catenary (OCS) at Imperial Terminal which reflects additional interlocking.
- New and revised functionalities to identify and track trains shall be implemented using Train to Wayside Controller (TWC).

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5. Deliverables

Wabtec shall provide the following:

1. CDRL – WO6.01 Schedule
2. CDRL – WO6.02 Imperial Terminal Yard 25 INTL upgrade DCF
3. CDRL – WO6.03 FAT Test Plan & Procedures
4. CDRL – WO6.04 Field Test Plan & Procedures

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6. Wabtec Responsibilities

Wabtec shall assume complete responsibility for the design, fabrication, testing, installation, and start-up of all subsystems and components of the expanded AIM® CTC system except for any exclusions listed in Section 8 below. Wabtec's obligations shall include those in the following list and those required to meet all requirements described in this Proposal:

1. System Engineering and Project Management.
2. Software Analysis and Programming.
3. Development of Display (including OVD), modifications to existing displays, updating, and modifying the database, and linkage of displays to the database.
4. Compilation, integration, and testing of the SDMTS-supplied field point database and displays; generation, compilation, integration, and testing of all other databases (such as data exchange with other systems, alarms, and event reports) necessary to attain full operation.
5. Implementation of AIM® CTC System software interfaces to other programmable logic controllers and train-to-wayside controller devices.
6. Provision and Integration of new signals and programmable logic controllers into the AIM® CTC system.
7. Field and Availability testing in accordance with SDMTS approved plans.

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7. ASSUMPTIONS AND EXCLUSIONS

Wabtec's Proposal is based on the following assumptions:

1. Wabtec shall not be responsible for the configuration or programming of the 25RC ElectroLogIXS controller.
2. Wabtec assumes the ElectroLogIXS controller will utilizes Genisys protocol.
3. Wabtec assumes TWC Interrogator utilizes Modbus protocol.
4. Wabtec assumes Imperial Terminal Yard 25 interlocking design will conform to Midcoast design standards.
5. Wabtec assumes SDMTS will provide all field hardware and install the hardware in the field and will verify their operations over the network prior to performing field tests.
6. Wabtec assumes any issues with the field hardware and its performance over the network are the responsibility of SDMTS.
7. Wabtec expects that the RTUs will be accessible to CTC via the SDMTS network.
8. Wabtec assumes that it will receive final code charts within 2 weeks from NTP.
9. Wabtec's Proposal assumes no warranty for this scope of work.
10. All features of this Work Order are implemented only on the 64-bit system.
11. Wabtec assumes if needed, SDMTS will provide a Flag Person at no cost to Wabtec.
12. Wabtec assumes that SDMTS will be responsible for scheduling and coordinating the IP address changes prior to the start of the FAT.

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8. SDSDMTS PRICE BREAKDOWN

Item	PAYMENTS	USD
1	NTP	$ 80,843
2	Cutover	$ 80,844
Total		**$ 161,687**

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Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

12th & Imperial Enabling Project – Work Order

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Increased Authorization for Legal Services Contracts to Pay Projected Expenses in Fiscal Year 2024

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein increasing the dollar amounts of fifteen (15) legal services contracts by $2,650,000.00 to cover anticipated Fiscal Year 2024 (FY 24) expenses.

Budget Impact

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

DISCUSSION:

On October 11, 2018, the Board established a panel of qualified law firms to assist MTS, San Diego Trolley, Inc. (SDTI) and San Diego Transit Corporation (SDTC) with various legal matters on an as-needed basis. Thereafter, MTS began contracting with the approved firms for designated amounts. The firms provide different specialties of law, such as tort liability, workers' compensation, employment practices, real estate/land management, environmental and taxation. Fifteen of these firms will require contract increases to pay current and anticipated legal expenses in FY 24.

MTS currently employs two in-house attorneys: General Counsel and Deputy General Counsel. The General Counsel position represents the Board at public meetings, sits on the executive management team, supervises the Risk and Internal Audit departments and handles various legal matters such as review of contracts, real estate transactions, public records requests, Brown Act compliance, regulatory compliance, ethics questions, and oversight of various outside counsel assignments. The Deputy General Counsel position focuses on various

regulatory compliance matters, For Hire Vehicle Program Administration, Title VI and DBE compliance, procurement compliance, and other matters in support of the Agency and the General Counsel. The legal services panel is used on an as-needed basis to provide expert advice on various matters such as public contracting requirements, taxation, environmental compliance, labor and employment, federal railroad law and other specialized areas of the law where MTS does not have sufficient in-house expertise or capacity. MTS also assigns all litigation matters to outside counsel.

Legal services needs are estimated every year during the MTS budget process. Each department or capital project that may incur legal fees evaluates ongoing matters and upcoming projects or cases and builds the estimated legal services costs into each department's budget. Most legal services costs are born by the Risk Department (for tort liability and workers' compensation cases), the Human Resources Department (for labor and employment advice and litigation), and the Legal Department (for general advice and special projects). Storm water compliance matters are billed to the Storm Water Department budget, and matters involving the Desert Line or legal issues related to property owned by the San Diego & Arizona Eastern Railroad entity (SD&AE) are billed to the SD&AE budget.

After the budget is approved, and at the start of the fiscal year, each department looks at the applicable law firm contracts for matters that are overseen by that department. If it appears that there is sufficient Board-authorized funding on a law firm contract to handle the anticipated needs for the fiscal year (as determined during the budget process), then no action is taken on the contract. If the contract funding is below the estimated needs for the new fiscal year, then a contract amendment adding funding is processed according to Board Policy 41. The contracts proposed for today's action require Board authority under Board Policy 41.

Individual cases are assigned to a given firm based on the subject area of the case, the expertise of a particular law firm, the capacity of the firm to handle the case, and the number of MTS cases already being handled by that firm. Adding funding authority does not guarantee that MTS will assign a case to a particular law firm, or otherwise limit MTS's ability to determine the best firm on MTS's Board-approved legal services panel to handle a particular matter. If the anticipated need is not realized, then the excess funding authority will be carried over to the next fiscal year.

The contract increases are based upon each firm's current caseload, the likelihood that a particular case may go to trial, and anticipated future litigation assigned to these firms in the current fiscal year. It is important to note that requested increases this year reflect numerous cases being set for trial after years of court delays and closures related to COVID-19. The following table includes the contracts needing Board approval to increase the dollar amount for legal services contracts for FY 24:

#	Firm Name	Area of Law	Contract No.	Current Contract Amount	Proposed Increase Amount	Total Contract Amount	Attachment
1	Dean Gazzo Roistacher	Tort Liability	G2204.7-19	$460,000.00	$275,000	$735,000.00	A
2	Floyd Skeran Manukian Langevin	Workers' Compensation	G2215.5-19	$375,000.00	$75,000	$450,000.00	B
3	Horton Oberrecht & Kirkpatrick	Tort Liability	G2326.4-20	$300,000.00	$200,000	$500,000.00	C
4	Laughlin Falbo Levy & Moresi	Workers' Compensation	G2216.6-19	$511,911.71	$25,000	$536,911.71	D
5	Law Offices of Eldon Floyd	Workers' Compensation	G2214.3-19	$200,000.00	$50,000	$250,000.00	E
6	Law Offices of Mark Barber	Workers' Compensation	G2217.6-19	$326,533.45	$75,000	$401,533.45	F
7	Baker Miller	Railroad	G2210.2-19	$51,693.56	$50,000	$101,693.56	G
8	Ryan Carvalho	Tort Liability	G2207.5-19	$738,877.22	$100,000	$838,877.22	H
9	Trovilllion Inveiss & Demakis	Workers' Compensation	G2218.4-19	$325,173.24	$50,000	$375,173.24	I
10	Wheatley Bingham & Baker	Tort Liability	G2209.5-19	$1,537,369.09	$600,000	$2,137,369.09	J
11	Kahana & Feld	Tort Liability	PO 4500051973	$150,000.00	$200,000	$350,000.00	K
12	Best Best & Krieger	General	G2200.4-19	$597,785.29	$250,000	$847,785.29	L
13	Environmental Law Group	Environmental	G2212.4-19	$469,796.09	$200,000	$669,796.09	M
14	Stoel Rives	Environmental	G2749.1-23	$100,000.00	$200,000	$300,000.00	N
15	Meyers Nave	General	G2202.6-19	$425,000.00	$300,000	$725,000.00	O
			TOTALS	$6,569,139.65	$2,650,000.00	$9,219,139.65	

Item #11 and #14 are sole source agreements. Item #11 is a new relationship that MTS formed with Kahana & Feld due to the unfortunate passing of a tort liability attorney and the need to transfer his cases and provide immediate capacity for the tort liability case load. A competitive procurement is currently underway to add additional tort liability capacity to the legal services panel.

Item #14 is Stoel Rives, a firm where an attorney handling California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) compliance matters transferred to. Fees and costs for these legal services are currently being paid on a purchase order basis.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute amendments to the legal services contracts described above, increasing the dollar amount of fifteen (15) legal services contracts by $2,650,000.00 to cover anticipated FY 24 expenses. (Draft contract amendments shown in Attachments A-O.)

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments:
A. Draft Amendment MTS DOC No. G2204.8-19
B. Draft Amendment MTS DOC No. G2215.7-19
C. Draft Amendment MTS DOC No. G2326.5-19
D. Draft Amendment MTS DOC No. G2216.7-19
E. Draft Amendment MTS DOC No. G2214.6-19
F. Draft Amendment MTS DOC No. G2217.7-19
G. Draft Amendment MTS DOC No. G2210.3-19
H. Draft Amendment MTS DOC No. G2207.6-19
I. Draft Amendment MTS DOC No. G2218.5-19
J. Draft Amendment MTS DOC No. G2209.6-19
K. Draft Amendment MTS DOC No. G2750.1-23
L. Draft Amendment MTS DOC No. G2200.6-19
M. Draft Amendment MTS DOC No. G2212.5-19
N. Draft Amendment MTS DOC No. G2749.1-23
O. Draft Amendment MTS DOC No. G2202.6-19

Metropolitan Transit System

Amendment 8

May 19, 2023 MTS Doc No. G2204.8-19

LEGAL SERVICES – TORT LIABILITY

Dean Gazzo Rostacher, LLP
Mr. Scott Noya
Of Counsel
462 Stevens Ave, Suite 201
Solana Beach, CA 92075-2099

This shall serve as Amendment No.8 to the original agreement G2204.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the contact schedule.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $275,000.00. The total value of this contract including this amendment shall be in the amount of $735,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Mr. Scott Noya, Of Counsel
Dean Gazzo Rostacher, LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 7

May 19, 2023 MTS Doc No. G2215.7-19

LEGAL SERVICES – WORKERS' COMPENSATION

Floyd Sketen Manukian Lagevin, LLP
Thomas M. Skeren, Jr.
Senior Partner
7525 Metropolitan Drive, Suite 304
San Diego, CA 92108

This shall serve as Amendment No.7 to the original agreement G2215.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the contract schedule.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $75,000.00. The total value of this contract including this amendment shall be in the amount of $450,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Thomas M. Skeren, Jr., Senior Partner
Floyd Sketen Manukian Lagevin, LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 5

May 19, 2023 MTS Doc No. G2326.5-20

LEGAL SERVICES – TORT LIABILITY

Horton, Oberrecht, Kirkpatrick & Martha
Kimberly S. Oberrecht, Esq.
Managing Partner
101 W. Broadway, Suite 600
San Diego, CA 92101

This shall serve as Amendment No.5 to the original agreement G2326.0-20 as further described below.

SCOPE

There shall be no changes to the scope of work of this contract.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $200,000.00. The total value of this contract including this amendment shall be in the amount of $500,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Kimberly S. Oberrecht, Esq., Managing Partner
Horton, Oberrecht, Kirkpatrick & Martha

Date: _____

DRAFT

Metropolitan Transit System

Amendment 7

May 19, 2023 MTS Doc No. G2216.7-19

LEGAL SERVICES – WORKERS' COMPENSATION

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

This shall serve as Amendment No.7 to the original agreement G2216.0-19 as further described below.

SCOPE

There shall be no change to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $25,000.00. The total value of this contract including this amendment shall be in the amount of $536,911.71. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Marijo Kuperman, Managing Partner
Laughlin, Falbo, Levy & Moresi LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 6

May 19, 2023 MTS Doc No. G2214.6-19

LEGAL SERVICES – WORKERS' COMPENSATION

Eldon L. Floyd & Associates
Eldon Floyd
Managing Attorney/Owner
7710 Hazard Center Drive, E-124
San Diego, CA, 92108

This shall serve as Amendment No.6 to the original agreement G2214.0-19 as further described below.

SCOPE

There shall be no change to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $50,000.00. The total value of this contract including this amendment shall be in the amount of $250,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Eldon Floyd, Managing Attorney/Owner
Eldon L. Floyd & Associates

Date: _____

DRAFT

Metropolitan Transit System

Amendment 7

May 19, 2023 MTS Doc No. G2217.7-19

LEGAL SERVICES – WORKERS' COMPENSATION

Law Offices of Mark H. Barber
Mark H. Barber
Managing Attorney/Owner
2727 Camino del Rio South, Suite 200
San Diego, CA, 92108

This shall serve as Amendment No.7 to the original agreement G2217.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $75,000.00. The total value of this contract including this amendment shall be in the amount of $401,533.45. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Mark H. Barber, Managing Attorney/Owner
Law Offices of Mark H. Barber

Date: _____

DRAFT

Metropolitan Transit System

Amendment 3

May 19, 2023 MTS Doc No. G2210.3-19

LEGAL SERVICES

Baker and Miller, PLCC
William A. Mullins
Partner
2401 Pennsylvania Ave. NW, Ste 300
Washington, DC 20037-1725

This shall serve as Amendment No.3 to the original agreement G2210.0-19 as further described below.

SCOPE

There shall be no changed to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $50,000.00. The total value of this contract including this amendment shall be in the amount of $101,693.56. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

William A. Mullins, Partner
Baker and Miller, PLCC

Date: _____

DRAFT

Metropolitan Transit System

Amendment 6

May 19, 2023 MTS Doc No. G2207.6-19

LEGAL SERVICES – TORT LIABILITY

Ryan Carvalho, LLP
Norman Ryan
Attorney
8989 Rio San Diego Drive, Suite 368
San Diego, CA, 92130

This shall serve as Amendment No.6 to the original agreement G2207.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $100,000.00. The total value of this contract including this amendment shall be in the amount of $838,877.22. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Norman Ryan, Attorney
Ryan Carvalho, LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 5

May 19, 2023 MTS Doc No. G2218.5-19

LEGAL SERVICES – WORKERS" COMPENSATION

Trovillion, Invesiss & Demakis, APC
Nicole Demakis
Partner
1455 Frazee Road, Suite 650
San Diego, CA, 92108

This shall serve as Amendment No.5 to the original agreement G2218.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $50,000.00. The total value of this contract including this amendment shall be in the amount of $375,173.24. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Nicole Demakis, Partner
Trovillion, Invesiss and Demakis, APC

Date: _____

DRAFT

Metropolitan Transit System

Amendment 6

May 19, 2023 MTS Doc No. G2209.6-19

LEGAL SERVICES – WORKERS' COMPENSATION

Wheatley Bingham & Baker LLP
Roger P. Bingham
Partner
101 W. Broadway, Suite 600
San Diego, CA, 92101

This shall serve as Amendment No.6 to the original agreement G2209.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not to exceed $600,000.00. The total value of this contract including this amendment shall be in the amount of $2,137,369.09. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Roger P. Bingham, Partner
Wheatley Bingham & Baker LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 1

May 19, 2023 MTS Doc No. G2750.1-23

Legal Services

Kahana & Feld LLP
2603 Main Street, Suite 350
Irvine, CA 92614

This shall serve as Amendment No.1 to the original agreement G2750.0-23 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $200,000.00. The total value of this contract including this amendment shall be in the amount of $350,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Kahana & Feld LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 6

May 19, 2023 MTS Doc No. G2200.6-19

LEGAL SERVICES

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

This shall serve as Amendment No.6 to the original agreement G2200.0-19 as further described below.

SCOPE

There shall be no changes to the scope of work.

SCHEDULE

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

PAYMENT

This contract amendment shall authorize additional costs not ot exceed $250,000.00. The total value of this contract including this amendment shall be in the amount of $847,785.29. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Mr. Bruce W. Beach, Equity Partner
Best Best & Krieger, LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 5

May 19, 2023 MTS Doc No. G2212.5-19

LEGAL SERVICES

Environment Law Group, LLP
Varco & Rosenbaum
Ms. Suzanne Varco
Managing Partner
225 Broadway, Suite 1900
San Diego, CA, 92101-3542

This shall serve as Amendment No.5 to the original agreement G2212.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $200,000.00. The total value of this contract including this amendment shall be in the amount of $669,796.09. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Suzanne Varco, Managing Partner
Environmental Law Group, LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 1

May 19, 2023 MTS Doc No. G2749.1-23

LEGAL SERVICES

Stole Rives, LLP
Lindsey D. Puckett
Partner
501 West Broadway, Suite 200
San Diego, CA 92101

This shall serve as Amendment No.1 to the original agreement G2749.0-23 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There is no change to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $200,000.00. The total value of this contract including this amendment shall be in the amount of $300,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

Lindsey D. Puckett, Partner
Stole Rives, LLP

Date: _____

DRAFT

Metropolitan Transit System

Amendment 6

May 18, 2023 MTS Doc No. G2202.6-19

LEGAL SERVICES

Meyers Nave
David W. Skinner
Partner
101 W. Broadway, Suite 1105
San Diego, CA, 92101

This shall serve as Amendment No.6 to the original agreement G2202.0-19 as further described below.

SCOPE

There is no change to the scope of work.

SCHEDULE

There are no changes to the schedule of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed $300,000. The total value of this contract including this amendment shall in the amount of $725,000.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Sharon Cooney, Chief Executive Officer

Agreed:

David W. Skinner, Partner
Meyers Nave

Date: _____

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Sale of Ten (10) 60-FT Compressed Natural Gas (CNG) Articulated Buses to Santa Cruz Metropolitan Transit District (SCMTD) – Contract Approval for Sale of Surplus Property

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0757.0-23 (in substantially the same format as Attachment A) for the sale of ten (10) New Flyer 60-FT CNG buses (1100 Series) to the SCMTD for $9,000.00 per vehicle, for a total of $90,000.00.

Budget Impact

Proceeds from the sale of the MTS vehicle will be recorded to the San Diego Transit Revenue account 901014-440200.

DISCUSSION:

MTS maintains a fleet of buses to operate its fixed route transit services. In general, the useful life of each bus is between 7 and 12 years or 150,000 to 500,000 miles (depending on bus type). Annually, MTS includes bus purchases and bus retirements in its capital improvement budget to keep the bus fleet in a state of good repair. As part of a bus purchase that was approved by the Board on December 13, 2012 (AI 33b), the 1100 series 60-FT CNG buses were placed into service between September 2013 and January 2014. These buses are set for replacement once MTS's most recent 60-foot bus order is delivered. Based on the projected bus delivery schedule, the 1100 series buses will be retiring around July to September of 2023. By this time, they will have reached the end of their useful life based on mileage as designated by Federal Transit Administration (FTA) regulations.

With any capital asset that has reached the end of its useful life, MTS's procedure is to send it to the contracted auctioneer, J. J. Kane, to ensure that MTS receives a fair price for the vehicles. A commission is applied by J. J. Kane and the remaining proceeds vary depending on the age and mileage of the vehicle.

MTS has determined a fair market valuation by comparison to previous auction sales of similar MTS vehicles in the last 12 months. The estimated fair market value of each vehicle is $9,000.00.

In February 2023, SCMTD approached MTS in need of acquiring articulated buses to better serve the residents and students who use SCMTD to travel to and from the University of California Santa Cruz campus. Per MTS Board Policy No. 33, Capital Asset Disposal, in order to execute a negotiated sale of assets collectively valued over $25,000.00, Board of Directors approval is required.

Per MTS Board Policy No. 33, Capital Asset Disposal, Section 33.3 – Negotiated Sale, capital assets with an individual value in excess of $10,000.00 or an aggregate value in excess of $25,000.00 may be disposed of on a negotiated sale basis provided a finding by the MTS Board of Directors by a two-thirds vote that special circumstances exist that make it in the best interest of the Board. Such circumstances may include the following:

1. Unique item(s) may have a limited resale market.
2. The financial interest of MTS would be best served by negotiation.
3. In the case of used buses, the Board shall give specific direction on the method of disposal to be followed on a case-by-case basis considering potential financial return and available alternatives, including the sale for scrap or other nonoperating purposes to avoid use of the vehicles and resultant air pollution in California and the San Diego region. A method of disposal may be approved even though the financial benefit may be less than other methods of disposal.
4. If approved, the CEO may be authorized to negotiate a sale price.

A negotiated sale for these used buses would be the most advantageous option for MTS because MTS would receive the greatest financial return, since it would not have to pay a commission fee to the auctioneer. Further, MTS would be assisting a public institution in its mission to provide services to residents and students in the SCMTD area.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0757.0-23 (in substantially the same format as Attachment A) for the sale of ten (10) New Flyer 60-FT CNG buses (1100 Series) to the SCMTD for $9,000.00 per vehicle, for a total of 90,000.00.

/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. B0757.0-23

Metropolitan Transit System

AGREEMENT FOR SALE OF SURPLUS PROPERTY

MTS DOC. NO. B0757.0-23

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT AGREEMENT NO. _____

This AGREEMENT FOR SALE OF SURPLUS PROPERTY ("Agreement") is made this _____ day of _____ 2023 ("Date of Sale") by and between the San Diego Metropolitan Transit System (MTS), a California Public Agency, and the Santa Cruz Metropolitan Transit District ("Buyer").

