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## Agenda

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

June 1, 2017

Executive Conference Room  
Immediately following the Audit Oversight Committee Meeting

#### ACTION RECOMMENDED

- A. ROLL CALL
- B. APPROVAL OF MINUTES - May 4, 2017 Approve
- C. COMMITTEE DISCUSSION ITEMS
1. Quarterly Mid-Coast Corridor Transit Project Update (John Dorow of SANDAG) Informational
2. Jolly Trolley Building Conditions Report (Bill Spraul) Possible  
Action  
Action would receive a report on the existing conditions of the Jolly Trolley Building (1501 National Avenue, San Diego, CA 92113) located west of Building B and give direction to staff on repair and replacement options.
3. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8 Possible  
Action  
Property: The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties  
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets  
Negotiating Parties: Baja California Railroad, Inc. (BJRR)  
Under Negotiation: Price and Terms of Payment under Desert Line Lease and Operating Agreement
- D. REVIEW OF DRAFT May 11, 2017 BOARD AGENDA



- |    |  |                    |
|----|--|--------------------|
| E. | <u>REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA</u><br>Review of SANDAG Transportation Committee Agenda and discussion regarding any items pertaining to MTS, San Diego Transit Corporation, or San Diego Trolley, Inc. Relevant excerpts will be provided during the meeting. | Possible<br>Action |
| F. | COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS   |                    |
| G. | PUBLIC COMMENTS  |                    |
| H. | NEXT MEETING DATE: July 13, 2017   |                    |
| I. | ADJOURNMENT  |                    |

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

May 4, 2017

## MINUTES

### A. ROLL CALL

Chairman Mathis called the Executive Committee meeting to order at 8:51 a.m. A roll call sheet listing Executive Committee member attendance is attached.

### B. APPROVAL OF MINUTES

Ms. Rios moved for approval of the minutes of the April 6, 2017, MTS Executive Committee meeting. Mr. Roberts seconded the motion, and the vote was 4 to 0 in favor with Ms. Cole absent.

### G. PUBLIC COMMENTS (TAKEN OUT OF ORDER)

*Michelle Krug* – Ms. Krug commented that she has had issues with students sitting in the senior/disabled seating area on the buses and bus drivers not asking them to move. She stated that in Los Angeles the bus drivers are able to ask riders for proof of eligibility to sit in the senior/disabled seating area. Ms. Krug also commented that she still sees people not being checked thoroughly while buying and using Senior/Disabled/Medicare (SDM) passes.

### C. COMMITTEE DISCUSSION ITEMS

#### 1. Assembly Bill 805 (Sharon Cooney)

PUBLIC COMMENT (Taken before staff presentation)

*Michelle Krug* – Ms. Krug stated that she is appreciative that the Board took a support position with amendments and thanked the members for taking that action.

#### STAFF PRESENTATION

Sharon Cooney, Chief of Staff, provided an update on Assembly Bill (AB) 805. She stated that since the last Board meeting, the bill was amended as of April 20; heard and passed in the Assembly Local Government and Transportation Committees; MTS registered a position of support with amendments; and the bill was referred to the Appropriations Committee with no hearing date set. She reviewed the most current amendments which include reinstating the Board-appointed chair but requiring it to be chosen from the sitting Board members; the Board-appointed chair would require a 2/3 vote of the Board, a quorum being present, and a term of 4 years; adding a 2<sup>nd</sup> Chula Vista Board member; and requiring the mayors of Chula Vista and San Diego to serve on the Board, but allowing other cities to appoint a member from their Council. She stated that the author is planning on removing the mayoral requirement for the City of Chula Vista and San Diego in the next set of amendments. She noted that no

amendments were made to the voting structure since the April Board meeting. Ms. Cooney stated that the Board of Equalization (BOE) has provided an analysis of AB 805 and they are not taking a position on the bill. The BOE is interested in this bill because they must contract with MTS to administer the proposed sales tax. She stated that the BOE has concerns about the difficulty of administering and collecting taxes within MTS's jurisdiction since some of the unincorporated areas of the County are split between MTS and North County Transit District. Ms. Cooney stated that the bill is currently held on suspense in the Appropriations Committee while the Assemblywoman is working on further amendments. She stated that the Assemblywoman has indicated that the forthcoming amendments will include changes to MTS's weighted vote and removal of the requirement that the mayors of Chula Vista and San Diego must serve on the Board. Ms. Cooney reviewed topics that were discussed at April's Board meeting, but are not included in the currently published amendments. Those items include the City of San Diego's controlling vote at 59%; the effect of the all-weight-vote requirement on smaller cities; and the requirement that the mayors of Chula Vista and San Diego must serve on the Board. She stated that the Assemblywoman has indicated that these items would be considered for future amendments.

Chairman Mathis stated that the Board should decide on specific amendments that we would like to see incorporated into the bill. He also inquired about conflict of interest issues that may arise from