For good consideration it is agreed between the parties that:

1. MTS agrees to sell, and Buyer agrees to buy ten (10) 2013 New Flyer 60' CNG articulated buses ("Vehicles"), shown as Attachment 1, described as surplus property.

2. MTS warrants it has full legal titles to said Vehicles.

3. Buyer agrees to pay to MTS the total purchase price of Nine Thousand Dollars and no/100 ($9,000) for each Vehicle, for a total of Ninety Thousand Dollars and no/100 ($90,000) for all ten (10) Vehicles; payable thirty (30) days after the last signature date ("Pay by Date").

   Payable To:

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

4. Buyer shall pay all taxes, costs, and fees imposed by any governmental entity upon the Vehicle, as well as all operating costs and expenses associated with the Vehicle.

5. Buyer is responsible for all transportation costs of the Vehicles from the MTS location to Buyer's facility.

6. Buyer agrees that the following items will not be included in the Vehicles:
   A. Radio system.
   B. Farebox and PRONTO card reader system.
   C. Traffic signal emitter.
   D. Tires will be at the end of useful life, as MTS leases tires.

7. MTS will remove all the logos. Buyer agrees to repaint the Vehicle to differentiate it from the MTS brand.

DRAFT

8. The parties agree that the MTS will be released of all liability resulting from the operation of the Vehicle effective upon the Date of Sale (California Vehicle Code §5602). MTS shall cause the *Notice of Release of Liability* to be properly filed with the California Department of Motor Vehicles upon the Date of Sale.

9. Release of Liability:

   The undersigned hereby certifies that they are authorized to sign this document on behalf of the organization or governmental agency herein after referred to as the Buyer. The Buyer thereby agrees to indemnify and hold harmless, at its own risk, cost and expense, defend MTS, its officers, agents, employees, and volunteers hereinafter referred to as MTS from and against any and all liability, loss, or expense to persons or property, including defense costs, legal fees, and claims for damages, arising out of, or related to, the access to or use of MTS property, including access to MTS facilities, and viewing, selection, removal, loading/unloading, or eventual use or transfer of vehicle by the Buyer and any person using, operating or handling that property.

10. No warranties - asset is being sold "As Is":

    MTS makes no representations whatsoever, extend no warranties of any kind, either express or implied, including but not limited to the implied warranties of merchantability or fitness for a particular purpose, and assumes no responsibilities whatsoever with respect to design, development, manufacture, or use of the vehicle. Furthermore, in no event shall MTS be liable for direct, indirect, special, consequential, incidental or punitive loss, damage, or expenses arising out of or in connection with this vehicle, including but not limited to Buyer's use of the vehicle or removal of the vehicle from the MTS's premises, whether based on breach of contract or tort which would include any negligence by MTS.

11. The parties agree to transfer title of the subject vehicle upon receipt of the full payment, at the MTS address located at:

    San Diego Metropolitan Transit System
    100 16th Street
    San Diego, CA 92101

12. This agreement shall be binding and inure to the benefit of the parties, their successors, assigns and personal representatives.

DRAFT

[THIS SECTION INTENTIONALLY LEFT BLANK]

IN WITNESS WHEREOF, the parties have read and fully understand the terms and conditions as set out in this Agreement.

Executed on the dates written below.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
By: _____ Sharon Cooney, Chief Executive Officer	By: _____ Michael Tree, Chief Executive Officer/General Manager
Date	Date
Approved as to form: By: _____ Karen Landers, General Counsel	

DRAFT

ATTACHMENT 1

Item	Serial # or Vehicle Identification #	Tag #, Stock Code, or License #	MTS Vehicle #	MTS Vehicle Estimated Mileage	Quantity	Est. Market Value
1	5FYC8YC1XDB042050	1383813	1111	614,557	1	$ 9,000.00
2	5FYC8YC13DB042052	1416625	1113	580,054	1	$ 9,000.00
3	5FYC8YC17DB042054	1416627	1115	604,663	1	$ 9,000.00
4	5FYC8YC19DB042055	1383832	1116	582,925	1	$ 9,000.00
5	5FYC8YC10DB042056	1383814	1117	603,322	1	$ 9,000.00
6	5FYC8YC12DB042057	1383829	1118	628,857	1	$ 9,000.00
7	5FYC8YC14DB042058	1383830	1119	605,804	1	$ 9,000.00
8	5FYC8YC16DB042059	1383853	1120	612,726	1	$ 9,000.00
9	5FYC8YC12DB042060	1383831	1121	602,062	1	$ 9,000.00
10	5FYC8YC14DB042061	1416635	1122	587,299	1	$ 9,000.00
				TOTAL	**10**	**$ 90,000.00**

**The vehicle identifying numbers (VIN, license and vehicle #s) may change by the time the agreement is approved by the MTS Board and executed. The quantitity and cost remains the same.*

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Investment Report – Quarter Ending March 31, 2023

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of March 31, 2023. The combined total of all investments has increased quarter to quarter from $225.5M to $233.5M. This $8.0M increase is attributable to $14.7M in American Rescue Plan Act (ARPA) of 2021 revenue, $9.6M in TransNet funding for Mid-Coast operations, $5.6M in Compressed Natural Gas (CNG) tax credits, $5.5 million in FasTrak funding, partially offset by $22.7M in capital expenditures, as well as normal timing differences between other payments and receipts.

The first column provides details about investments restricted for Capital Improvement Projects (CIP) and PRONTO Stored Value.

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, 2023

San Diego Metropolitan Transit System
Investment Report
March 31, 2023

Institution / Issuer	Function	Investment Type	Restricted	Unrestricted	Total	Avg. Rate of Return		Benchmark
J.P. Morgan Chase	Operating Funds	Depository Bank	-	22,652,493	22,652,493	2.14%	*	0.490% WSJ Money Market
U.S. Bank - Retention Trust Account	Restricted for Capital Support	Depository Bank	8,532,556	-	8,532,556	N/A	**	-
Local Agency Investment Fund (LAIF)	Restricted (Stored Value)	Investment Pool	5,258,905		5,258,905	2.831%		2.598% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	State Grant Funds	Investment Pool	17,359,616	4,880	17,364,496	3.160%		2.598% S&P US T-Bill 0-3 Mth Index
Subtotal: Restricted for Capital Support / Stored Value			**31,151,077**	**4,880**	**31,155,957**			
Local Agency Investment Fund (LAIF)	Investment of Surplus Funds	Investment Pool	-	75,235,946	75,235,946	2.831%		2.598% S&P US T-Bill 0-3 Mth Index
San Diego County Treasurer's Office	Investment of Surplus Funds	Investment Pool	-	104,446,496	104,446,496	3.160%		2.598% S&P US T-Bill 0-3 Mth Index
Subtotal: Investment Surplus Funds			**-**	**179,682,442**	**179,682,442**			
Grand Total Cash and Investments			**$ 31,151,077**	**$ 202,339,814**	**$ 233,490,892**			

*-The .80% 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)

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/5/2023

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

PRONTO Fare Collection Spare Parts – Sole Source Contract Award

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2660.0-23 (in substantially the same format as Attachment A) with INIT Innovations in Transportation, Inc., (INIT) for the provision of fare collection spare parts in the amount of $1,090,910.17, for a period of ten (10) years.

Budget Impact

The total cost for this contract is estimated to be $1,090,910.17. The contract will be funded by the Bus Maintenance Operating Budget 311014-545100 and Light Rail Vehicle Maintenance Operating Budget 350016-545100.

DISCUSSION:

On December 13, 2018 (AI 31), the MTS Board of Directors awarded a contract to INIT for the implementation of a new account-based fare collection system (MTS Contract No. G2091.0-18). The contract is for a term of ten (10) years, and includes software development and initial hardware.

On September 1, 2021, MTS launched the PRONTO Fare Collection System. PRONTO allows passengers to pay for their MTS fixed-route bus and trolley trips through a variety of sales channels served by nearly 170 ticket vending machines, over 300 platform validators, over 600 onboard bus validators and driver control units. This hardware requires consumable parts and replacements throughout the life of the system. Therefore, staff deemed it necessary to contract with INIT for consumable parts that are not repairable. This will ensure the successful operation of the PRONTO fare system.

In October 2022, MTS Procurement staff entered into negotiations with INIT and secured a proposed ten (10) year supply for spare parts that include the below contract provisions:

- To ensure INIT physically stocks adequate inventory levels to meet MTS forecasted consumption with defined delivery time targets.
- Established the lowest set pricing through aggregated volume with a provision for a five (5) percent capped annual price adjustments.
- Implemented a "Most Favored Customer" clause to ensure the price offered to MTS is the lowest part prices offered by INIT to its customers.
- Inclusion of a Liquidated Damages provision to compensate MTS for loss of revenue due to INIT's inability to provide spare parts resulting in any component unavailability.

The pricing obtained from INIT, when compared to NCTD pricing, and MTS's Independent Cost Estimate (ICE) of $1,325,841.07 was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2660.0-23 (in substantially the same format as Attachment A) with INIT, for the provision of fare collection spare parts in the amount of $1,090,910.17, for a period of ten (10) years effective from June 1, 2023 – May 31, 2033.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc No. G2660.0-23
B. Scope of Work
C. Cost Form

Metropolitan Transit System

STANDARD AGREEMENT
FOR

MTS DOC. NO. G2660.0-23

PRONTO FARE COLLECTION SPARE PARTS

THIS AGREEMENT is entered into this _____ day of _____, 2023 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: INIT - Innovations in Transportation, Inc.

Address: 424 Network Station
Chesapeake, VA 23320

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

Email: lkeith@initusa.com

Telephone: 757-413-9100 ext. 307

Authorized person to sign contracts Linda Keith (Name) Vice President and CFO (Title)

The Contractor agrees to provide goods 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 (10) years effective June 1, 2023 through May 31, 2033.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed $1,090,910.17 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	**INNOVATIONS IN TRANSPORTATION, INC.**
By: _____ Sharon Cooney, Chief Executive Officer	By: _____
Approved as to form: By: _____ Karen Landers, General Counsel	Title: _____

DRAFT

EXHIBIT A
(Scope of Work)

1. BACKGROUND

San Diego Metropolitan Transit System (MTS) has integrated its new fare system, PRONTO, to enhance ticketing functionality, access and value for MTS passengers. The new system is manufactured by INIT (OEM). It enables passengers to pay for their MTS fixed-route bus and trolley trips through a variety of sales channels served by nearly 170 ticket vending machines, 300 platform validators and over 600 onboard bus validators and driver control units.

In order for MTS to maintain the functionality of the fare system, there will be a need for spare parts that are irreparable.

The spare parts required are only available from the OEM, with lead times that vary by item. The parties acknowledge the unpredictable nature of repairs, including the supply chain bottlenecks that will present challenges in maintaining appropriate stock levels.

2. OBJECTIVE

The supplies outlined herein are required to maintain the functionality of the MTS fare collection system. Therefore, to mitigate the risk of stock outs and to ensure the continued availability of these parts, MTS seeks a long-term agreement with the OEM for spare parts.

3. CONTRACT TERM

The period of performance under the agreement shall be for up to a ten (10) year base period. The base period shall be effective approximately June 1, 2023 through May 31, 2033.

4. LEAD TIME

It is requested that the OEM shall provide set lead times not to exceed sixty (60) days across each item listed herein. The lead time will be quoted individually and will be calculated for the duration period of three (3) days after the Purchase Order (PO) date and three (3) days prior to the actual MTS goods receipt date.

5. KEY PERFORMANCE INDICATORS

MTS will measure the service levels for items delivered under this contract across the following criteria:

a) On Time Delivery – this criteria will measure the percentage of line items delivered in the entire quantity under each Purchase Order in accordance with the contract lead time. The service level success target shall be 95%.

b) Purchase Order Recovery – this criteria will measure the items that failed under “On Time Delivery” and will allow these items to be delivered in its entirety of the Purchase Order quantity within a further five (5) days from the failure delivery date.

6. ON HAND INVENTORY

In order to ensure adequate planning by the OEM, MTS shall provide an annual consumption forecast across each part under the contract where the service level shall be calculated based on a rolling 12 month average up to 125% of the forecast amount. Anything over the 125% monthly average will not be reflected in the monthly KPI’s. MTS agrees not to place orders that exceed 50% of the annual forecast in a rolling 60-day period.

7. LABELING AND SHIPPING

Each shipped item shall have the below information listed on the packing slip:

1. OEM part number
2. MTS part number
3. Part description
4. PO number
5. Quantity
6. Unit of Measure

All shipments shall be FOB destination. All materials shall be packaged sufficiently to arrive to MTS undamaged.

8. PRICE AND PAYMENT

For this agreement, both MTS and the Contractor shall establish a "catch price" for each part. The total "catch price" each part shall be based on the calculated based on a rolling 12-month average up to 125% of the forecast amount. For example, if the 12-month forecast average quantity for Part A is 25 units (20 multiplied by 125%), then the price for Part A shall be fixed annually for the Contractor's pricing in the bid form, and irrespective of the actual amount ordered on the Purchase Order.

All prices shall include all taxes of any kind which either party is required to pay with respect to the sale of the goods covered under this Agreement.

Payment shall be made within 30 days from the receipt of invoice documents by MTS.

9. PRICE ADJUSTMENTS

During the term of the agreement, the part usage forecast average shall be adjusted annually based on the prior year's actual consumption, and the 12-month average, up to 125% of the forecast amount.

Additionally, unit price adjustments may be made annually from the start of each contract year and not again for 365 days. Price is subject to annual escalation based on the lower of Producer Price Index (PPI) for goods two months prior to the annual anniversary date (contract execution date) of the agreement for the preceding 12-months. Contractor is responsible for notifying MTS 30 days prior to the annual anniversary date (contract execution date) of the agreement. Failure to do so may result in a forfeiture of annual PPI escalation. The parties agree that on the anniversary date of the first year of this contract, the parties will revisit and potentially increase the 5% cap so that the cap reasonably reflects the PPI for the coming years.

The "catch price" may be updated annually to reflect changes in the forecast levels, if any, and Producer Price Index (PPI) adjustments, if any.

MTS will attempt to update contract pricing within thirty (30) days of notification by the contractor.

10. MOST FAVORED CUSTOMER PRICING

During the term of this agreement, Contractor shall at all times make sure that all prices charged to MTS for each part, as represented in Exhibit B, Bid Form, are the lowest offered by Contractor to MTS based on same parts and quantities.

11. OPTIONS FOR EXPANSION OR REDUCTION

MTS reserves the right to add or remove parts during the life of the contract. The scope of additional parts, if any, shall be determined by MTS and a proposed pricing will be requested from the Contractor, which shall be subject to negotiations. Any additions or deletions shall be handled via a written modification to this contract and the parties will agree on any necessary adjustments needed to the contract documents as a result of any deletion of parts.

12. INVOICES

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

Payment terms shall be net 30 days from invoice date.
Contractors must also indicate if any of the invoiced amount(s) is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

13. MATERIAL SAFETY DATA SHEETS (MSDS)

MTS retains the safety data sheets on an electronic database (currently CloudSDS). Upon award, Contractors shall email the MSDS for chemicals that any individuals may be exposed to, attention Ngan Nguyen, MTS Environmental Health and Safety Specialist at Ngan.Nguyen@sdmts.com to upload into the database. The Contractor shall notify the MTS Environmental Health and Safety Specialist if there are changes or updates to the MSDS during the term of the contract to ensure the MTS database is kept updated throughout the contract

14. WARRANTY

Bidders shall outline in detail their warranty on the equipment offered, including the method of adjustment in cases of equipment, component or parts failure. Warranty shall also be stated for installation labor, materials, and method of adjustment.

15. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the contractor; to be available for a ten (10) year period from the date of purchase. Contractor shall keep parts books and maintenance manuals up-to-date for that period. The contractor can substitute equivalent components of the system that may become end of life as long as the system is operational for the ten (10) year contract period.

16. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to SDTI, Building B., 1341 Commercial Street, San Diego, California 92113 unless otherwise specified, 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 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, or if ten (10) business days have passed since delivery, MTS shall 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).

17. PROCURE DEDICATED STOCK (INITIAL ORDER)

INIT is responsible for the placement of purchase orders to maintain its desired stocking levels of parts to meet the service level requirements of this contract. INIT shall provide a two (2) month ramp up period across each and all parts at the initial phase to MTS where MTS shall apply the ramp up period from the date of execution of the contract to transition purchases over to INIT.

18. SET-UP DEDICATED STOCK

Upon contract award, INIT will develop a warehouse systems and stocking plan to ensure dedicated part availability for the Joint Agency "Vendor Managed Inventory" (VMI) Program.

19. LIQUIDATED DAMAGES

Liquidated Damages (LDs) may be assessed for TVM and Validator parts that are undelivered to MTS and impacting its revenue collection to the extent caused solely by INIT. INIT hardware replacement parts are proprietary to INIT equipment installed on MTS vehicles and properties; therefore, MTS does not have a secondary source of supply to procure replacement parts. TVMs and Validators are critical, customer-facing components which must be operating correctly to ensure the successful delivery of services by MTS. Therefore, LDs are capped at 75 percent of the value of the affected equipment, for in which a TVM or Validator component has not arrived to MTS, after the promised lead time/due date. This is a reasonable forecast of just compensation for undeliverable TVM and Validator parts impacting revenue collection. The LDs may be deducted automatically by MTS from Contractor’s invoices.

If INIT feels liquidated damages are being imposed unjustly, INIT can file an appeal with the Contract Officer within twenty-four (24) hours of the notification of impending liquidated damages. The letter must provide details of the situation and why INIT feels the liquidated damages are unjust. The Contract Officer shall review the situation, and if necessary, meet with INIT to provide an opportunity to state their reason why liquidated damages should not be assessed. The Contract Officer shall render a decision.

If INIT feels the decision is not acceptable and the situation warrants further consideration, appeal reconsideration may be filed with the Manager of Procurement. The Manager of Procurement shall review the reconsideration, and a final determination shall be made. The decision of the Manager of Procurement shall be final. No other appeals shall be heard for this particular incident.

The assessment of LDs and/or deductions as provided under the agreement, shall in no way relieve Contractor of its obligation to supply parts and meet any of the terms of the agreement.

INIT Part Number	MTS Material #	Item Description	Annual Usage	Qty 1-5	Qty 6-10	Qty 11-20	Qty 21+
BRD000618A00/01B	70202492	Coin Sensor Board	90	n/a	$ 13.28	$ 12.32	$ 11.38
BRD000618A00/02B	70202660	Coin Photosensor VENDstation Coin Unit / Standard	30	n/a	$ 14.60	$ 13.56	$ 12.52
BRD000621B00/01A	70202464	VENDstation Address and sensor board / Standard	15	$ 31.00	$ 28.92	$ 26.87	$ 24.80
BRD000625B00/01A	70202475	VENDstation / VENDmobil switch / Standard	90	n/a	$ 15.33	$ 14.24	$ 13.15
BRD000629B00/01A	70202476	VENDstation LED Board white / Standard	15	$ 21.62	$ 20.18	$ 18.74	$ 17.30
BRD000697A00/01A	70202477	VENDstation / VENDmobil LED Board white small / Standard	15	n/a	$ 10.57	$ 9.82	$ 9.07
CABSQM000007/004	70202515	Cable Internal VENDstation USB / CABLE USB A-MALE TO B-MALE 1M Wuerth: 692903100000	15	$ 42.92	$ 40.07	$ 37.21	$ 34.34
CABSQM000007/006	70202517	Cable Internal VENDstation USB / Ingenico POS int.(USB A<->USB B, 0.3 m) L-COM : CAA-90RB-03M	15	$ 21.10	$ 19.69	$ 18.29	$ 16.88
CABSQM000007/007	70202518	Cable Internal VENDstation USB / USB 2.0 A pl. <-> USB 2.0 A ja, 3.0m, Roline: 11.02.8960-100	15	$ 18.37	$ 17.15	$ 15.92	$ 14.70
CABSQM000007/008	70202516	Cable Internal VENDstation USB / USB 2.0<->USB 2.0 Stewart Connectors SC-2ABE003F	15	n/a	n/a	n/a	$ 3.98
CABSQM000008/003	70202519	Cable Internal VENDstation / "DisplayP. (M)<->DispP. (M), 0.9m(3 ft) Startech: 176-5709	15	$ 41.20	$ 38.45	$ 35.70	$ 32.96
CABSQM000016/001	70202520	Cable Internal VENDstation / Ext for Headphone plug cable KB*522A00-001 Tensility10-02135	15	n/a	$ 11.95	$ 11.09	$ 10.23
KB0000300A00/009	70202521	Cable internal PROXmobil2/3 mounting plate/ VendPC / VENDpc Address dongle	15	$ 149.03	$ 139.09	$ 129.16	$ 119.22
KB0000333A00/002	70202522	Cable Internal VENDstation / WAGO MCS-MINI <-> Visaton K50SQ Speaker	105	$ 65.85	$ 61.46	$ 57.07	$ 52.68
KB0000349A00/005	70202523	Cable Internal VENDstation Coin Unit / Photosensor (BRD*618) <-> Photosensor (BRD*618) (100mm)	45	n/a	$ 12.11	$ 11.25	$ 10.38
KB0000367A00/003	70202524	Cable Internal VENDstation / D-Sub 15 Pin (F) <-> D-Sub 15 Pin (M)	15	$ 126.89	$ 118.43	$ 109.97	$ 101.51
KB0000382A00/006	70202525	Cable Internal VENDstation / PE Connection (M4, 200 mm length) (POS <-> Housing)	15	n/a	$ 13.64	$ 12.67	$ 11.69
KB0000446A00/008	70202526	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (F) <-> Components on door	15	$ 199.20	$ 185.93	$ 172.64	$ 159.36
KB0000458A00/013	70202527	Cable Internal VENDstation / Power Supply VENDpc BRD607 <->BRD614 1.0 m UL cable	15	$ 63.93	$ 59.67	$ 55.41	$ 51.14

INIT Part Number	MTS Material #	Item Description	Annual Usage	Qty 1-5	Qty 6-10	Qty 11-20	Qty 21+
KB0000458A00/017	70202531	Cable Internal VENDstation / Coin Rack Power supply	15	$ 84.80	$ 79.14	$ 73.50	$ 67.84
KB0000458A00/018	70202530	Cable Internal VENDstation / Banknote module Power supply	15	$ 87.88	$ 82.02	$ 76.16	$ 70.31
KB0000458A00/019	70202528	Cable Internal VENDstation / Power Supply VENDpc Extension (24V power supply <-> BRD*607)	15	$ 82.50	$ 77.00	$ 71.50	$ 66.00
KB0000458A00/021	70202529	Cable Internal VENDstation / Display unit power supply, 0.91 m (BRD*614<->BRD*612/BRD666	15	$ 62.36	$ 58.21	$ 54.05	$ 49.89
KB0000460A00/002	70202532	Cable Internal VENDstation / Banknote module Power supply adapter cable (MEI BNR)	15	$ 30.09	$ 28.08	$ 26.07	$ 24.07
KB0000478A00/009	70202533	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (M) <-> Components on door	15	$ 211.09	$ 197.01	$ 182.95	$ 168.88
KB0000490A00/001	70202534	Cable Internal VENDstation / Ring Terminal M8 <-> Ring Terminal M8	15	$ 17.12	$ 15.98	$ 14.84	$ 13.70
KB0000491A00/001	70202535	Cable Internal VENDstation / AC/DC powerCON TRUE1, male <-> WAGO 721, female	15	$ 327.90	$ 306.04	$ 284.18	$ 262.32
KB0000494A00/008	70202536	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power to UPS)	15	$ 54.68	$ 51.03	$ 47.39	$ 43.74
KB0000495A00/003	70202537	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power from UPS)	15	$ 51.22	$ 47.81	$ 44.39	$ 40.98
KB0000506A00/002	70202538	Cable internal VENDstation / VENDpc (BRD*622) <-> Feig cVEND plug	15	$ 61.64	$ 57.53	$ 53.42	$ 49.32
KB0000513A00/002	70202539	Cable internal VENDstation / Printer data (D-Sub 9 pin <-> 2x D-Sub 9 pin)	15	$ 121.59	$ 113.48	$ 105.38	$ 97.28
KB0000521A00/002	70202540	Cable Internal VENDstation / VENDPc Extension <-> Lighting Hood (2x BRD629B), 1050mm	15	$ 87.58	$ 81.73	$ 75.90	$ 70.06
KB0000522A00/002	70202541	Cable Internal VENDstation / Cable 3.5mm Headphone Jack <-> 3.5 mm Headphone Plug	15	$ 117.34	$ 109.52	$ 101.70	$ 93.88
KB0000530A00/005	70202542	Cable internal VENDstation / Cable 2x single printer power supply (Printer 1+2)	15	$ 112.23	$ 104.75	$ 97.27	$ 89.79
KB0000548A00/001	70202543	Cable internal VENDstation / INGENICO POS Power RJ12 <--> JST PHR-2	15	$ 60.43	$ 56.40	$ 52.38	$ 48.35
KB0000549A00/003	70202544	Cable internal VENDstation / Push button connection, buttons below display	15	$ 61.31	$ 57.22	$ 53.13	$ 49.04
KB0000550A00/002	70202545	Cable internal VENDstation / Ground Connection	15	$ 22.18	$ 20.70	$ 19.22	$ 17.75
MC00VSGHTR80/0A0	70202495	Info Signage Holder -->Plastic part only	15	$ 46.12	$ 43.05	$ 39.98	$ 36.90
MCVSGHTRAS01/4A0	70202496	Return tray cover	15	$ 105.73	$ 98.67	$ 91.63	$ 84.58
MCVSGHTRBCB2/1C0	70202500	Credit Card Bay Assembly	15	$ 691.35	$ 645.26	$ 599.17	$ 553.08

INIT Part Number	MTS Material #	Item Description	Annual Usage	Qty 1-5	Qty 6-10	Qty 11-20	Qty 21+
MCVSGHTRBDB2/2CO	70202501	Bay Assembly Display with side buttons	6	$ 955.15	$ 891.48	$ 827.80	$ 764.12
MCVSGHTRBL03/1B0	70202498	Door Upper cover plate	6	$ 710.12	$ 662.78	$ 615.43	$ 568.10
MCVSGHTRBL04/1B0	70202499	Door Lower cover plate	6	$ 985.34	$ 919.65	$ 853.96	$ 788.28
MCVSGHTRBL05/2A0/C067	70202924	Lock Cover plate	6	$ 144.79	$ 135.14	$ 125.49	$ 115.83
MCVSGHTRBLB1/1B0	70202502	Middle Cover	6	$ 791.01	$ 738.28	$ 685.55	$ 632.81
MCVSGHTRBS31/1A0	70202504	VENDstation Labeling plate "COINS" / Labeling plate "COINS"	6	$ 195.23	$ 182.21	$ 169.20	$ 156.18
MCVSGHTRBS33/1A0	70202508	VENDstation Labeling plate "CANCEL"	6	$ 110.49	$ 103.13	$ 95.76	$ 88.40
MCVSGHTRBS34/1A0	70202505	VENDstation Labeling plate "CREDIT" / Labeling plate "CREDIT	6	$ 150.33	$ 140.31	$ 130.29	$ 120.27
MCVSGHTRBS36/1A0	70202506	VENDstation Labeling plate "BILLS" / Labeling plate "BILLS"	6	$ 110.12	$ 102.78	$ 95.44	$ 88.10
MCVSGHTRBS38/1A0	70202507	VENDstation Labeling plate "TRANSIT CARD" / Blind plate "TRA	6	$ 61.48	$ 57.38	$ 53.29	$ 49.19
MCVSGHTRBS39/1A0	70202503	VENDstation Labeling plate "TICKET" / Labeling plate "TICKET	6	$ 69.71	$ 65.07	$ 60.42	$ 55.77
MECSQM000139/001	70202721	Mirror	45	n/a	$ 6.66	$ 6.19	$ 5.71
PCH000000532/010	70202489	Push button / 22mm, sta. steel, MSM 22 series Schurter 1241.6631.1110000	15	$ 24.25	$ 22.63	$ 21.01	$ 19.40
PCH000000855/008	70202493	Coin Validator VENDstation Coin Unit / EMP845v7 programmed for USA with remote update enabled	15	$ 274.79	$ 256.47	$ 238.15	$ 219.83
PCHSQM000004/001	70202491	Coin Shutter / Coin Shutter (coin slot group 2) WH-Berlin: ES 005K.S Gr. 2	20	$ 345.71	$ 322.67	$ 299.62	$ 276.58
PCHTQA000220/049	70202478	VENDstation Material / Enclosed switch disconnector 1SCA022793R3060	15	$ 272.67	$ 254.49	$ 236.32	$ 218.13
PCHTQA000220/050	70202479	VENDstation Material / Surge Protector 2CTB802343R2100	15	$ 397.64	$ 371.13	$ 344.62	$ 318.11
PCHTQA000220/051	70202480	VENDstation Material / Circuit Breaker 2CDS271001R0134	15	$ 35.19	$ 32.84	$ 30.50	$ 28.15
PCHTQA000220/052	70202481	VENDstation Material / Bus Bar 2CDL210111R1060 cut	15	$ 29.43	$ 27.47	$ 25.51	$ 23.54
PCHTQA000220/053	70202482	VENDstation Material / End cap for bus bar 2CDL200001R0004	15	n/a	n/a	n/a	$ 2.38
PCHTQA000220/054	70202483	VENDstation Material / Installation Contactor 1SBE121111R011	15	$ 49.76	$ 46.44	$ 43.12	$ 39.80
PCHTQA000220/055	70202484	VENDstation Material / FI-switch 2CSF202199R1400	15	$ 77.86	$ 72.67	$ 67.48	$ 62.29
PCHTQA000220/062	70202485	VENDstation Material / Dual Receptacle NEMA5-15	15	$ 143.13	$ 133.59	$ 124.05	$ 114.50

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 1	Year 2	Year 3	Year 4	Year 5
BRD000618A00/01B	70202492	Coin Sensor Board	90	$ 1,024.20	$ 1,024.20	$ 1,024.20	$ 1,024.20	$ 1,024.20
BRD000618A00/02B	70202660	Coin Photosensor VENDstation Coin Unit / Standard	30	$ 375.60	$ 375.60	$ 375.60	$ 375.60	$ 375.60
BRD000621B00/01A	70202464	VENDstation Address and sensor board / Standard	15	$ 403.05	$ 403.05	$ 403.05	$ 403.05	$ 403.05
BRD000625B00/01A	70202475	VENDstation / VENDmobil switch / Standard	90	$ 1,183.50	$ 1,183.50	$ 1,183.50	$ 1,183.50	$ 1,183.50
BRD000629B00/01A	70202476	VENDstation LED Board white / Standard	15	$ 281.10	$ 281.10	$ 281.10	$ 281.10	$ 281.10
BRD000697A00/01A	70202477	VENDstation / VENDmobil LED Board white small / Standard	15	$ 147.30	$ 147.30	$ 147.30	$ 147.30	$ 147.30
CABSQM000007/004	70202515	Cable Internal VENDstation USB / CABLE USB A-MALE TO B-MALE 1M Wuerth: 692903100000	15	$ 558.15	$ 558.15	$ 558.15	$ 558.15	$ 558.15
CABSQM000007/006	70202517	Cable Internal VENDstation USB / Ingenico POS int.(USB A<->USB B, 0.3 m) L-COM : CAA-90RB-03M	15	$ 274.35	$ 274.35	$ 274.35	$ 274.35	$ 274.35
CABSQM000007/007	70202518	Cable Internal VENDstation USB / USB 2.0 A pl. <-> USB 2.0 A ja, 3.0m, Roline: 11.02.8960-100	15	$ 238.80	$ 238.80	$ 238.80	$ 238.80	$ 238.80
CABSQM000007/008	70202516	Cable Internal VENDstation USB / USB 2.0<->USB 2.0 Stewart Connectors SC-2ABE003F	15	$ 59.70	$ 59.70	$ 59.70	$ 59.70	$ 59.70
CABSQM000008/003	70202519	Cable Internal VENDstation / "DisplayP. (M)<->DispP. (M), 0.9m(3 ft) Startech: 176-5709	15	$ 535.50	$ 535.50	$ 535.50	$ 535.50	$ 535.50
CABSQM000016/001	70202520	Cable Internal VENDstation / Ext for Headphone plug cable KB*522A00-001 Tensility10-02135	15	$ 166.35	$ 166.35	$ 166.35	$ 166.35	$ 166.35
KB0000300A00/009	70202521	Cable internal PROXmobil2/3 mounting plate/ VendPC / VENDpc Address dongle	15	$ 1,937.40	$ 1,937.40	$ 1,937.40	$ 1,937.40	$ 1,937.40
KB0000333A00/002	70202522	Cable Internal VENDstation / WAGO MCS-MINI <-> Visaton K50SQ Speaker	105	$ 5,531.40	$ 5,531.40	$ 5,531.40	$ 5,531.40	$ 5,531.40
KB0000349A00/005	70202523	Cable Internal VENDstation Coin Unit / Photosensor (BRD*618) <-> Photosensor (BRD*618) (100mm)	45	$ 467.10	$ 467.10	$ 467.10	$ 467.10	$ 467.10
KB0000367A00/003	70202524	Cable Internal VENDstation / D-Sub 15 Pin (F) <-> D-Sub 15 Pin (M)	15	$ 1,649.55	$ 1,649.55	$ 1,649.55	$ 1,649.55	$ 1,649.55
KB0000382A00/006	70202525	Cable Internal VENDstation / PE Connection (M4, 200 mm length) (POS <-> Housing)	15	$ 190.05	$ 190.05	$ 190.05	$ 190.05	$ 190.05
KB0000446A00/008	70202526	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (F) <-> Components on door	15	$ 2,589.60	$ 2,589.60	$ 2,589.60	$ 2,589.60	$ 2,589.60
KB0000458A00/013	70202527	Cable Internal VENDstation / Power Supply VENDpc BRD607 <->BRD614 1.0 m UL cable	15	$ 831.15	$ 831.15	$ 831.15	$ 831.15	$ 831.15

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 1	Year 2	Year 3	Year 4	Year 5
KB0000458A00/017	70202531	Cable Internal VENDstation / Coin Rack Power supply	15	$ 1,102.50	$ 1,102.50	$ 1,102.50	$ 1,102.50	$ 1,102.50
KB0000458A00/018	70202530	Cable Internal VENDstation / Banknote module Power supply	15	$ 1,142.40	$ 1,142.40	$ 1,142.40	$ 1,142.40	$ 1,142.40
KB0000458A00/019	70202528	Cable Internal VENDstation / Power Supply VENDpc Extension (24V power supply <-> BRD*607)	15	$ 1,072.50	$ 1,072.50	$ 1,072.50	$ 1,072.50	$ 1,072.50
KB0000458A00/021	70202529	Cable Internal VENDstation / Display unit power supply, 0.91 m (BRD*614<->BRD*612/BRD666	15	$ 810.75	$ 810.75	$ 810.75	$ 810.75	$ 810.75
KB0000460A00/002	70202532	Cable Internal VENDstation / Banknote module Power supply adapter cable (MEI BNR)	15	$ 391.05	$ 391.05	$ 391.05	$ 391.05	$ 391.05
KB0000478A00/009	70202533	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (M) <-> Components on door	15	$ 2,744.25	$ 2,744.25	$ 2,744.25	$ 2,744.25	$ 2,744.25
KB0000490A00/001	70202534	Cable Internal VENDstation / Ring Terminal M8 <-> Ring Terminal M8	15	$ 222.60	$ 222.60	$ 222.60	$ 222.60	$ 222.60
KB0000491A00/001	70202535	Cable Internal VENDstation / AC/DC powerCON TRUE1, male <-> WAGO 721, female	15	$ 4,262.70	$ 4,262.70	$ 4,262.70	$ 4,262.70	$ 4,262.70
KB0000494A00/008	70202536	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power to UPS)	15	$ 710.85	$ 710.85	$ 710.85	$ 710.85	$ 710.85
KB0000495A00/003	70202537	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power from UPS)	15	$ 665.85	$ 665.85	$ 665.85	$ 665.85	$ 665.85
KB0000506A00/002	70202538	Cable internal VENDstation / VENDpc (BRD*622) <-> Feig cVEND plug	15	$ 801.30	$ 801.30	$ 801.30	$ 801.30	$ 801.30
KB0000513A00/002	70202539	Cable internal VENDstation / Printer data (D-Sub 9 pin <-> 2x D-Sub 9 pin)	15	$ 1,580.70	$ 1,580.70	$ 1,580.70	$ 1,580.70	$ 1,580.70
KB0000521A00/002	70202540	Cable Internal VENDstation / VENDPc Extension <-> Lighting Hood (2x BRD629B), 1050mm	15	$ 1,138.50	$ 1,138.50	$ 1,138.50	$ 1,138.50	$ 1,138.50
KB0000522A00/002	70202541	Cable Internal VENDstation / Cable 3.5mm Headphone Jack <-> 3.5 mm Headphone Plug	15	$ 1,525.50	$ 1,525.50	$ 1,525.50	$ 1,525.50	$ 1,525.50
KB0000530A00/005	70202542	Cable internal VENDstation / Cable 2x single printer power supply (Printer 1+2)	15	$ 1,459.05	$ 1,459.05	$ 1,459.05	$ 1,459.05	$ 1,459.05
KB0000548A00/001	70202543	Cable internal VENDstation / INGENICO POS Power RJ12 <--> JST PHR-2	15	$ 785.70	$ 785.70	$ 785.70	$ 785.70	$ 785.70
KB0000549A00/003	70202544	Cable internal VENDstation / Push button connection, buttons below display	15	$ 796.95	$ 796.95	$ 796.95	$ 796.95	$ 796.95
KB0000550A00/002	70202545	Cable internal VENDstation / Ground Connection	15	$ 288.30	$ 288.30	$ 288.30	$ 288.30	$ 288.30
MC00VSGHTR80/0A0	70202495	Info Signage Holder -->Plastic part only	15	$ 599.70	$ 599.70	$ 599.70	$ 599.70	$ 599.70
MCVSGHTRAS01/4A0	70202496	Return tray cover	15	$ 1,374.45	$ 1,374.45	$ 1,374.45	$ 1,374.45	$ 1,374.45
MCVSGHTRBCB2/1C0	70202500	Credit Card Bay Assembly	15	$ 8,987.55	$ 8,987.55	$ 8,987.55	$ 8,987.55	$ 8,987.55

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 1	Year 2	Year 3	Year 4	Year 5
MCVSGHTRBDB2/2CO	70202501	Bay Assembly Display with side buttons	6	$ 4,966.80	$ 4,966.80	$ 4,966.80	$ 4,966.80	$ 4,966.80
MCVSGHTRBL03/1B0	70202498	Door Upper cover plate	6	$ 3,692.58	$ 3,692.58	$ 3,692.58	$ 3,692.58	$ 3,692.58
MCVSGHTRBL04/1B0	70202499	Door Lower cover plate	6	$ 5,123.76	$ 5,123.76	$ 5,123.76	$ 5,123.76	$ 5,123.76
MCVSGHTRBL05/2A0/C067	70202924	Lock Cover plate	6	$ 752.94	$ 752.94	$ 752.94	$ 752.94	$ 752.94
MCVSGHTRBLB1/1B0	70202502	Middle Cover	6	$ 4,113.30	$ 4,113.30	$ 4,113.30	$ 4,113.30	$ 4,113.30
MCVSGHTRBS31/1A0	70202504	VENDstation Labeling plate "COINS" / Labeling plate "COINS"	6	$ 1,015.20	$ 1,015.20	$ 1,015.20	$ 1,015.20	$ 1,015.20
MCVSGHTRBS33/1A0	70202508	VENDstation Labeling plate "CANCEL"	6	$ 574.56	$ 574.56	$ 574.56	$ 574.56	$ 574.56
MCVSGHTRBS34/1A0	70202505	VENDstation Labeling plate "CREDIT" / Labeling plate "CREDIT	6	$ 781.74	$ 781.74	$ 781.74	$ 781.74	$ 781.74
MCVSGHTRBS36/1A0	70202506	VENDstation Labeling plate "BILLS" / Labeling plate "BILLS"	6	$ 572.64	$ 572.64	$ 572.64	$ 572.64	$ 572.64
MCVSGHTRBS38/1A0	70202507	VENDstation Labeling plate "TRANSIT CARD" / Blind plate "TRA	6	$ 319.74	$ 319.74	$ 319.74	$ 319.74	$ 319.74
MCVSGHTRBS39/1A0	70202503	VENDstation Labeling plate "TICKET" / Labeling plate "TICKET	6	$ 362.52	$ 362.52	$ 362.52	$ 362.52	$ 362.52
MECSQM000139/001	70202721	Mirror	45	$ 278.55	$ 278.55	$ 278.55	$ 278.55	$ 278.55
PCH000000532/010	70202489	Push button / 22mm, sta. steel, MSM 22 series Schurter 1241.6631.1110000	15	$ 315.15	$ 315.15	$ 315.15	$ 315.15	$ 315.15
PCH000000855/008	70202493	Coin Validator VENDstation Coin Unit / EMP845v7 programmed for USA with remote update enabled	15	$ 3,572.25	$ 3,572.25	$ 3,572.25	$ 3,572.25	$ 3,572.25
PCHSQM000004/001	70202491	Coin Shutter / Coin Shutter (coin slot group 2) WH-Berlin: ES 005K.S Gr. 2	20	$ 5,531.60	$ 5,531.60	$ 5,531.60	$ 5,531.60	$ 5,531.60
PCHTQA000220/049	70202478	VENDstation Material / Enclosed switch disconnector 1SCA022793R3060	15	$ 3,544.80	$ 3,544.80	$ 3,544.80	$ 3,544.80	$ 3,544.80
PCHTQA000220/050	70202479	VENDstation Material / Surge Protector 2CTB802343R2100	15	$ 5,169.30	$ 5,169.30	$ 5,169.30	$ 5,169.30	$ 5,169.30
PCHTQA000220/051	70202480	VENDstation Material / Circuit Breaker 2CDS271001R0134	15	$ 457.50	$ 457.50	$ 457.50	$ 457.50	$ 457.50
PCHTQA000220/052	70202481	VENDstation Material / Bus Bar 2CDL210111R1060 cut	15	$ 382.65	$ 382.65	$ 382.65	$ 382.65	$ 382.65
PCHTQA000220/053	70202482	VENDstation Material / End cap for bus bar 2CDL200001R0004	15					
PCHTQA000220/054	70202483	VENDstation Material / Installation Contactor 1SBE121111R011	15	$ 646.80	$ 646.80	$ 646.80	$ 646.80	$ 646.80
PCHTQA000220/055	70202484	VENDstation Material / FI-switch 2CSF202199R1400	15	$ 1,012.20	$ 1,012.20	$ 1,012.20	$ 1,012.20	$ 1,012.20
PCHTQA000220/062	70202485	VENDstation Material / Dual Receptacle NEMA5-15	15	$ 1,860.75	$ 1,860.75	$ 1,860.75	$ 1,860.75	$ 1,860.75
		Estimated Subtotals Per Year (including shipping)		**$ 95,954.33**	**$ 95,954.33**	**$ 95,954.33**	**$ 95,954.33**	**$ 95,954.33**
		Estimated Annual PPI increase @ Max 5% (subject to provisions outlined in agreement)		**$ -**	**$ 4,797.72**	**$ 5,037.60**	**$ 5,289.48**	**$ 5,553.96**
		Estimated Subtotals		**$ 95,954.33**	**$ 100,752.05**	**$ 100,991.93**	**$ 101,243.81**	**$ 101,508.29**
		Estimated Annual Sales Tax @ 7.75%		**$ 7,436.46**	**$ 7,808.28**	**$ 7,826.87**	**$ 7,846.40**	**$ 7,866.89**
		Estimated Subtotals Per Year		**$ 103,390.79**	**$ 108,560.33**	**$ 108,818.81**	**$ 109,090.21**	**$ 109,375.18**
		Estimated Grand Total		**$ 1,090,910.17**				

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 6	Year 7	Year 8	Year 9	Year 10
BRD000618A00/01B	70202492	Coin Sensor Board	90	$ 1,024.20	$ 1,024.20	$ 1,024.20	$ 1,024.20	$ 1,024.20
BRD000618A00/02B	70202660	Coin Photosensor VENDstation Coin Unit / Standard	30	$ 375.60	$ 375.60	$ 375.60	$ 375.60	$ 375.60
BRD000621B00/01A	70202464	VENDstation Address and sensor board / Standard	15	$ 403.05	$ 403.05	$ 403.05	$ 403.05	$ 403.05
BRD000625B00/01A	70202475	VENDstation / VENDmobil switch / Standard	90	$ 1,183.50	$ 1,183.50	$ 1,183.50	$ 1,183.50	$ 1,183.50
BRD000629B00/01A	70202476	VENDstation LED Board white / Standard	15	$ 281.10	$ 281.10	$ 281.10	$ 281.10	$ 281.10
BRD000697A00/01A	70202477	VENDstation / VENDmobil LED Board white small / Standard	15	$ 147.30	$ 147.30	$ 147.30	$ 147.30	$ 147.30
CABSQM000007/004	70202515	Cable Internal VENDstation USB / CABLE USB A-MALE TO B-MALE 1M Wuerth: 692903100000	15	$ 558.15	$ 558.15	$ 558.15	$ 558.15	$ 558.15
CABSQM000007/006	70202517	Cable Internal VENDstation USB / Ingenico POS int.(USB A<->USB B, 0.3 m) L-COM : CAA-90RB-03M	15	$ 274.35	$ 274.35	$ 274.35	$ 274.35	$ 274.35
CABSQM000007/007	70202518	Cable Internal VENDstation USB / USB 2.0 A pl. <-> USB 2.0 A ja, 3.0m, Roline: 11.02.8960-100	15	$ 238.80	$ 238.80	$ 238.80	$ 238.80	$ 238.80
CABSQM000007/008	70202516	Cable Internal VENDstation USB / USB 2.0<->USB 2.0 Stewart Connectors SC-2ABE003F	15	$ 59.70	$ 59.70	$ 59.70	$ 59.70	$ 59.70
CABSQM000008/003	70202519	Cable Internal VENDstation / "DisplayP. (M)<->DispP. (M), 0.9m(3 ft) Startech: 176-5709	15	$ 535.50	$ 535.50	$ 535.50	$ 535.50	$ 535.50
CABSQM000016/001	70202520	Cable Internal VENDstation / Ext for Headphone plug cable KB*522A00-001 Tensility10-02135	15	$ 166.35	$ 166.35	$ 166.35	$ 166.35	$ 166.35
KB0000300A00/009	70202521	Cable internal PROXmobil2/3 mounting plate/ VendPC / VENDpc Address dongle	15	$ 1,937.40	$ 1,937.40	$ 1,937.40	$ 1,937.40	$ 1,937.40
KB0000333A00/002	70202522	Cable Internal VENDstation / WAGO MCS-MINI <-> Visaton K50SQ Speaker	105	$ 5,531.40	$ 5,531.40	$ 5,531.40	$ 5,531.40	$ 5,531.40
KB0000349A00/005	70202523	Cable Internal VENDstation Coin Unit / Photosensor (BRD*618) <-> Photosensor (BRD*618) (100mm)	45	$ 467.10	$ 467.10	$ 467.10	$ 467.10	$ 467.10
KB0000367A00/003	70202524	Cable Internal VENDstation / D-Sub 15 Pin (F) <-> D-Sub 15 Pin (M)	15	$ 1,649.55	$ 1,649.55	$ 1,649.55	$ 1,649.55	$ 1,649.55
KB0000382A00/006	70202525	Cable Internal VENDstation / PE Connection (M4, 200 mm length) (POS <-> Housing)	15	$ 190.05	$ 190.05	$ 190.05	$ 190.05	$ 190.05
KB0000446A00/008	70202526	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (F) <-> Components on door	15	$ 2,589.60	$ 2,589.60	$ 2,589.60	$ 2,589.60	$ 2,589.60
KB0000458A00/013	70202527	Cable Internal VENDstation / Power Supply VENDpc BRD607 <->BRD614 1.0 m UL cable	15	$ 831.15	$ 831.15	$ 831.15	$ 831.15	$ 831.15
KB0000458A00/017	70202531	Cable Internal VENDstation / Coin Rack Power supply	15	$ 1,102.50	$ 1,102.50	$ 1,102.50	$ 1,102.50	$ 1,102.50
KB0000458A00/018	70202530	Cable Internal VENDstation / Banknote module Power supply	15	$ 1,142.40	$ 1,142.40	$ 1,142.40	$ 1,142.40	$ 1,142.40

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 6	Year 7	Year 8	Year 9	Year 10
KB0000458A00/019	70202528	Cable Internal VENDstation / Power Supply VENDpc Extension (24V power supply <-> BRD*607)	15	$ 1,072.50	$ 1,072.50	$ 1,072.50	$ 1,072.50	$ 1,072.50
KB0000458A00/021	70202529	Cable Internal VENDstation / Display unit power supply, 0.91 m (BRD*614<->BRD*612/BRD666	15	$ 810.75	$ 810.75	$ 810.75	$ 810.75	$ 810.75
KB0000460A00/002	70202532	Cable Internal VENDstation / Banknote module Power supply adapter cable (MEI BNR)	15	$ 391.05	$ 391.05	$ 391.05	$ 391.05	$ 391.05
KB0000478A00/009	70202533	Cable Internal VENDstation / VENDpc (BRD*614) 37 pin D-Sub (M) <-> Components on door	15	$ 2,744.25	$ 2,744.25	$ 2,744.25	$ 2,744.25	$ 2,744.25
KB0000490A00/001	70202534	Cable Internal VENDstation / Ring Terminal M8 <-> Ring Terminal M8	15	$ 222.60	$ 222.60	$ 222.60	$ 222.60	$ 222.60
KB0000491A00/001	70202535	Cable Internal VENDstation / AC/DC powerCON TRUE1, male <-> WAGO 721, female	15	$ 4,262.70	$ 4,262.70	$ 4,262.70	$ 4,262.70	$ 4,262.70
KB0000494A00/008	70202536	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power to UPS)	15	$ 710.85	$ 710.85	$ 710.85	$ 710.85	$ 710.85
KB0000495A00/003	70202537	Cable internal VENDstation / Cable VENDpc Extension <-> Puls UPS (Power from UPS)	15	$ 665.85	$ 665.85	$ 665.85	$ 665.85	$ 665.85
KB0000506A00/002	70202538	Cable internal VENDstation / VENDpc (BRD*622) <-> Feig cVEND plug	15	$ 801.30	$ 801.30	$ 801.30	$ 801.30	$ 801.30
KB0000513A00/002	70202539	Cable internal VENDstation / Printer data (D-Sub 9 pin <-> 2x D-Sub 9 pin)	15	$ 1,580.70	$ 1,580.70	$ 1,580.70	$ 1,580.70	$ 1,580.70
KB0000521A00/002	70202540	Cable Internal VENDstation / VENDPc Extension <-> Lighting Hood (2x BRD629B), 1050mm	15	$ 1,138.50	$ 1,138.50	$ 1,138.50	$ 1,138.50	$ 1,138.50
KB0000522A00/002	70202541	Cable Internal VENDstation / Cable 3.5mm Headphone Jack <-> 3.5 mm Headphone Plug	15	$ 1,525.50	$ 1,525.50	$ 1,525.50	$ 1,525.50	$ 1,525.50
KB0000530A00/005	70202542	Cable internal VENDstation / Cable 2x single printer power supply (Printer 1+2)	15	$ 1,459.05	$ 1,459.05	$ 1,459.05	$ 1,459.05	$ 1,459.05
KB0000548A00/001	70202543	Cable internal VENDstation / INGENICO POS Power RJ12 <--> JST PHR-2	15	$ 785.70	$ 785.70	$ 785.70	$ 785.70	$ 785.70
KB0000549A00/003	70202544	Cable internal VENDstation / Push button connection, buttons below display	15	$ 796.95	$ 796.95	$ 796.95	$ 796.95	$ 796.95
KB0000550A00/002	70202545	Cable internal VENDstation / Ground Connection	15	$ 288.30	$ 288.30	$ 288.30	$ 288.30	$ 288.30
MC00VSGHTR80/0A0	70202495	Info Signage Holder -->Plastic part only	15	$ 599.70	$ 599.70	$ 599.70	$ 599.70	$ 599.70
MCVSGHTRAS01/4A0	70202496	Return tray cover	15	$ 1,374.45	$ 1,374.45	$ 1,374.45	$ 1,374.45	$ 1,374.45
MCVSGHTRBCB2/1C0	70202500	Credit Card Bay Assembly	15	$ 8,987.55	$ 8,987.55	$ 8,987.55	$ 8,987.55	$ 8,987.55
MCVSGHTRBDB2/2CO	70202501	Bay Assembly Display with side buttons	6	$ 4,966.80	$ 4,966.80	$ 4,966.80	$ 4,966.80	$ 4,966.80

INIT Part Number	MTS Material #	Item Description	Annual Usage	Year 6	Year 7	Year 8	Year 9	Year 10
MCVSGHTRBL03/1B0	70202498	Door Upper cover plate	6	$ 3,692.58	$ 3,692.58	$ 3,692.58	$ 3,692.58	$ 3,692.58
MCVSGHTRBL04/1B0	70202499	Door Lower cover plate	6	$ 5,123.76	$ 5,123.76	$ 5,123.76	$ 5,123.76	$ 5,123.76
MCVSGHTRBL05/2A0/C067	70202924	Lock Cover plate	6	$ 752.94	$ 752.94	$ 752.94	$ 752.94	$ 752.94
MCVSGHTRBLB1/1B0	70202502	Middle Cover	6	$ 4,113.30	$ 4,113.30	$ 4,113.30	$ 4,113.30	$ 4,113.30
MCVSGHTRBS31/1A0	70202504	VENDstation Labeling plate "COINS" / Labeling plate "COINS"	6	$ 1,015.20	$ 1,015.20	$ 1,015.20	$ 1,015.20	$ 1,015.20
MCVSGHTRBS33/1A0	70202508	VENDstation Labeling plate "CANCEL"	6	$ 574.56	$ 574.56	$ 574.56	$ 574.56	$ 574.56
MCVSGHTRBS34/1A0	70202505	VENDstation Labeling plate "CREDIT" / Labeling plate "CREDIT	6	$ 781.74	$ 781.74	$ 781.74	$ 781.74	$ 781.74
MCVSGHTRBS36/1A0	70202506	VENDstation Labeling plate "BILLS" / Labeling plate "BILLS"	6	$ 572.64	$ 572.64	$ 572.64	$ 572.64	$ 572.64
MCVSGHTRBS38/1A0	70202507	VENDstation Labeling plate "TRANSIT CARD" / Blind plate "TRA	6	$ 319.74	$ 319.74	$ 319.74	$ 319.74	$ 319.74
MCVSGHTRBS39/1A0	70202503	VENDstation Labeling plate "TICKET" / Labeling plate "TICKET	6	$ 362.52	$ 362.52	$ 362.52	$ 362.52	$ 362.52
MECSQM000139/001	70202721	Mirror	45	$ 278.55	$ 278.55	$ 278.55	$ 278.55	$ 278.55
PCH000000532/010	70202489	Push button / 22mm, sta. steel, MSM 22 series Schurter 1241.6631.1110000	15	$ 315.15	$ 315.15	$ 315.15	$ 315.15	$ 315.15
PCH000000855/008	70202493	Coin Validator VENDstation Coin Unit / EMP845v7 programmed for USA with remote update enabled	15	$ 3,572.25	$ 3,572.25	$ 3,572.25	$ 3,572.25	$ 3,572.25
PCHSQM000004/001	70202491	Coin Shutter / Coin Shutter (coin slot group 2) WH-Berlin: ES 005K.S Gr. 2	20	$ 5,531.60	$ 5,531.60	$ 5,531.60	$ 5,531.60	$ 5,531.60
PCHTQA000220/049	70202478	VENDstation Material / Enclosed switch disconnector 1SCA022793R3060	15	$ 3,544.80	$ 3,544.80	$ 3,544.80	$ 3,544.80	$ 3,544.80
PCHTQA000220/050	70202479	VENDstation Material / Surge Protector 2CTB802343R2100	15	$ 5,169.30	$ 5,169.30	$ 5,169.30	$ 5,169.30	$ 5,169.30
PCHTQA000220/051	70202480	VENDstation Material / Circuit Breaker 2CDS271001R0134	15	$ 457.50	$ 457.50	$ 457.50	$ 457.50	$ 457.50
PCHTQA000220/052	70202481	VENDstation Material / Bus Bar 2CDL210111R1060 cut	15	$ 382.65	$ 382.65	$ 382.65	$ 382.65	$ 382.65
PCHTQA000220/053	70202482	VENDstation Material / End cap for bus bar 2CDL200001R0004	15					
PCHTQA000220/054	70202483	VENDstation Material / Installation Contactor 1SBE121111R011	15	$ 646.80	$ 646.80	$ 646.80	$ 646.80	$ 646.80
PCHTQA000220/055	70202484	VENDstation Material / FI-switch 2CSF202199R1400	15	$ 1,012.20	$ 1,012.20	$ 1,012.20	$ 1,012.20	$ 1,012.20
PCHTQA000220/062	70202485	VENDstation Material / Dual Receptacle NEMA5-15	15	$ 1,860.75	$ 1,860.75	$ 1,860.75	$ 1,860.75	$ 1,860.75
		Estimated Subtotals Per Year (including shipping)		**$ 95,954.33**	**$ 95,954.33**	**$ 95,954.33**	**$ 95,954.33**	**$ 95,954.33**
		Estimated Annual PPI increase @ Max 5% (subject to provisions outlined in agreement)		**$ 5,831.65**	**$ 6,123.24**	**$ 6,429.40**	**$ 6,750.87**	**$ 7,088.41**
		Estimated Subtotals		**$ 101,785.98**	**$ 102,077.57**	**$ 102,383.73**	**$ 102,705.20**	**$ 103,042.74**
		Estimated Annual Sales Tax @ 7.75%		**$ 7,888.41**	**$ 7,911.01**	**$ 7,934.74**	**$ 7,959.65**	**$ 7,985.81**
		Estimated Subtotals Per Year		**$ 109,674.40**	**$ 109,988.58**	**$ 110,318.47**	**$ 110,664.85**	**$ 111,028.55**

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Purchase of Seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE Propane Powered – 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. B0758.0-23 (in substantially the same format as Attachment A), with Creative Bus Sales (CBS), for the purchase of up to seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE propane powered in the amount of $2,034,500.02.

Budget Impact

The total cost of this contract is estimated to be $2,034,500.02, inclusive of all applicable taxes and fees. This project is funded by the Capital Improvement Program (CIP) 1001111601 – Minibus Replacement.

DISCUSSION:

MTS currently operates fixed route service with thirty-one (31) Class E cutaway minibuses to provide lifeline transit services in areas where ridership does not warrant the use of 40-foot transit buses. All these vehicles have reached the end of their useful life. Twenty-four (24) have been scheduled for replacement as part of the FY 2022 MTS Fleet Replacement Plan and approved by the MTS Board at the February 16, 2023 (AI 6) meeting.

This new purchase is for the remaining seven (7) minibuses that are due for replacement for a total of thirty-one (31) minibuses. The new vehicles will maintain and enhance the agency's ability to provide transit services efficiently and cost effectively. Currently there are no Zero Emission Buses (ZEB's) of this type that can meet our range requirements for this service. Although not currently included in the California Innovative Clean Transit Rule (ICT), MTS staff continues to evaluate options for these vehicle types, and assumes integration into our Board approved transition plan starting as early as 2026. Propane vehicles provide a significant emissions improvement as compared to unleaded powered options.

Federal Transit Administration (FTA) Circular 4220.1F, Chapter V, Section 4, encourages federal grant recipients to use state and local intergovernmental agreements for procurements of property and services. MTS staff identified an intergovernmental agreement that provides buses that meet MTS specifications, using a California State government purchasing schedule administered by the California Association of Coordinated Transportation (CalACT), Request for Proposal (RFP) No. 20-01. The CalACT Vehicle Purchasing Cooperative allows MTS to select vehicles from a pre-competed menu of choices from different vendors and manufacturers.

CalACT negotiates the purchasing collectively on behalf of multiple agencies and is able to obtain pricing that cannot be obtained through individual agency procurements. This pricing is in line with prior proposals from previous procurements for minibuses. Therefore, staff deems the $290,642.86/bus all-inclusive unit cost ($2,034,500.02 for 7 buses) to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0758.0-23 (in substantially the same format as Attachment A), with CBS, for the purchase of up to seven (7) Starcraft Bus, Class E, Ford F-550/65 GGE propane powered in the amount of $2,034,500.02.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement, MTS Doc. No. B0758.0-23
B. Contractor's Proposal

Metropolitan Transit System

STANDARD AGREEMENT

FOR

MTS DOC. NO. B0758.0-23

PURCHASE OF SEVEN (7) CLASS E PROPANE POWERED MINI BUSES

THIS AGREEMENT is entered into this _____ day of _____, 2023 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: Creative Bus Sales (CBS)

Address: 14740 Ramona Avenue
Chino CA 91710
City State Zip

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

Email: TonyM@creativebussales.com

Telephone: (562) 594-8948

Authorized person to sign contracts Tony Matijevich Vice President
Name Title

Provide up to seven (7) Class E Propane Powered Minibuses as specified in the Creative Bus Sales Proposal dated April 17, 2023 (attached as Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), Federal Requirements (Exhibit C), and signed MTS Forms (Exhibit D).

The contract duration shall be for no more than a two-year initial term, effective June 1, 2023 through May 31, 2025, with no more than three optional extensions exercisable at MTS's sole discretion, of not more than one year each, for an overall five-year term ending May 31, 2028.

MTS and Contractor shall agree to production and delivery schedules in writing upon execution of the Contract.

Vehicle shall be delivered to: Metropolitan Transit System (MTS) c/o First Transit
7490 Copley Park Place
San Diego, CA 92111

The registered owner will be: San Diego Metropolitan Transit System (MTS)
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Payment terms shall be net 30 days from invoice date. The total contract cost shall be firm fixed price not exceed $2,034,500.02, which includes tax, delivery, registration and California tire fee.

DRAFT

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CREATIVE BUS SALES
By: _____ Sharon Cooney, Chief Executive Officer Approved as to form: By: _____ Karen Landers, General Counsel	By _____ Title: _____

DRAFT

Creative Bus Sales
14740 Ramona Avenue
Chino, CA 91710
888.633.8380

Creative Bus Sales
7471 Reese Road
Sacramento, CA 95828
888.633.8380

CalACT MBTA RFP #20-01 - Class E - Quote Sheet *(Rev 2022)*

Vehicle Type:	**Class E - Starcraft Bus (Allstar XL)**	**Type of Lift:**	☑ Braun
Contact:	**JAY WASHBURN**	**Lift Location:**	☐ Front ☑ Rear
Agency:	**SAN DIEGO MTS**	**Seat Material Level:**	**LEVEL 4 DOCKET 90**
Address:	**100 16TH STREET**	**Seat Color:**	**WINE VINYL**
City, State, Zip:	**SAN DIEGO, CA 92101**	**Flooring and Color:**	**ALTRO CHROMA TFCR27MTS GREY**
Phone:	**619.235.2648**	**Salesperson:**	**STEVE CHUNG**
E-Mail:	JAY.WASHBURN@SDMTS.COM	**Salesperson Cell:**	**909.549.9398**
Delivery:	9 TO 12-MONTHS FROM RECEIPT OF ORDER	**Salesperson E-Mail:**	STEVEC@CREATIVEBUSSALES.COM

Quantity:	Description	Price	Ext. Price	ADA
1	Starcraft Bus - Class E - ***(Ford F550/65 GGE Propane) 32.5'*** *Subject to CARB certification*	$181,768.00	$181,768.00	$11,790.00
	Published Options			
1	1 - Freedman Foldaway Seat (double)	$2,070.00	$2,070.00	$11,790.00
2	2 - 34"-36" Freedman Flip Seat (featherweight)	$1,670.00	$3,340.00	$23,580.00
2	9 - Credit for seat delete	-$120.00	-$240.00	
2	26 - Qstraint Deluxe (8100) credit per set of 4	-$100.00	-$200.00	$23,580.00
1	37 - Lift Pad Cover	$300.00	$300.00	$11,790.00
1	42 - 2-Way radio prep	$170.00	$170.00	
1	43 - REI PA system (4 interior, 1 exterior ADA speaker)	$460.00	$460.00	
1	58 - Telma Driveline Brake Retarder	$11,700.00	$11,700.00	
1	61 - Liquidspring Suspension	$12,900.00	$12,900.00	
1	73 - Sportworks bike rack (Stainless 2 Bike) APEX/ W/FAT TIRE ADAPTORS FOR BOTH BIKE POSITIONS	$3,290.00	$3,290.00	
1	75 - Roof Vent (Safefleet)	$310.00	$310.00	
1	76 - Rear Tow Hooks	$155.00	$155.00	
1	88 - Amerex Fire Suppression	$3,155.00	$3,155.00	
1	92 - Rear Backup Camera and Monitor	Standard	Standard	
1	113 - Delivery Zone 1	$800.00	$800.00	
1	120 - Diamond Farebox SV (2 vaults)	$2,400.00	$2,400.00	$2,400.00
1	133 - Stop Request System (w/ sign)	$805.00	$805.00	$805.00
	Non-Published Options			
1	Chassis Keyed Alike	$420.00	$420.00	
3	Altro T36T Aluminum step edging w/yellow insert (Each)	$50.00	$150.00	
1	REDUCE TENSION ON ALTERNATOR POWER WIRES FROM EXTRA SUPPORT BASE	$50.00	$50.00	
1	ALIGN FRONT END OF BUS	$0.00	$0.00	
1	INTERIOR BUS NUMBERS CENTERED ON FRONT EDGE OF CELING	$20.00	$20.00	
1	FULL WIDTH DRIVER'S STORAGE COMPARTMENT LOCKED AND CARPETED	$595.00	$595.00	
1	EXHAUST TO EXIT STREETSIDE OF BUS TURNED DOWN 90 DEGREES FROM UNDERNEATH CHASSIS AND EXIT 6" OF BUMPER	$510.00	$510.00	
1	(2) MATCHING 750 CCA BATTERIES WITH MILITARY TERMINALS IN TRAY (NO BATTERY UNDER HOOD)	$595.00	$595.00	
1	BUS PAINT AND DECAL (VALSPAR #829r4072) TOYLAND RED	$10,000.00	$10,000.00	
1	CREDIT FOR TOOL BOX REMOVAL	-$20.00	-$20.00	
1	CREDIT FOR FIRST AID KIT AND BODY FLUID KIT	-$50.00	-$50.00	
1	LUMINATOR HORIZON SMT FRONT AND SIDE DESTINATION SIGNS	$9,445.00	$9,445.00	
1	FORD CHASSIS COST INCREASE SUBJECT TO MBTA CALACT APPROVAL	$6,743.00	$6,743.00	
1	ADD SLACK TO MAIN POWER CABLE AT WHEELCHAIR BASE	$50.00	$50.00	
1	FLOW THROUGH GATOR VALVE CORE CAPS / NO VALVE EXTENSIONS	$50.00	$50.00	
3	Antenna gound plane w/conduit and pull cord	$80.00	$240.00	
1	Pre-wire, BAT/IGN/GND FRONT STORAGE WITH BUSS BAR	$595.00	$595.00	

1	Pre-wire, BAT/IGN/GND Behind Driver HD	$295.00	$295.00	
1	MOVE HEATERS FOR CAD / AVL INSTALLATION BY CUSTOMER	$0.00	$0.00	$0.00
1	REMOVE OEM STEREO	$0.00	$0.00	$0.00
1	SAFEFLEET SEON CAMERA SYSTEM PER ATTACHED SPECIFICATIONS	$13,000.00	$13,000.00	
1	COMM TOWER BEHIND DRIVER PER FLOOR PLAN	$2,495.00	$2,495.00	
1	WHITE PAINTED RIMS	$350.00	$350.00	
1	PROPANE HEAT MITIGATION SYSTEM	$3,000.00	$3,000.00	
1	WATCH YOUR STEP SIGNAGE IN STEPS (NOT DECALS)	$595.00	$595.00	
1	RUBBER TIRE FLARES	$395.00	$395.00	
1	REMOVE BACK UP SENSORS IN REAR BUMPER	-$200.00	-$200.00	
1	WHEELCHAIR LOOP COMPARTMENT UNDER FLIP SEAT	$550.00	$550.00	

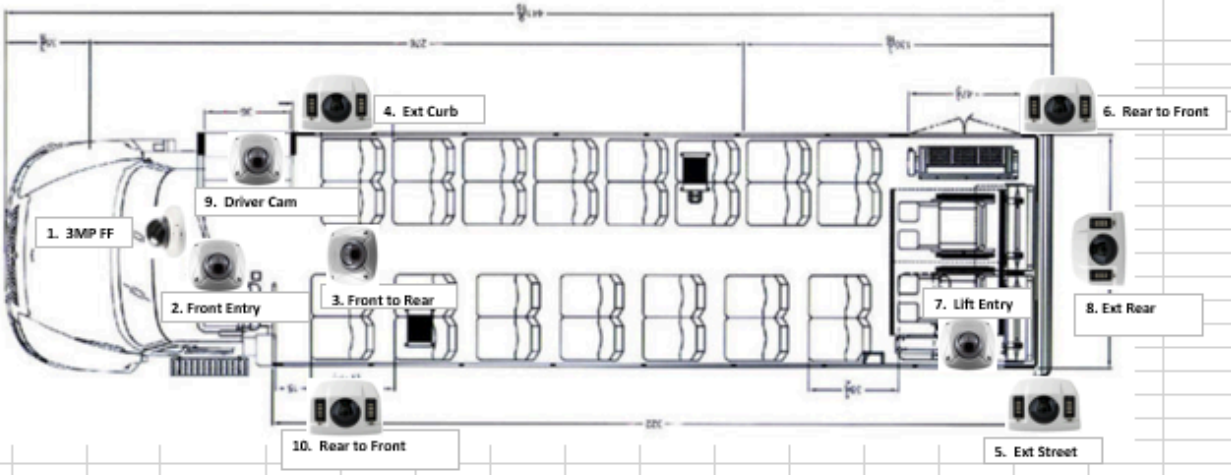
	Class E - Base Price	$181,768.00	
	Published Options	$41,415.00	
	Non-Published Options	$49,873.00	
	Total	$273,056.00	$85,735.00
	Doc Prep Fee	$85.00	
The Non-Taxable Amount is the ADA Equipment in the Base and Added as Options	Non-Taxable	$85,735.00	
The Taxable Amount Includes the Mobility Rebate of $1,000.00 For Ford Chassis	Taxable Amount	$188,406.00	
San Diego* 1398	Tax Total	$14,601.47	7.750%
	Sub-Total	$287,742.47	
	CalACT Fee	$2,857.14	
	DMV E-File Fee:	$31.00	
	DMV Fee	$0.00	*(Estimated)*
	Tire Fee	$12.25	
	Local Delivery	$0.00	
	Total	**$290,642.86**	
	Number of Units	7	
	Final Total	**$2,034,500.02**	

Purchasing of vehicles requires a CALACT membership, letter of assignment, and payment of procurement fee. If you have any questions, please contact CALACT direct at 916-920-8018

SAFE FLEET

Driving Safety Forward™

SEON 10 CAMERA SYSTEM
NH16KH2T0 - NH NVR Hybrid, 16 Channels, 8CH Analog HD Built-In, 16 Port POE Switch, Audio, Security Front Cover with Lock Set, Mounting Plates, Power Harnesses, Stacking Bracket, 2TB Single HDD
WT1D20S20G4 - TL, TL-HD & TH, Explorer TX8 and HX16 wiring bundle with adapter harness, diagnostic indicator/alarm button cable 20 ft., five signal input 20 ft., GPS4 receiver magnetic mount 20 ft.
C3Q9PD03AF-BK-FF20 - IP Camera, PoE, dome, black, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 20 ft. harness, with Forward Facing Bracket - to use with TH8 or NH16
C3Q9PD03A20 - IP Camera, PoE, dome, white, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 20 ft. harness - to use with TH8 or NH16
C3Q9PD03A50 - IP Camera, PoE, dome, white, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 50 ft. harness - to use with TH8 or NH16
C3W9PD03E50 - IP Camera, PoE, wedge, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 50 ft. harness - to use with TH8 or NH16
C3W9PD03E75 - IP Camera, PoE, wedge, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 75 ft. harness - to use with TH8 or NH16
SRLN07NP - SmartReach Lite,2.4/5GHz,ANT,No POE,-N
G-SENSOR-EXT - G-Sensor, module and cable kit for compatible DVR
ANTK-W11W5 - Dual Band White WiFi Antenna Kit with Single Cable at 1.8 m Length plus 3 m Antenna Extension Cable and RP-SMA Male Terminating



Camera	Proposal Line
1	3
2	4
3	4
4	6
5	7
6	7
7	5
8	7
9	4
10	6

*Bus photo is not to exact specifications

Class E Standard Build Options

ALLSTAR XL F550 - 96" WIDE				
FORD F-550 19,500 GVWR 7.3L Prem Gas ENGINE				
Allstar XL 32 238" WB 264" Body 7.3L Prem Gas Includes 2nd Battery, Box & Tray	ST	93097		1
SPECIAL INSTRUCTIONS OR NOTES				1
SEE BOTTOM OF ORDER FRO WARRANTY				1
Dealer to Perform 4-Wheel Alignment in California				1
Dealer to Weigh Each Bus on California Certified Scale				1
No Tow Vehicle Allowed During Delivery				1
Use 250 lbs Per Wheelchair Position				1
Parts Manual with As-built Electrical Schematics				1
All Excessories Except Lights, WC Lift & Mobile Radio (If Equipped) Are Ignition Hot				1
Wiring Harnesses Supported Every 24" Maximum				1
No Butt Connectors Allowed				1
If Driver Switch Panel is on Engine Cover, Then a Quick Disconnect is Required				1
Fast Idle: 1500 RPM on Gas - Fast Idle to Engage if Voltage Drops Below 12.5 VDC or if				1
Install Dome Light With Every Row of Seats, Including WC Position, Must Meeting 8				1
Hip-To-Knee Spacing 27" Minimum				1
Seat Track Not Extend More than 6" Past Seats				1
Undercoat Metal Skirts				1
Ground to First Step Height Shall Not Exceed 12.5" Unloaded				1
304SS Required for Entry Grabs and Ceiling Grabs				1
Ceiling Grab Rails Require Formed Elbows - No End Caps				1
AC & Heater Hoses Supported Every 24" Minimum				1
Build Front Driver Storage Compartment as Large as Possible, For Storage of Tiedown				1
Install Toolbox Next to Lift if Space Allows				1
Convex Mirror Must Avoid Sun Visor and Overhead Door				1
Headlight Aiming Certificate - Ship with Bus				1
Water Test Certificate - Ship with Bus				1
Driveline Metal Guards for Each Section of Shaft				1
All Harnesses Secured to Frame at Maximum of 24"				1
P-Clamps Added as Deemed Necessary by MBTA Inspector				1
Batteries Must Be Same Type (No Mismatch) (1 In Tray - 1 Underhood)				1
Continuous Run Battery Cables				1
Slide Blocks To Hold Batteries In Place				1
Floor Track Will Not Be Installed in Any Area not Covered by a Fixed Seat				1
Operations Manual - Covering Conversion Features as Listed				1
Parts Book, Operating Instructions, Troubleshooting Guide, Inspection & Service Guide,				1
SPECIAL BUILD ORDER				1
Driver Entry Grab Steel Reinforced Plastic - Nutsert Install	ST	99		1
(3) GROUND WIRES TO BE ZERO OUGHT GAUGE, TO BE CONTINUOUS WITHOUT	ST	99		1
Interlock on Entry Door - Must Be in Park to Operate	ST	99		1
ENTRY DOOR HEADER ACCESS PANEL DOOR MUST BE HINGED WITH 2 THUMB	ST	99		1
Battery Tray: SS Tray & Slides Per Standard Options Below. Must Extend at Least 3"	ST	99		1
Install Battery Cable Wiring Diagram Inside Battery Access Door	ST	99		1
Decal: Battery Disconnect, Emergency Use Only	ST	99		1
Stainless Steel Battery Hold-Down Hardware	ST	99		1
Add 2nd Heater Line Brass 1/4 Turn Valve	ST	99		1
Decal: "Heater Shut Off Valve" - Install On Street Side Near Valves	ST	99		1
KEYED LOCK ILO THUMB LATCH FOR ELECTRICAL CENTER DOOR	ST	99		1
5/8", 7 Ply AC Marine Grade APA Plywood Floor	ST	99		1
Upgrade Driver Plexi Barrier: Extend to Within 6" of Ceiling	ST	99		1
14 Gauge Galvanized Steel Wheelwells	ST	99		1
Dual Handles on WC Lift Doors	ST	99		1
Laminated Modesty Panel, Grey Melamine, Each	ST	99		2
Intermotive Break Out Box	ST	99		1
GENERIC PARTS MANUAL ON FLASH DRIVE	ST	99		1
ELECTRICAL SYSTEM				
Intermotive Flex Tech Electrical System	05	**STD**		1
SIDEWALL / REARWALL / CEILING				
Sidewall: Grey FRP	05	**STD**		1
Driver Area: Grey Padded Vinyl	05	**STD**		1
FRP on Ceiling, Grey	05	22000		1
FRP on Rearwall, Grey	05	22001		1
Cove Colored Flooring on Sidewall to Seat Track	05	22005		1
FLOORING				
Altro Meta Storm	05	22014		1
Yellow Step Nosing per Step	05	22016		4
Standard Floor 2 Step Entry with Extra Step Behind Driver (F550 only)	05	STD		1
CHASSIS				

HEAVY DUTY DRIVER RUNNING BOARD ** F-550 ONLY	05	22503		1
Romeo Rim Rear Bumper w/HawkEye RAS Installed	05	22035		1
Valve Stem Extender Inner Dual Rear Wheel, pair	05	22040		1
ENVIRONMENTAL CONTROL				
TRANS/AIR INTERNATIONAL A/C OPTIONS NOTE: CHECK THE CHASSIS/BODY COMBINATION FOR THE MODEL BEING ORDERED ABOVE FOR THE PROPER ENGINE KIT				
ENVIRONMENTAL CONTROL * NO TIE IN SYSTEMS ALLOWED BY INTERNATIONAL				
DOES THE ENGINE HAVE AN AIR PUMP? YOU MUST ENTER YES OR NO FOR PROPER ENGINE KIT!!!!				
TA SUPER 13 80K SYSTEMS 13 CID COMPRESSOR CHOOSE SINGLE TALL SKIRT OR ROOF MOUNT CONDENSER				
TA774C SUPER 13 TA77 EVAP SC4 TALL COND 13 CID COMP	05	22058		1
HEATERS				
Hot Water Heater, 65K BTU - Floor Mounted	05	20083		1
MISCELLANEOUS				
Silicone Heater Hose (for rear unit) w/full ring clamps	05	22076		1
ELECTRICAL				
Stainless Steel Battery Box & Tray	05	22089		1
Rotary Disconnect Switch	05	22092		1
Laminated Wiring Schematic ***AS BUILT*** ON ELECTRICAL PANEL DOOR	05	22101		1
EXTERIOR LIGHTS				
Surface Mount LED Entry Door Exterior Light - STD Choose Optional Below or Special builds	05	STD		1
LED Rear Center Mount Brake Light, **Rectangular**	05	20136		1
LED Mid-Ship Turn / Marker Lights REQUIRED 30' AND LONGER	05	20138		1
Independent **RED** Brake & **AMBER** Turn Signal Lights (per NJ specs)	05	20139		1
INTERIOR LIGHTS				
Additional Interior Lights (LED If Option Selected) Each	05	8041		3
AUDIO / VISUAL				
FORD F550 OEM AM/FM RADIO W/AUX INPUT AND CLOCK (F550 RADIO CAN'T BE REMOVED) - ORDERED ON CHASSIS		**NOTE**		1
4 Speakers with Wire to Chassis OEM Radio (If Supplied)	05	20159		1
DOORS / HATCH / WINDOWS				
Required: please select one passenger door option.				
Passenger Door Electric (Standard)	05	STD		1
Passenger Door 36" (Standard)	05	2063		1
Exterior Passenger Entrance Door Key	05	8133		1
Solid Window(s) EACH Replace T-Slide(s) Enter Specific Instructions in Row Below	05	20187		1
STREET SIDE REAR				1
INTERIOR				
Driver Coat Hook	05	8769		1
LUGGAGE RACK / STORAGE				
Driver Storage in Cab Overhead with Lock	05	20192		1
PARATRANSIT OPTIONS				
Double W.C. Doors w/ Windows, LED Interior Lights, Leaf Spring, LED Exterior Lighting	05	20206		1
4" Grommet Mount LED is STD. Use Special Builds for Optional Choices				1
IS THE LIFT IN THE FRONT OR REAR OF THE UNIT?				1
Braun Century NCL917-2 800# Lift (33"x51")	05	8744		1
LIFT INTERLOCK				
Fast Idle w/Interlock - Intermotive GTWY508-F FORD F550 / F650 GAS	05	99		1
Q Straint W.C. Securement Kits, Accessories				
Q10007 - 4 QRT 360 Retractr Tie Down L track & Q8-6326-A1 Comb-Lap/Shldr	05	8826		2
Q5-7580-4 18" Blue Webbing Loops	05	20250		8
Q5-6327 84" Postural Belt with Padding - Black Webbing	05	20251		1
Q-Straint Belt Cutter (ship loose)	05	8179		1
SAFETY OPTIONS				
10 Lb Fire Extinguisher	05	8616		1
Body Fluid Kit	05	20264		1
Emergency Triangle Kit	05	8091		1
Back-Up Alarm SAE Type B 107 db(A) Ecco 575	05	2880		1
STANDARD ROSCO STSK4750 BACK-UP CAMERA SYSTEM W/ 7" REARVIEW MONITOR / MIRROR COMBO	**05**	**STD**		**1**
Interior Convex Mirror 6" x 9"	05	20276		1
Red Light Over Emergency Exit Ea: **ON:** **SIDE & REAR EGRESS WINDOWS**	05	8155		5
Yellow "Standee" Line	05	8802		1
GRAB RAIL / STANCHION / PANELS				

Ceiling Grab Rail - Install on **Both Sides**		05	99		1
Left Hand Entry Vertical Grab Rail - 1 1/4"			**STD**		1
1 1/4" Grab Rail Parallel to Entrance Steps (both sides)		05	8130		1
Stanchion and Modesty Panel at Entry Door			**STD**		1
Stanchion and Modesty Panel Behind Driver		05	20301		1
Add Tinted Plexiglass Upper Panel	**LOCATION:**	05	8146		1
SEATING - DRIVER					1
FORD F-550 DRIVER SEATING					1
Ford F-550 OEM Driver's Seat - Order On Chassis			**NOTE**		1
SEATING - PASSENGER					
STD RIGID SEATS					
Mid High Double Seat		05	8067		12
PASSENGER SEAT FABRICS					
EUROPEAN OR AMERICAN WOOL QUOTED AT TIME OF ORDER!!!!					
Seat Cover - Level 4 Ice Pinstripe; Mor-Care; Leathermate		05	2074		24
SEAT OPTIONS					
Anti-Vandal Grab Handle, Black Ea **on:**	**ALL SEATS EXCEPT AGAINST REAR WALL**	05	2311		24
Black US Armrest - Each - **on:**	**AISLE**	05	2077		12
Flame Block Material on Underside of Seat (each)		05	2884		24
SEAT BELTS					
Seat Belt, Freedman USR Retractable (Per Person)		05	2282		24
Seat Belt Extension, 12" (P/N 56410) FOR USR SEAT BELTS		05	8771		2

SUMMARY OF STANDARD WARRANTIES

(Provide complete warranty information and parchment with proposal)

Warranty	Miles	Years	Warranty Details
Body Structure	100,000	5	See attached Warranty Info
Chassis	36,000	3	See attached Warranty Info
Engine	60,000	5	See attached Warranty Info
Transmission	60,000	5	See attached Warranty Info
Air conditioner	Unlimited	2	See attached Warranty Info
Lift/Ramp	Unlimited	5	See attached Warranty Info
EV Battery	N/A	N/A	N/A
EV Conversion/Installation	N/A	N/A	N/A
CNG Warranty (Install and tanks)	N/A	N/A	N/A

Metropolitan Transit System

DRAFT FOR EXECUTIVE COMMITTEE REVIEW DATE: 5/11/2023

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

San Ysidro Intermodal Transit Center Improvements Project (Beverly Neff)

AGENDA ITEM WILL BE PROVIDED BEFORE BOARD MEETING

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Internal Audit Report – Accounts Payable

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Report by MTS Internal Auditor Toufic Tabshouri on Accounts Payable.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Accounts Payable Internal Audit Report

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.

Metropolitan Transit System

Internal Audit Report

DATE: May 1, 2023

TO: Erin Dunn, Larry Marinesi

FROM: Toufic Tabshouri

SUBJECT: Accounts Payable

CC: Sharon Cooney, Karen Landers

Report Summary

In accordance with the Internal Audit Plan for calendar year 2022, I conducted an audit of Accounts Payable (AP). Areas[1] or topics are normally selected for inclusion in an annual audit plan based on the results of an organizational risk assessment or management request. However, I included AP and Travel Expense Claims in the Audit Plan for calendar year 2022 because I have not conducted any internal audits of Finance or Accounting in recent years.

AP is generally covered within the annual financial statement audits, but it can be audited separately. Financial statement audits are concerned with irregularities and misstatements that have a material effect on the veracity of the financial statements, whereas this audit was focused on the operation of the AP function within the Finance Department and its processes.

This audit had two objectives. The first was to examine the AP function and processes to determine whether they were operating efficiently and effectively. The second was to test a sample of transactions and determine whether they were properly authorized, accurate, and supported by adequate documentation. The audit has two positive findings, and I consequently did not make any recommendations. The first finding is that the AP function is operating efficiently and effectively, and the second finding was that there were no exceptions in my sample testing of payments. I also found no instances of non-compliance or fraud.

[1] E.g. departments, functions, programs, and processes.

Introduction and Background

Audit objectives in financial audits of AP collectively aim to provide reasonable assurance that AP liabilities are correctly stated. Basic objectives – ones that are standard for audits that entail a large amount of transactions – are concerned with the accuracy, completeness, and validity of AP transaction data. More specific objectives are focused on determining whether the accounts payable transactions are properly recorded, authorized, and supported by appropriate documentation, and ensuring that any potential fraud or irregularities are identified and addressed. Examples of such objectives are:

1. ***Accuracy of the AP ledger*** – The AP ledger accurately reflects all liabilities owed by the organization.
2. ***Completeness of AP transactions*** – All AP transactions have been recorded in the accounts payable ledger.
3. ***Validity of accounts payable transactions*** – All accounts payable transactions are valid and supported by appropriate documentation.
4. ***Proper authorization of accounts payable transactions*** – All AP transactions are properly authorized by management.
5. ***Timeliness of accounts payable transactions***: AP transactions are recorded in a timely manner and that payment is made within agreed-upon terms.
6. ***Accuracy of accounts payable aging*** – AP aging reports accurately reflect the organization's outstanding liabilities.
7. ***Detection of potential fraud*** – Identify any potential fraud or irregularities in the accounts payable process.

The audit objectives should be tailored to the type of entity and its operations, as risk areas differ markedly across organizations. For example, private companies facing cash flow difficulties may be tempted to delay paying their invoices. Similarly, management incentives or pressures to show strong quarterly profits may lead to improper delays in the recognition of AP liabilities or, at worst, in hiding liabilities. These scenarios are not typically of concern to government agencies such as MTS.

Problematic findings in AP audits include the following:

1. ***Unrecorded liabilities*** – Liabilities that have not been properly recorded in the accounts payable ledger, which may result in inaccurate financial statements.
2. ***Duplicate payments*** – Payments that have been made more than once for the same invoice or transaction, which may result in financial losses if they are not identified and reimbursed.
3. ***Lack of supporting documentation*** – Transactions that are not supported by appropriate documentation such as invoices, purchase orders, or receipts.
4. ***Late payments*** – Payments that are not made within agreed-upon terms, which may result in financial penalties or damage relationships with vendors.
5. ***Unauthorized payments*** – Payments that have been made without proper authorization or approval, which may be due to errors or fraud.
6. ***Weak Internal controls*** – Design flaws or misapplication of internal controls over the accounts payable process may increase the risk of fraud or errors.
7. ***Fraudulent transactions*** – There are a variety of fraud schemes that can occur through AP, such as payments to fictitious vendors.

Objectives, Scope and Methodology

This audit had two objectives. The first was to examine the AP function and processes to determine whether they were operating efficiently and effectively. The second was to test a sample of transactions and determine whether they were properly authorized, accurate, and supported by adequate documentation.

To meet the first objective, I reviewed audit reports of AP at other government entities; researched AP fraud schemes; examined the processes and controls established in the MTS Financial Procedures Manual pertaining to AP; observed the processing of payments; interviewed AP staff and management to understand how AP transactions are initiated, recorded, and processed. I also reviewed the internal controls over the AP process, including segregation of duties, authorization, review, and approval processes.

The reports I reviewed are listed in Exhibit 1.

Exhibit 1 – Reports Reviewed from Other Government Agencies

Report Title	Entity	Publication Date
Accounts Payable Audit	City of Palm Beach	February 2018
Audit of Accounts Payable – Follow-Up Report	City of Denton	October 2019
Accounts Payable and Disbursements	California State University, Dominguez Hills	August 2021
Audit of the City's Master Vendor File	City of Sacramento	December 2015
Operational Audit Disbursements/Accounts Payable	Port of Seattle	June 2018
Accounts Payable Audit Report	Fort Worth	April 2021
Accounts Payable Duplicative Payments and Other Reportable Matters	City of Oakland	March 2012

Source: MTS Internal Auditor from the websites of the audited entities.

To meet the second objective, I obtained and analyzed AP data for fiscal year 2022. I then selected a sample of payments, and reviewed transaction approvals and supporting documentation such as purchase orders, invoices, and receipts. I searched for any irregularities that may be indicative of fraud or other improper payments.

Exhibit 2 shows the findings in audit reports of AP at government entities from the reports I reviewed. Some involve minor noncompliance issues, whereas others indicate more serious discrepancies.

Exhibit 2 – Common Findings from AP Audits of Government Agencies

Findings, Weaknesses, or Areas for Improvement
Process for matching (terms, price, quantity) on procurements of goods can be improved
Increase in use of manual payments
Manual payment process can generate a duplicate payment
Issues with user access and user role changes
Approval authority limits not established (set at system default rate of $1 billion)
Inaccurate AP aging reports
Inconsistent registration of vendors in the vendor master file
Policies and Procedures Manual needs updating
AP staff can have incompatible system access (which may undercut segregation of duties)
Purchase system access should be restricted
Duplicate payment controls should be improved
Duplicate payment via purchase card is possible
Payment of exempt taxes is possible
Receiving documentation is missing or inconsistent
No supervisory approval for checks under $5,000
Manual checks for vendors are released to employees for delivery
The preferred vendor for office supplies is not always used
Inadequate segregation of duties
User access review needs improvement
Missing documentation for delegation of authority
Missed prompt payment discounts
Employees with incompatible duties have access to the Master Vendor File
Vendor data quality needs improvement
Prohibited vendors allowed to conduct business
Delegation of authority policy needs update
Some users could set up vendors in vendor master file and approve payments
New vendor setup process should be restricted
Invoice payment timeliness should be improved
Missed early payment discounts
Duplicative payments
Erroneous payments
System flaws that render the invoice number control ineffective

Source: MTS Internal Auditor, from reports listed in Exhibit 1.

The scope of the audit encompassed fiscal year 2022.

Audit Results

The audit has two positive findings. The first finding is that the AP function is operating efficiently and effectively, and the second finding is that the payments I sampled were authorized and appropriate. I found no instances of non-compliance or fraud. Consequently, I made no recommendations.

Finding 1 – The Accounts Payable Function is Operating Efficiently and Effectively

The processes for approving invoices and processing payments are strong and are programmed into MTS's financial system, SAP. This makes them "hard" controls that are not dependent on a person remembering to follow the correct procedure. The also cannot be easily circumvented by staff. Multiple approvals are required within SAP before any payments can be made. For goods, the system automatically matches the quantity and price on the invoice against contract terms. Additional reviews and approvals are required before any payment can be made. Payments thresholds are also established in SAP.

MTS pays vendors in two ways. Large vendors are paid electronically using a payment system known as the Automatic Clearing House (ACH). The largest eleven vendors are shown in Exhibit 4. They accounted for approximately $136 million in payments in fiscal year 2022, representing 91 percent of the $149 million in ACH payments that year. The number of ACH payments is relatively small, but their total exceeds the amount of payments made by physical checks.

Exhibit 4 – Automatic Clearing House

Payee Name	Number of Payments	Payments Total
Transdev	13	$67,643,426
Siemens	24	$24,861,970
Gillig	9	$23,889,622
Calpers (SDTI)	27	$8,157,573
BP Energy	14	$6,206,801
Calpers (MTS)	27	$3,796,072
Corvel Claims	4	$985,086
Merch Fees	9	$613,487
P-Card (MTS)	11	$168,328
Sales and Use Tax	11	$59,770
P-Card (SDTC)	12	$42,168

Source: MTS Internal Auditor, based on AP data for fiscal year 2022.

The majority of vendors are paid by physical checks, and the breakdown of payments is shown in Exhibit 5 below.

Exhibit 5 – Volume of Check Payments

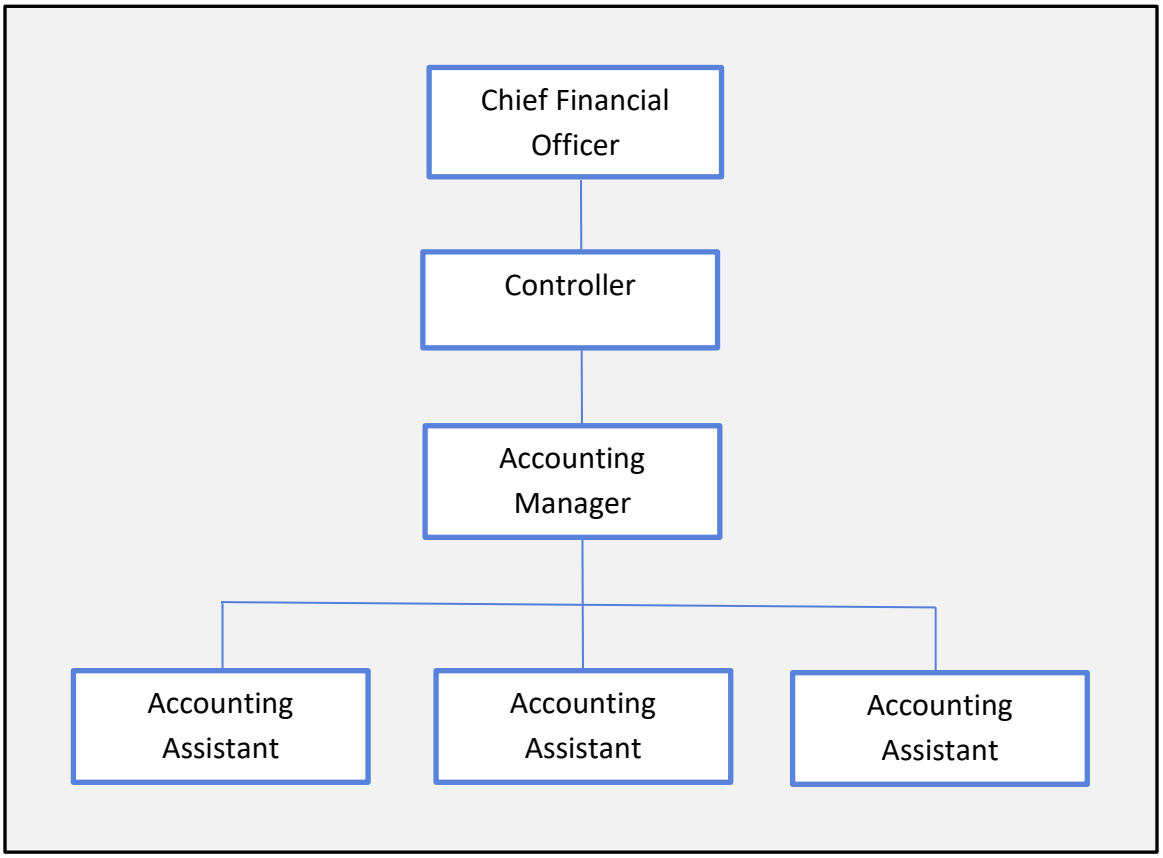
Payment Range	Number of Vendors	Number of Payments	Payment Totals
Over $1 million	29	623	$83,730,159
$500K to $1million	15	162	$11,030,753
$100K to $500K	71	1,156	$15,854,211
$50K to $100K	64	794	$4,382,320
$10K to $50K	203	2,515	$4,794,677
$5,000 to 10,000	96	620	$654,912
$1,000 to $5,000	248	925	$608,378
$1 to $1,000	240	500	$105,287
	966	**7,295**	**$121,160,696**

Source: MTS Internal Auditor, based on AP data for fiscal year 2022.

I considered whether transitioning all payments to ACH would be in the best interest of MTS. While doing so may result in some benefits or an efficiency increase, this is not a feasible option or one that can be quickly implemented. Many MTS vendors are small businesses that do not use ACH, and MTS would have to mandate ACH payment in future contracts in order to persuade them to accept this payment method. The benefit of the transition may not be great, with the exception of preventing a few payments from being lost or delayed in the mail. Most AP staff time is spent on reviewing and approving invoices and payments and not on printing checks.

The staffing for the AP function appears adequate based on the timeliness of payments. Most payment issues that are encountered by MTS AP staff originate from large vendors that have complex billing processes and systems, or small vendors that do not have qualified billing staff and therefore submit inaccurate invoices.

Exhibit 3 – The Accounts Payable Function Within the Finance Department



Source: MTS Internal Auditor.

Finding 2 – Sampled Payments Were Authorized and Appropriate

I judgmentally sampled 25 transactions for payments to different vendors. For each transaction, I reviewed the underlying supporting documentation such an invoice, and verified that payments were properly approved. As noted earlier in this report, payment approvals are hard coded into the financial system, and therefore no payment can be made unless approved by an authorized person. In all cases, there was sufficient and appropriate support for the payment, and the support was attached to the transaction within SAP.

I also reviewed voided checks within the AP data. Voided checks represented a very small fraction (0.06 percent) of the number of manual checks that are were issued in fiscal year 2022. Categories of voided checks indicate a record and reason for correction: AP staff have identified an error and noted it. Most of errors are not preventable; some are due to data entry mistakes, while others are due to problems with printing equipment. One category (Lost in Mail) is outside the control of MTS staff.

Exhibit 6 – Checks Were Voided for Several Reasons

Reason for Voiding	Number of Voids
Printed Incorrectly	156
Posting Error	122
Stale Date	87
Lost in Mail	47
Destroyed/unusable	4
Incorrect Lot Inserted	1
Check Voided After Printing	1
Total	**418**

Source: MTS Internal Auditor, based on an analysis of AP data.

The main audit concern with voids is to ascertain that AP staff are voiding checks as soon as an error is identified. This was the case, as is evident from my analysis of voids in Exhibit 7.

Exhibit 7 – Checks Were Voided in a Timely Manner

Days to Void	Number of Voids
Same Day	232
One Week	32
One Week to One Month	24
One to Six Months	83
Six to Eight Months	47

Source: MTS Internal Auditor, based on an analysis of AP data.

Recommendations

I did not make any recommendations on this audit.

Management Response

No response is required as there were no recommendations.

Conclusion

As noted in the introductory section of this report, government agencies do not generally experience the conditions that cause them to misstate or misrepresent AP accounts and balances. Nonetheless, many government agencies experience difficulties managing the AP function, as was evident from my review of audit reports (Exhibit 2 and Exhibit 3). The AP function generally has to contend with a large volume of transactions, and if the staff are not trained and properly supervised, it is easy for payment processes to break down with resulting delays and inaccurate payments. These problems are exacerbated when the information systems are antiquated or incorrectly configured.

Fortunately, the AP function at MTS is operating smoothly. The implementation of a robust financial system (SAP) eight years ago facilitates orderly operation. Additionally, MTS Executive Management and the Finance Department have long nurtured and enforced a strong control environment that is attentive to spending and averse to waste.

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Internal Audit Report – Information Technology Security

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Report by MTS Internal Auditor Toufic Tabshouri on Information Technology Security.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Information Technology Security Internal Audit Report

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.

Metropolitan Transit System

Internal Audit Report

DATE: March 20, 2023

TO: Sharon Cooney, Emily Outlaw, Rodrigo Alonso

FROM: Toufic Tabshouri

SUBJECT: Information Technology Security Update

CC: Karen Landers, Larry Marinesi

Report Summary

In accordance with the Internal Audit Plan for calendar year 2022, I conducted an audit of Information Technology Security.

Audits and periodic reviews of information technology (IT) security are important, because shortcomings can allow hackers to access MTS systems and potentially cause significant damage and disruption. Transit operators like MTS possess several information systems that could be disrupted: Industrial control systems that govern trolley tracks, a financial system, data warehouses, a scheduling system, a fare collection system, and communication systems.

Because MTS has engaged parties to conduct technical assessments of IT security, I focused my efforts on management aspects of the IT security function. The IT security function is relatively new at MTS, so such focus is timely. My main objective was to report to Executive Management and the MTS Board of Directors on the state of IT security. Specifically, whether MTS was devoting sufficient resources to IT security, and whether these resources were being deployed effectively. I also wanted to help the IT security function navigate any issues they may be contending with.

This audit had four findings, which are detailed in this report. The first is that MTS has devoted sufficient resources to IT security. The IT security unit had made progress since its formation three years ago. However, as this is a new function, there are some obstacles having to do with a backlog of security vulnerabilities and interaction with other IT units. I made three recommendations to address these findings.

Introduction and Background

Over the past decade, there has been growing public awareness of the importance of information technology security. Exposed to news stories about hacking and cybercrime, most people have come to understand the potential damage that can result when hacker gain access to computer networks and systems. The faint possibility that computer code could be used to destroy physical equipment materialized when centrifuges in an Iranian nuclear reactor were destroyed by malware in 2010. This attack was followed by other events such as the unauthorized release of classified material related to U.S. surveillance tools and capabilities by Edward Snowden in 2013; and the hacking into Sony Pictures in 2014, which resulted in theft and release of emails and destruction of data. Occasional stories about hacking and malware became regular features after a wave of hacking hit retail companies, resulting in the theft of consumer records and widespread fraud. Defense entities and militaries recognized the value of cyber warfare capabilities, and criminals perceived great potential returns and very low risk from online theft and extortion schemes.

With the exception of military and intelligence units engaged in cyber warfare, government agencies were slow to respond to the growth in cyber threats. Law enforcement agencies struggled to combat cyber crime, and they lacked the tools, knowhow, and qualified personnel to tackle a booming criminal industry. The private sector responded slowly, with the exception of a few industries such as banking, which were highly-regulated, well-resourced, and which faced severe consequences from hacking.

The anemic organizational responses to cyber threats were unsurprising, considering that most executives and managers had built their careers in fields other than computer systems and found it difficult to contend with the rapid evolution and complexity in online threats. The technology infrastructure for most organizations was not designed with information security in mind, and improvements in security entailed replacing hardware systems, applications, and network equipment. Such undertakings were costly and disruptive, and it was tempting to avoid them and forgo spending money and depress corporate profits or squeeze government budgets. But even when funding was not a barrier, it was sometimes not possible to improve security application developers and manufactures did not offer any secure products.

Within a few years, industry had adapted. Software firms began offering tools for intrusion detection, monitoring and prevention; application developers added controls to their products, began coding more securely and releasing patches upon identification of vulnerabilities; and hardware manufacturers started incorporating security features into their devices. New standards and frameworks were promulgated by organizations focused on information security, and new regulations were imposed by governments. Examples include the Payment Card Industry (PCI) standard developed by the financial industry to reduce credit card and other forms of fraud, and various security frameworks promulgated by the National Institute of Standards and Technology. Despite this progress, the internet remains insecure, and there are intractable vulnerabilities in worldwide telecommunication systems that are regularly identified.

The experience with cybersecurity at MTS tracked this broader national pattern. MTS established an information security team within the IT Department in 2020, as management's awareness of threats and vulnerabilities grew.

Objectives, Scope and Methodology

This audit had one broad aim, which was to evaluate the state of information technology security at MTS. Specific objectives were to determine whether MTS has invested adequately in IT security, and whether the investments that it has made were being deployed effectively. Secondary objectives were to identify gaps in IT security and areas for improvement.

To accomplish these objectives, I reviewed the literature on IT security management; best practices and guidance; past information technology audits and assessments at MTS; documents and plans provided by ISI; IT security frameworks; MTS investments in IT Security. I also interviewed ISI employees and other IT staff and assessed ISI's capabilities

Audit Results

This audit had four findings pertaining to IT security at MTS. Looking at resources, I found that MTS has made adequate investments in information technology security. The IT function that is dedicated to security, known as the Information Security and Intelligence (ISI), has made steady progress since its formation in 2020 and is proceeding expeditiously... However, because it is a relatively new functions, the duties and responsibilities of ISI and other IT functions should be clarified. ISI is currently contending with a large backlog of exceptions that have not been reviewed or remediated.

Finding 1 – MTS Has Made Adequate Investments in Information Technology Security

My determination regarding the adequacy of MTS's investment in IT security is based on a consideration of the following question: What is the reasonable amount of resources for a local government agency such as MTS to invest in IT security? Reasonability takes into account the threat environment, as well as resource limitations and other constraints. I deemed the investments adequate by evaluating the magnitude of the investments and their timing, the types of security products purchased, and the composition and qualifications of the IT security workforce.

MTS formed a group dedicated to IT security in July of 2020. The team was initially staffed with a manger and a staff employee, and another position was added in July 2022. I reviewed the educational and professional background of ISI staff and determined that they are all well-qualified for their positions. The annual labor costs of ISI are approximately $371,000 a year, consisting primarily of salaries and benefits for three employees.

MTS has procured tools that are premier commercial products, which are described in general terms in Exhibit 1. ISI staff have completed vendor training courses on these tools and are proficient in them. However, some of these tools are expansive and elaborate, and it takes time for users to reach expertise in them.

The total amount of labor and technology costs is at least $606,000 a year. There are other direct and indirect costs related to IT security that are not included in this figure. An example of these costs is the time that IT staff spend remediating security issues that are not accounted for in this figure.

Exhibit 1 – Investments in Information Security Tools

Product	Function	Purchase Date	Contract Amount	Contract Term (Years)	Annual Cost
1	Exposure management	5/2020	$224,500	3	$74,833
2	Intrusion detection using artificial intelligence	5/2020	$486,000	5	$97,200
3	Endpoint detection and response	12/2021	$190,000	3	$63,333

Source: Internal Auditor, based on figures provided by ISI and contract documents.

Determining the appropriate level of investment in IT security for an organization such as MTS is not a straightforward undertaking. Rather, it requires professional judgement that weighs a variety of information from several sources. Benchmarking with other transit agencies is not very fruitful, even when adjustments are made for organizational size. Comparisons are difficult because technological environments (i.e. infrastructure and architecture) and systems differ widely between organizations, even when they are functionally similar. For example, most financial systems accomplish the same tasks such as recording payment transactions and generating reports, but they differ markedly in their cost, complexity and security.

Studying the information security practices of other industries can be informative, especially industries that are more attentive to information security. However, there are limitations on the conclusions that can be drawn from such efforts, as technological environments, work conditions, regulations and resources can be vastly different from those at MTS. Some are more critical and more complex than others, and are therefore more attractive to criminal hackers. For example, health care entities are more vulnerable to disruption than bus operators, and impacts from disruptions are more difficult and costly to remediate.

Investment in IT security will be scrutinized after a breach, and it may appear inadequate in retrospect. IT security professionals are naturally inclined to ask for more resources, given their awareness of emerging threats and their responsibility to keep their organizations safe from attack. But for Executive Management with fiscal constraints, spending on IT security carries an opportunity cost, and money spent on IT security cannot be otherwise spent on direct service delivery.

Furthermore, in a large portion of breaches, the root cause was not a lack of tools or resources. Rather, breaches were readily preventable and occurred due to deficiencies such as: a lack of procedures, failure to adhere to existing procedures, failure to patch software in a timely manner, leaving default (and less secure) configuration settings in place, neglecting to change manufacturer passwords, and failure to regularly review and update employee roles, permissions, and access privileges. While spending more money on IT security is always an option, large initial outlays will result in waste, as functions take time to build and mature and do not have the capacity to absorb and effectively use resources.

Investments in IT security should have been made two or three years earlier, as there was recognition at MTS for that need. I did not explore the reasons for the delay in this audit because key management employees involved in the decision are no longer with MTS, and because there is little prospective value in evaluating these reasons.

Finding 2 – ISI has Made Steady Progress Since its Formation

I reviewed the work and management of ISI to determine whether the investments that MTS has made in IT security are being deployed effectively. I found that the ISI Manager is building a solid foundation for an effective IT security function. This foundation includes basic steps such as creating a mission statement and establishing ISI's scope of work, as well as more complex and technical undertakings such as adopting an appropriate IT security framework, and obtaining independent security assessments for MTS.

Information security management encompasses many things, from perimeter protection and encryption to application security and disaster recovery. Security frameworks and cybersecurity standards are critical tools in helping protect organizational data. Knowledge of pertinent regulations, standards, and frameworks is important for information security and cybersecurity professionals. An IT security framework provides a blueprint for managing risk and reducing vulnerabilities. It encompasses a set of documented processes that define policies and procedures around the implementation and management of information security controls. Frameworks come in varying degrees of complexity and scale, and often overlap.[1]

The MTS manager has adapted a cybersecurity framework from NIST 800-171, *Protecting Controlled Unclassified Information in Nonfederal Systems and Organizations*. Although the focus of this publication is protecting sensitive federal information that resides in nonfederal systems, it is an appropriate framework for MTS to use. The ISI Manager has assessed the implementation of the framework as follows.

Exhibit 2 – Implementation Status of MTS Cybersecurity Framework

Standard Section	Percentage of Completion
Access Control	63%
Awareness Training	0%
Audit and Accountability	44%
Configuration Management	22%
Identification and Authentication	36%
Incident Response	90%
Maintenance	50%
Media Protection	33%
Personnel Security	100%
Physical Protection	Unknown
Risk Assessment	33%
Security Assessment	50%
System and Communications Protection	25%
System and Information Integrity	57%

Source: Self-assessment figures provided by the ISI Manager.

[1] There are many definitions of IT security frameworks. This paragraph is adapted from the website of Pegasus One, a software development company.

If anything, the workplans that the ISI manager has developed are too ambitious. Although the plans do not account for hours, there is a discernable gap between current ISI resources and the current plans envisioned by the ISI Manager. At some point, the workplan should be formalized and agreement or approval from outside the department is a good idea.

ISI has engaged the Cybersecurity and Infrastructure Security Agency (CISA) to conduct a risk and vulnerability assessment for MTS. CISA is part of the U.S. Department of Homeland Security, and it provides technical support to various government and private entities at no cost. An assessment report was delivered in September 2022. The report contained 21 findings based on assessments and testing: Database Assessment, Penetration Testing, Phishing Assessment, Web Application Assessment. The findings were classified in terms of severity of impact as Critical, High, Medium, Low, and Informational. Five of the findings were rated critical, and they pertained to issues such as Personally Identifying Information, Patch Management, Unsupported Operating System or Application, and Group Policy Preferences.

ISI reports that most of these findings remain unremediated. MTS's use of CISA is a great way to improve security at MTS at no cost; a similar assessment from a commercial vendor conducted at MTS in 2018 cost approximately $250,000. MTS has engaged with CISA to conduct follow-up assessments, and the next one planned in 2023. These assessments provide great value to MTS, as periodic feedback on MTS's capabilities and vulnerabilities helps focus security and remediation efforts.

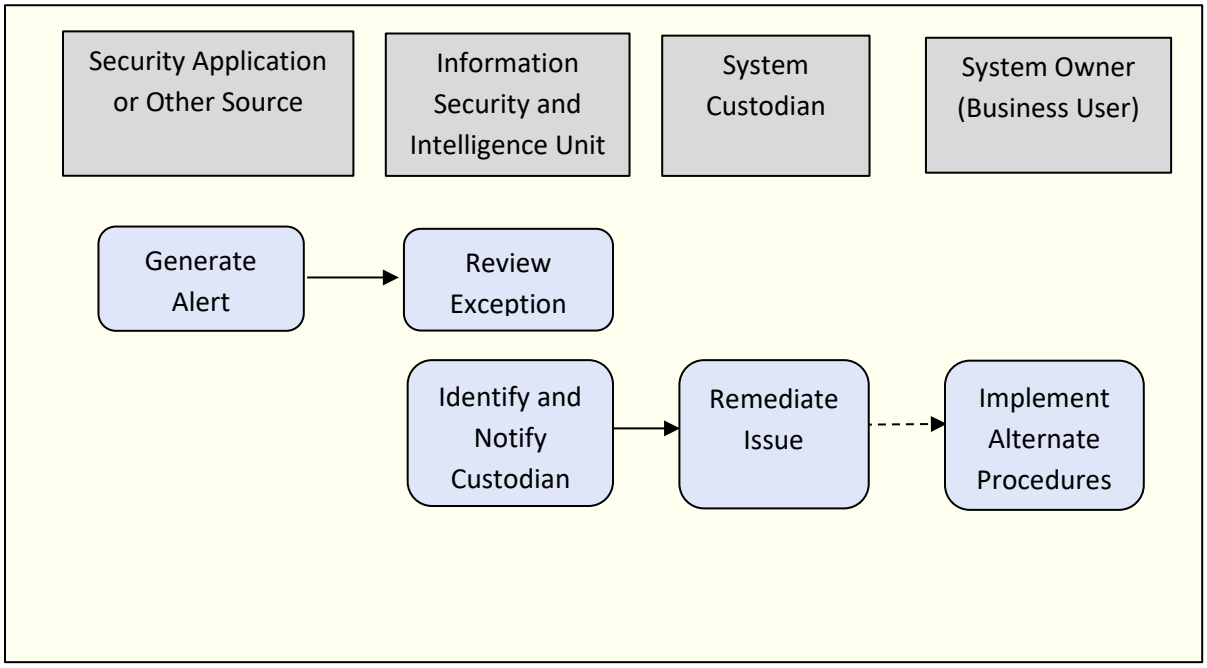
I also reviewed ISI's placement within the IT Department at MTS, a topic that was discussed at MTS even before the establishment of ISI. While there is no legal requirement or authoritative guidance that dictates the scope of work for IT security functions or their location within organizations, I found several articles and discussions in the field that promote independence for the information security function. Placing the IT security function outside of the IT Department can ensure that IT security's perspective is being communicated to Executive Management. When IT security staff have different views from the CIO but also report to the CIO, they may be reluctant to press their positions. Such differences sometimes arise because CIOs tend to have an operational focus and broad responsibilities, whereas IT security professionals are primarily concerned with preventing breaches. However, a "cleaner" placement of the IT security function may not be feasible in a small local government agency such as MTS. A reporting relationship where a function that has monitoring responsibilities reports to a manager who also oversees the areas being monitored is not unique to IT security. For example, safety functions at MTS report to the chief operating officers of San Diego Transit Corporation and the San Diego Trolley, Inc. Awareness of the potential for differences, the CIO's attentiveness to IT security, and a willingness to discuss differences in a collaborative and deliberative manner is a constructive way to strengthen IT security at MTS irrespective of the reporting structure.

Finally, I discerned that the motivation level of ISI employees is high, and the staff are very engaged in their work. Employee motivation is not commonly-reported topic in audits, as it is difficult to quantify without long, numerically-scored surveys or extensive interviews. However, in this case, it did not make sense to survey three employees, and I reached my conclusion through observations and informal discussions. Reporting on the unit's function is important because a lackadaisical work attitude will inevitably leave MTS more exposed.

Finding 3 – The Duties and Responsibilities of ISI and Other IT Functions Should be Clarified

The process of remediating security issues or threats generally works as illustrated in Exhibit 3.

Exhibit 3 – Normal Process for Handling IT Security Alerts



Source: Internal Auditor, based on interviews with ISI and other IT staff.

Because ISI is a new function, and because the tools that it is employing are relatively new to MTS, IT functions have not been accustomed to receiving and remediating security alerts. Security alerts require time to review by ISI staff, and time to remediate. Reviewing an alert entail determining the severity of the issue, the urgency required to resolve it,[2] and identifying the party that has responsibility for the systems concerned. Although that party is generally a function within the IT Department that is responsible for maintaining and supporting the system, but it may not the end or business user of the system. In some cases, the business user will be informed because remediation efforts (such as updating or patching) will require a shutdown of the system. The business user can then implement alternate procedures to continue to process work while the system is down.

It is not possible to readily quantify the amount of time and resources it takes to review and/or remediate issues. Some reviews may take a few minutes while others may take

When an alert is forwarded to a responsible party to remediate, that alert adds to the normal workload of that party. Because ISI is a relatively new function, and because the tools (security applications) that it has deployed are generating a large number of alerts, other IT functions are experiencing an increase in the number of security-related issues that they have to attend to. These functions do not always know how to process such alerts and they may turn to ISI for

[2] The source of the alert will often provide some information on the criticality of the threat and advice on remediation, but such information has to be evaluated by staff.

help in remediating the security issue. However, ISI primarily sees its role as that of identifying issues and not remediating them, although ISI recognize that there is a gray area and that they have technical expertise and can assist, but they do not want to assume responsibility for implementing fixes. This – in their view – is not the role of an IT security function and would detract from their primary work.

Ambiguity pertaining to work responsibilities is to be expected whenever new functions and processes are implemented. Some role negotiation and attempts at workload shifting are natural, and it may be better to allow things to proceed organically at first and experiment with various approaches rather than to lay out a set of rules that may prove impractical. However, protocols or procedures should be established soon thereafter. Absent a formal clarification of duties and separation of responsibilities between ISI and other IT areas, disagreements may arise continually and that have to be negotiated or arbitrated by someone else. Its is more efficient to reach a broad understanding that obviates the need for case by case.

Potential recommendation to have ISI focus primarily on identification and review of threats (diagram)
Increasing the knowledge of other IT functions to remediate security issues

Finding 4 – The Number of Exceptions That Have not Been Reviewed or Remediated is Large

An exception is an issue that is identified by one of the security application tools that MTS has procured. It may be an intrusion attempt that needs to be investigated, a configuration vulnerability in an application, or an available patch for an application that has not yet been patched. It may also be hardware vulnerability. An exception should be reviewed by an ISI professional, after which a determination is made as to its level of criticality. The security applications will also provide criticality information.

When ISI first implemented some of its security application tools, the application identified a large number of exceptions. That number continues to grow as more exceptions are identified as part of continuous monitoring efforts. The ISI Manager estimates that normal workload will consume a week of staff time or about 120 hours. ISI does not currently have an estimate of the effort and resources needed to review and remediate this backlog of exceptions. However, it is clear that this backlog will not resolve on its own without additional resources. It is likely that a majority of exceptions is benign; the computer security software noticed anomalous activity that is not nefarious. However, it is also likely that some exceptions represent serious vulnerabilities. I can say this with some degree of confidence because the number of exceptions is very large.

Recommendations

Recommendation 1 – The ISI Manager should work with the Chief Information Officer (CIO) to formalize ISI's authority, role, and scope of work. The Chief Information Officer and the Chief Executive Officer should then review and approve the resulting document.

Auditor Comment: Review and approval by the CIO will allow the CIO to communicate her perspective and priorities, which may be broader than those of ISI. The Chief Executive Officer (CEO) should be briefed on this document in order to understand how IT security resources are being utilized and to provide direction as she sees fit.

Recommendation 2 – The ISI Manger and the CIO, with input from other IT managers, should clarify the roles and responsibilities of ISI and those of system custodians. A process for tracking and remediating vulnerabilities should be established, along with timelines that are based on the criticality of vulnerabilities and the resources required to remediate them.

Recommendation 3 – ISI should provide an annual report to Executive Management on the state of IT security at MTS. Any differences in perspective between the CIO and ISI should be noted and explained in this report.

Recommendation 4 – The CIO and ISI should develop a plan to address the backlog of unremediated vulnerabilities. The plan should identify consultants, staff, temporary employees, or vendors that can help clear the backlog. As additional financial resources will likely be needed, the IT Department should develop cost estimates and discuss a supplementary budget request with the Finance Department.

Management Response

I, Emily Outlaw (CIO), am in alignment with the findings. I would like to point out the cost of IT Security will grow with the organization. As we continue to increase assets, the cost increases.

As far as remediation, this will continue to be slow progress without more resources. Each team has their own responsibilities, and although security is everyone's responsibility, the teams did not increase in size when the IT Security team was created. Similar to how we increase resources to support Mid-Coast, we should have increased resources in Network, System Admin, Development and Database to help support IT Security remediation. We will have to continue to work with the resource time currently available in order to remediate.

Conclusion

For a transit agency, spending on IT Security is frustrating, as it siphons funds that could otherwise be devoted to operations. Nonetheless, spending on IT security has become unavoidable, akin to spending on physical security. It is difficult to finically quantify the value of such spending in terms of a return on investment or even as the avoided costs of prevented attacks. But forgoing such spending would leave an organization exposed to all cyberthreats,[3] and scenarios where trolley or bus service is disrupted are easy to envision. There may be considerable impact on MTS customers in such scenarios, even if MTS does not suffer a large financial cost.

Since most attacks originate from overseas locations that are beyond the reach of American law enforcement agencies, preventing attacks and mitigating any damage from them is the only viable protection strategy. Perhaps more aggravating, spending money on cybersecurity does not guarantee protection against hacking or other malevolent threats. New methods of attack and criminal schemes are hatched continually, and one simple oversight or mistake in performing a task is sufficient to allow intruders in.

It is unreasonable to expect MTS to be immune from intrusions and malicious cyberattacks; rather, a reasonable expectation is that the IT professionals tasked with protecting MTS are doing all they can to prevent attacks, and that MTS management is providing them with adequate resources and support.

[3] Some applications provide information on the number of attacks that have been blocked, but the applications cannot quantify the avoided financial and operational costs of these prevented attacks.

Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS

May 18, 2023

SUBJECT:

Internal Audit Report – Travel Expense Claims

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

Report by MTS Internal Auditor Toufic Tabshouri on Travel Expense Claims.

/S/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Travel Expense Claims Internal Audit Report

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.

Metropolitan Transit System

Internal Audit Report

DATE: December 1, 2022

TO: Erin Dunn, Larry Marinesi

FROM: Toufic Tabshouri

SUBJECT: Travel Expense Claims

CC: Sharon Cooney, Karen Landers

Report Summary

In accordance with the Internal Audit Plan for calendar year 2022, I conducted an audit of Travel Expenses. Areas[1] or topics are normally selected for inclusion in an annual audit plan based on the results of an organizational risk assessment or management request. In this case, I selected Travel Expenses for audit primarily for coverage. Although this area carries a lower total risk than other areas that were not chosen for audit, examining it was worthwhile because I have not conducted any internal audits of Finance or Accounting in recent years.

The two objectives of the audit were to evaluate MTS's Travel Policy (MTS Board Policy 44), and to determine whether it is being adhered to. The audit has two findings and two recommendations. The first finding is that MTS's Travel Policy is appropriate and meets the needs of the organization. The second finding is that payments to employees for travel-related expenses complied with MTS's Travel Policy. The first recommendation is that MTS should make minor updates to the Travel Policy such as increasing per diem rates. The second recommendation is that MTS should consider participating in a state program for procuring travel. I found no instances of non-compliance or fraud.

[1] E.g. departments, functions, programs, and processes.

Introduction and Background

Travel Expenses are typically paid to employees for work-related travel beyond an employee's normal commute to work. This may include longer trips within the local area or out-of-area travel. Local trips commonly involve meetings or site visits within city or county limits or to adjoining areas using private vehicles. Out-of-area travel or transit usually involves commercial flights, hotel accommodations, meals, and ancillary expenses such as taxi fares to and from an airport. Airfare is either booked and paid for by the employer or by the employee and reimbursed later. For accommodations and meals, employers either pay employees a fixed per diem amount or reimburse them for actual costs.

Within the audit literature, travel expenses are known to be susceptible to fraud, waste and abuse for several reasons. In some cases, employees who have no ability to commit fraud during their normal work duties may identify an opportunity to do so during travel. In other cases, employees may view job travel as a perk or vacation, or they may feel entitled to compensation for the inconvenience of travel with amenities and nice accommodations. Additionally, complex travel policies and regulations, a lack of knowledge of these policies by travelers, inadequate reviews, poor controls, and infrequent travel by staff can lead to inadvertent abuses and violations.

Exhibit 1 shows typical findings in audit reports of travel expenses at government entities. Some involve minor issues such as outdated policy provisions, whereas others indicate serious control deficiencies and an increased risk of fraud, waste, abuse and non-compliance.

Exhibit 1 – Audit Findings from Other Government Agencies

Finding or Observation	Government Entity
The County does not maintain an ill-inclusive policy specific to expense reimbursements. Various policies, such as the *Purchase Card Policy* and the *County Travel Policy* are utilized to establish guidelines for the Expense Reimbursement program.	Arlington County
There is a high number of exceptions. Out of 66 samples tested, there were 42 exceptions of various kinds. The most common (28 instances) was the absence of any proof of payment by the requestor.	Arlington County
There is no process in place for program-level monitoring of employee expense reimbursements.	Arlington County
The Controller's Office should improve its monitoring of city agencies' compliance with travel expense rules.	City and County of Denver
Travel cards are not cancelled in a timely manner after an employee leaves their job with the City.	City and County of Denver
Improvement opportunities exist: Some travel policy sections need clarification; some reimbursement requests were submitted late; and an electronic system should be implemented.	City of San Jose
Use of gas cards lacked necessary controls. Gas cards are used by employees driving city vehicles; it is a legacy program that remains in limited use by the police department.	City of San Jose

Source: MTS Internal Auditor, based on a review of audit reports at the City of San Jose (November 2017); the City and County of Denver (October 2020) and Arlington County (December 2018).

Objectives, Scope and Methodology

This audit had two objectives. The first objective was to determine whether MTS's Travel Policy (MTS Board Policy 44) is a good policy. A good policy is one that is clear, readily comprehensible, conforms with laws, and meets the needs of its stakeholders and users. The second objective was to examine whether the Travel Policy is consistently enforced and adhered to.

The scope of the audit encompassed fiscal years 2020, 2021, and 2022. Due to the impacts of the COVID-19 pandemic, future travel expense patterns are likely to differ markedly from the patterns that were present in the audit period. Recent high general inflation, as well as higher fuel prices, will raise transportation costs; accommodation costs are likely to increase as well, as hotels incur higher labor expenses. Conversely, some travel may be curtailed if meetings or training can be conducted through video conferencing technologies.

To meet the first objective, I studied the provisions of MTS's Travel Policy; researched laws, regulations, and policies of other government entities pertaining to travel. Because I was unable to find a model policy that I could compare to MTS's Travel Policy, I relied on relevant sections from the Federal Travel Regulations[2] for audit criteria.

To meet the second objective, I reviewed audit reports of travel expenses at other government entities; researched travel expense fraud schemes; obtained and analyzed financial data for travel-related payments to employees; examined the processes and controls established in MTS's Travel Policy, observed the processing of payments; reviewed reimbursements to select employees; and sampled transactions for detailed scrutiny of approvals and supporting documentation.

[2] These are included in Title 41, Subtitle F of the Code of Federal Regulations (CFR).

Audit Results

This audit had two findings. The first finding was the MTS Travel Expense Policy is appropriate, and the second finding was that payments to employees complied with the policy.

There is no national standard or legal requirement for the adoption of a specific travel policy by local government agencies. Consequently, the oversight of employee travel is an activity that government entities manage, and they do so in a variety of ways. Some entities issue policies internal to the organization, whereas others pass regulations that have the force of federal, state or local laws

A guiding principle of employee travel management is minimizing costs to the government by ensuring that travel services are obtained at reasonable rates. Avoiding extravagant or unnecessary travel modes such as business or first-class travel is another imperative. This does not mean the lowest possible cost, or that employees should endure long indirect flights and dilapidated accommodations. The words “prudent” and “reasonable” appear throughout many of the government travel policies I reviewed, but the word “frugal” and “thrifty” do not. Exhibit 2 lists travel-related documents from other government entities that I reviewed.

Exhibit 2 – Travel Documents Reviewed from Other Government Agencies

Government Entity	Document Title	Length in Pages
State of New York	Office of the Comptroller Travel Manual	14
Atlanta Regional Commission	Travel and Reimbursement Policy	25
City of San Diego	Travel Policy	3
State of California	Human Resources Manual, Section 2203 – Allowances and Travel Reimbursements	8
SANDAG	Board Policy #11	4
Federal Government	Federal Travel Regulation System	260

Source: MTS Internal Auditor.

In general, the length of travel policies was related to the size and complexity of the government entity and the travel needs of its workforce. However, government entities differed in keeping their travel policies and systems updated.

Finding 1 – The MTS Travel Expense Policy is Appropriate

I reviewed MTS's Travel Expense Policy and scrutinized its provisions. The policy contains all the necessary elements that I found in travel policies from other government organizations, the most important of which are authorization,[3] approval, and detailed expense reporting. A listing of the MTS's Travel Expense Policy provisions is provided in Exhibit 3. In conducting this assessment, I was informed by the Federal Travel Regulations (FTR), which provide the most comprehensive guidance that I found for travel-related rules. The relevant sections of the FTR that I relied on are listed in a table in Appendix A of this report.

I found that some provisions of MTS's Travel Expense Policy are more stringent or restrictive than those of other entities. For example, MTS reimburses employees for meals and accommodations for actual expenses up to a fixed per diem limit. Employees are required to support their reimbursement requests with detailed receipts. Many government agencies pay employees a fixed per diem amount for travel days. Employees are not required to furnish any evidence of actual expenses incurred. Government agencies choose per diem payments in order to reduce the administrative overhead and cost of processing travel expense claims.

Exhibit 3 – Provisions of MTS's Travel Policy

Section No.	Topic
44.1	Applicability
44.2	Authorization
44.3	Expense Report
44.4	Receipts
44.5	Travel Advances
44.6	Reimbursement
44.6 (a)	Upper Limit
44.6 (b)	Air Travel
44.6 (c)	Personal Auto Use
44.6 (d)	Ground Transportation
44.6 (e)	Parking
44.6 (f)	Personal Travel
44.6 (g)	Rental Car
44.6 (h)	Meals (While in Travel Status)
44.6 (i)	Business Meal
44.6 (j)	Hotel
44.6 (k)	Other Business-Related Expenses
44.6 (l)	Travel Outside of the U.S.
44.6 (m)	Telephone Calls (While in Travel Status)
44.6 (n)	Registration
44.6 (o)	Conferences
44.6 (p)	Cancellation Penalties
44.6 (q)	Non-allowable expenses

[3] This is more accurately described as pre-approval of travel.

Section No.	Topic
44.6 (r)	Political Events
44.6 (s)	Non-Discrimination
44.7	Within-Area Expenses
44.7 (a)	Submittal of Form
44.7 (b)	Eligible Expenses
44.7 (c)	Description and Purpose
44.7 (d)	Approvals
44.8	Travel Time
44.8 (a)	Home to Work Travel
44.8 (b)	Single-Day Travel
44.8 (c)	Overnight Travel

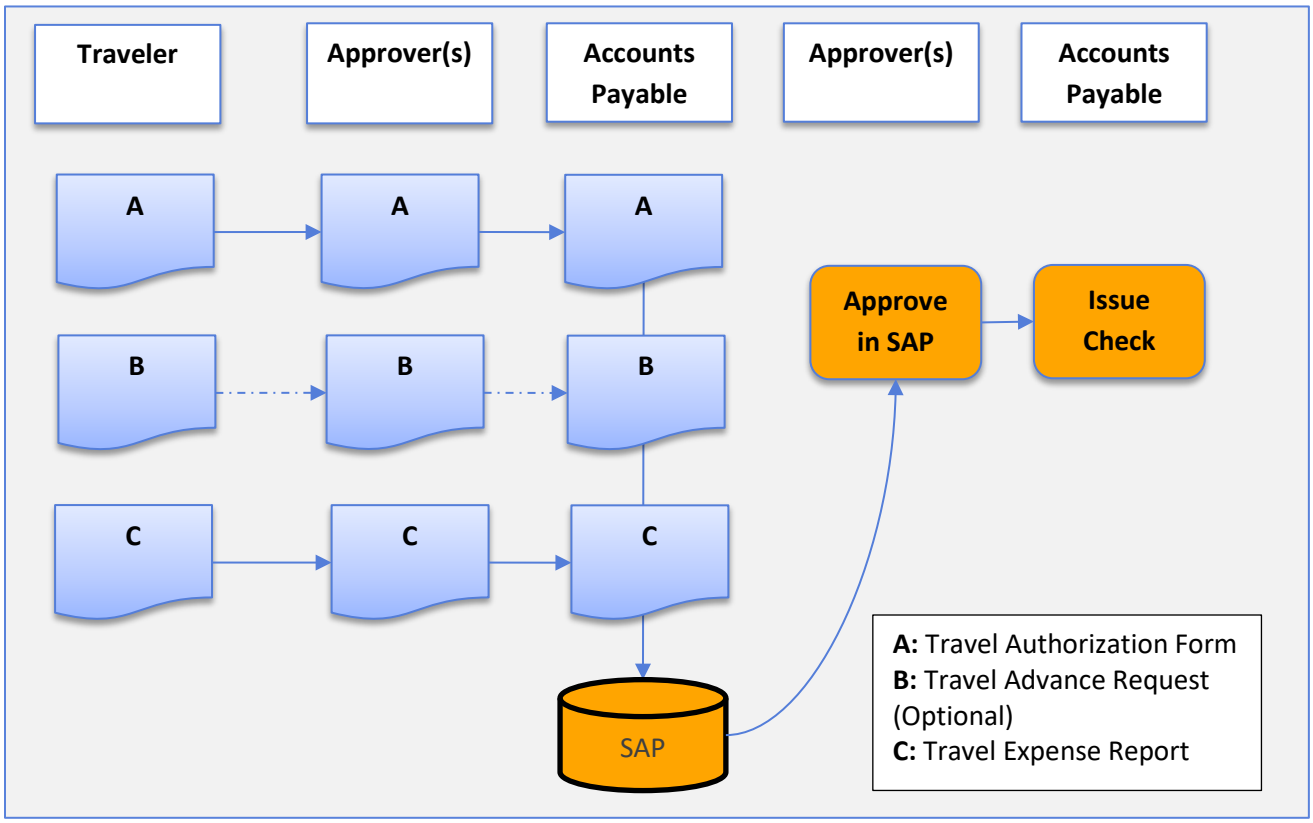
Source: MTS Internal Auditor, from MTS's Travel Expense Policy.

MTS's Travel Expense Policy has been revised, amended, or updated 12 times since its adoption in 1993, and the most recent change was in 2017. The policy includes the following five attachments:

Attachment A – Travel Authorization Form
Attachment B – Travel Advance Request
Attachment C – Travel Expense Report
Attachment D – Expense Report (within-area expenses)
Attachment E – Annual Travel Cost Rates Calendar Year 2017

The first four attachments are forms that are completed and submitted by travelers in order to initiate the payment. Each form has to be approved by one or more reviewers. After the travel forms have been completed and approved, payments are processed through the financial system (SAP), which also has approval requirements that are hard-coded into it. Exhibit 4 shows the flow of forms, approvals, and payments within the travel and payment process.

Exhibit 4 – Basic Travel Authorization and Payment Processes



Source: MTS Internal Auditor, based on a review of MTS's Travel Policy and payment processes.

The approval processes for payments are strong. The number of signatories for travel authorization increases in relation to the cost of the travel, with thresholds established at $500 for directors, $1,500 for the Chief Financial Officer, Chief Operating Officers, and the General Counsel. Trips costing more than $1,500 require the approval of the Chief Executive Officer. Approvals are also required for travel expense reporting after completion of travel, and a separate approval processes are also required (digitally) in the financial system before payment can be issued.

Finding 2 – Travel Payments to Employees are Appropriate and in Compliance with Policy

I obtained data for all payments made to employees in the past three fiscal years. The data is described in Exhibit 5 below. This data resides in MTS's financial system, SAP, and it is generated through a different process than payroll data, which resides in another information system. This payment data consisted of payments (i.e. advances and reimbursements) for travel as well as other payments such as reimbursements for training courses, books, and professional memberships. They also included payments for conferences, which were usually attended in conjunction with travel.

Travel payments are not separately coded as such, although there is a comment field in SAP that allows for a brief description of the transaction. This is in contrast to data from credit card transactions that comply with Payment Card Industry (PCI) standards and have several fields by which to sort or examine transaction data. Consequently, the only way to extract travel data is to manually do so. However, a reasonable estimate is that at least half the records in Exhibit 5 – transactions under $250 – are not travel-related.

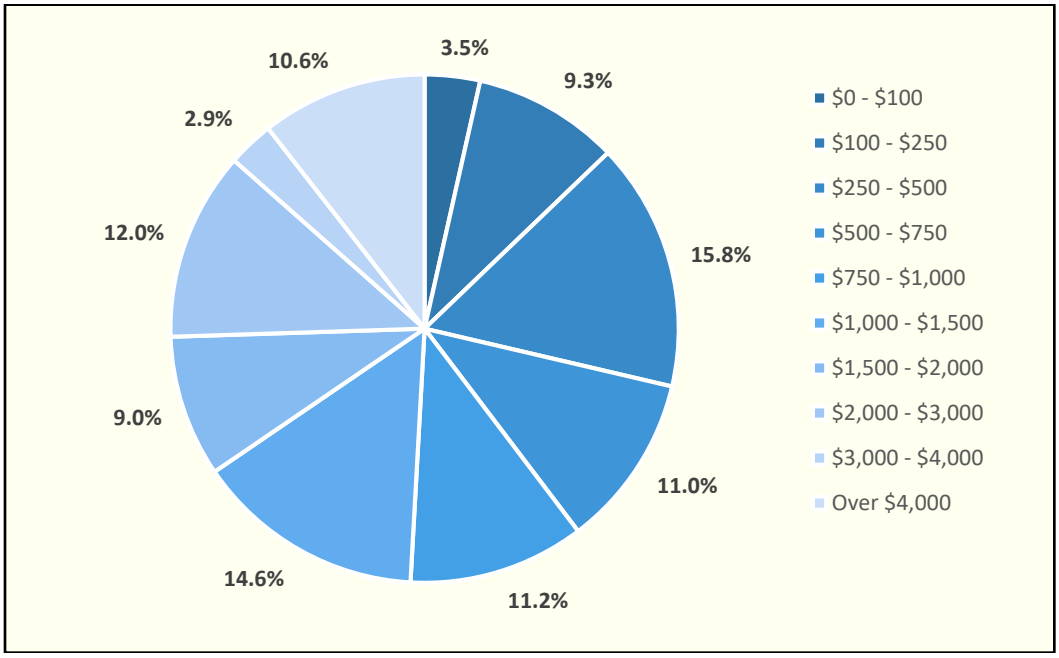
Exhibit 5 – Reimbursement Payments to Employees in Fiscal Years 2020, 2021, and 2022

Payment Range	No. of Payments in FY 2020	No. of Payments in FY 2021	No. of Payments in FY 2022	Total Number of Payments	Percentage of Total Payments in Range
$0 - $100	62	71	47	180	23.9%
$100 - $250	75	77	60	212	28.2%
$250 - $500	84	31	45	160	21.2%
$500 - $750	30	20	16	66	8.8%
$750 - $1,000	22	5	20	47	6.2%
$1,000 - $1,500	22	3	17	42	5.6%
$1,500 - $2,000	9	1	9	19	2.5%
$2,000 - $3,000	10	1	7	18	2.4%
$3,000 - $4,000	1	1	1	3	0.4%
Over $4,000	2	2	2	6	0.8%
Totals	317	212	224	753	100%

Source: MTS Internal Auditor, based on an analysis of payment data to employees.

The total amount of payments to employees was $366,434 for in the audit period. A distribution of these payments by amount range is shown in Exhibit 6.

Exhibit 6 – Reimbursement Amounts to Employees in Fiscal Years 2020, 2021, and 2022



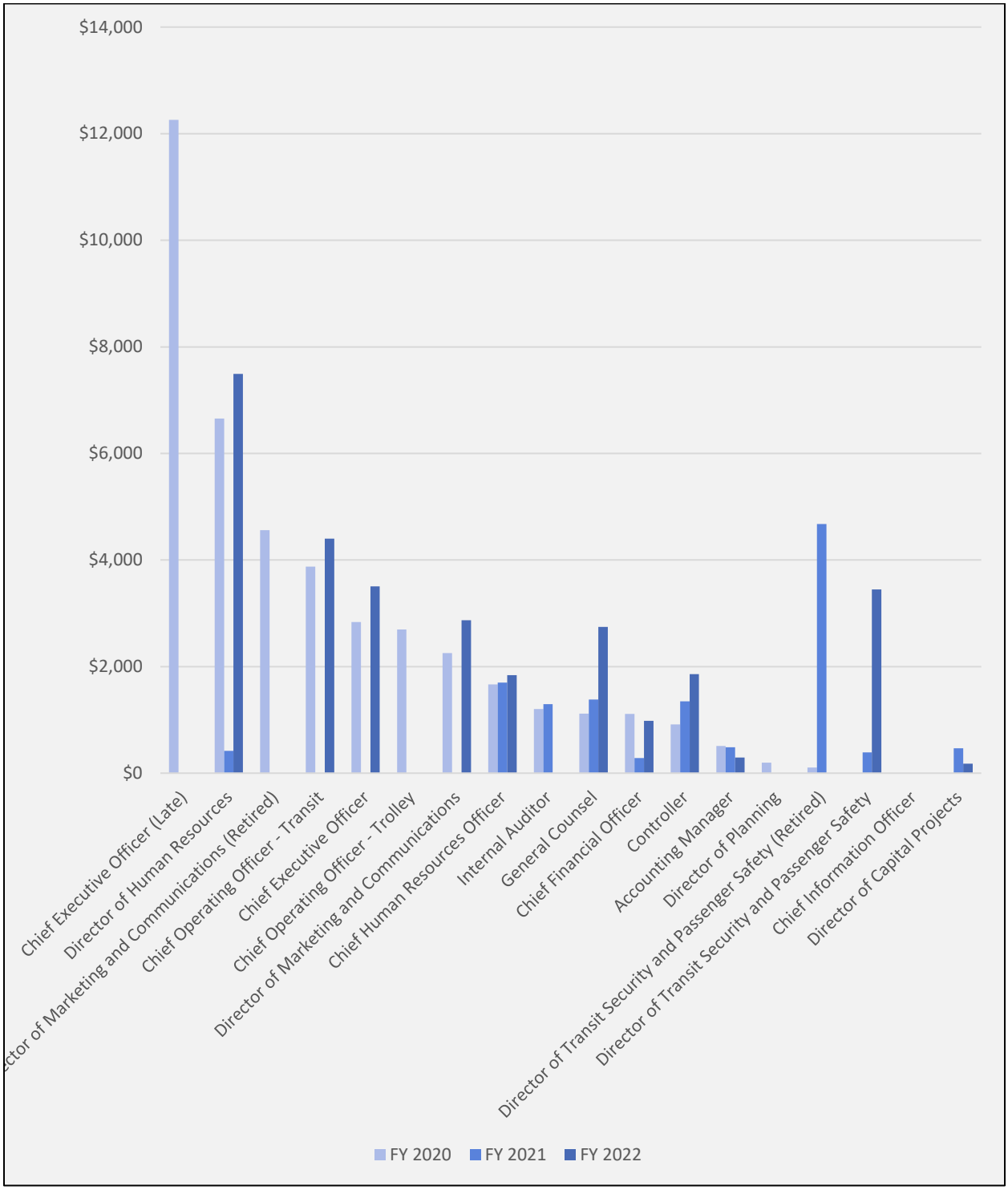
Source: MTS Internal Auditor, based on an analysis of payment data to employees.

Given the limitations of the payment data described earlier, I analyzed travel expenses for specific positions at MTS. Expense totals by fiscal year for these positions and their occupants are shown in Exhibit 7. Based on my examination of MTS's Travel Expense Policy and its related approval processes, I reasoned that any potential abuses of travel would likely be found among the positions listed. I visually scrutinized all payments to these employees, and I selected fifteen large payments to sample. In all cases, sample items were supported by detailed travel receipts and included the required reports and approvals.[4]

Based on my testing, I found that payments to employees were for reasonable amounts and appropriate work-related travel. In a few cases where the accommodation costs exceeded the established rates in Attachment E, the costs were still reasonable and approved.

[4] One sample item did not contain sufficient support, but it does not pertain to travel and will be addressed separately.

Exhibit 7 – Reimbursements to Executives, Directors, and Other Select Employees



Source: MTS Internal Auditor, based on an analysis of payments to specific employees.

Other Matters

During the course of this audit, I became aware of the Statewide Travel Program (STP), a California government program for managing travel by state employees. The STP offers benefits to participating agencies such as discounts on air travel, vehicle rentals at state-contracted rates, travel support services, and separate billing and tracking of travel expenses. The STP allows participation by local government agencies, and two California transit agencies currently participate in it.

Recommendations

1. Revise MTS's Travel Expense Policy to:
    a) Update the hotel and meal daily rate limits in attachments C and E to those of the U.S. General Service Administration's current rates (Fiscal Year 2023)
    b) Update the mileage reimbursement rate in attachments A, B, C, D, and E to the latest rate published by the Internal Revenue Service.
    c) Revise Attachment C, note 1, to allow travelers a period of two weeks to submit the travel expense report (with receipts) after completion of their travel.
    d) Add a section to Attachment A for the traveler to justify lodging costs that exceed the daily limits

2. Evaluate the benefits of participating in the Statewide Travel Program that is administered by the California Department of General Services (DGS).

Management Response

Management agrees with both recommendations and is currently revising MTS's Travel Expense Policy. We are also evaluating participating in the Statewide Travel Program.

Conclusion

Maintaining the public trust is essential, and the results of this audit show that MTS has maintained appropriate oversight of travel expenses.

Scandals involving excessive or extravagant travel have repeatedly ensnared government entities. In most cases, mistakes have occurred due to a lack of attentiveness by management or lax controls and not due to any fraud schemes. Even he U.S General Services Administration, the federal agency that promulgates travel regulations for federal employees and oversees the management of travel by other federal agencies suffered a public scandal involving its employees partying at a resort in Las Vegas in 2012. That scandal had significant ramifications. In addition to the forced resignation of agency leaders, the U.S. Government clamped down on federal employee travel, which then adversely impacted the work of other federal workers for years.

Appendix A – Select Sections of the Federal Travel Regulations

The table below includes sections from the Federal Travel Regulations (FTR) that I used and that were relevant for evaluating MTS's Travel Expense Policy. The FTR is located in Title 41, Subtitle F of the Code of Federal Regulations (CFR). The FTR is comprehensive, and many of its sections address situations that have minimal or relevance to non-federal entities. Examples include temporary out-of-area assignments, and travel on federally-owned aircraft.

Topic	Code Section
Subchapter A – Introduction	
Authorization to travel.	301-2.1
Agency payment for travel expenses.	301-2.2
Standard of care used in incurring travel expenses.	301-2.3
Employee responsibility for travel expenses.	301-2.4
Specific authorization or prior approval requirement for travel arrangements.	301-2.5
Subpart A—General	
Eligibility for payment of transportation expenses.	301–10.1
Expenses payable as transportation.	301–10.2
Agency authorization of methods of transportation.	301–10.3
Agency selection of the method of transportation to be used.	301–10.4
Presumptions as to the most advantageous method of transportation by order of precedence.	301–10.5
Employee liability for not travelling by the authorized method of transportation.	301–10.6
Travel routing.	301–10.7
Liability for travel by indirect route or interrupted travel for convenience.	301–10.8
Subpart B—Common Carrier Transportation	
Authorized types of common carrier transportation.	301–10.100
Basic requirements for using common carrier transportation.	301–10.105
USE OF CONTRACT CITY-PAIR FARE	
Use of a contract city-pair fare.	301–10.106
Exceptions to the use of a contract city-pair fare.	301–10.107
Requirements for use a non-contract fare.	301–10.108
Liability for unauthorized use of a non-contract carrier when contract service is available and exceptions for required use not met.	301–10.109
Use of contract passenger transportation service for personal travel.	301–10.110
Use of a reduced group or charter fare.	301–10.111
Action when different airlines furnish the same service at different fares.	301–10.112
Changing or not using a common carrier reservation.	301–10.113
Unused Government Transportation Request(s) (GTR(s)), ticket(s) or refund application(s).	301–10.114
Refund or credit for unused transportation.	301–10.115
Compensation from airlines for denial of seating.	301–10.116
Compensation from airlines for voluntarily vacating seat on a scheduled flight.	301–10.117
AIRLINE ACCOMMODATIONS	

Topic	Code Section
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Topic	Code Section
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Source: MTS Internal Auditor, based on a review of the Federal Travel Regulations.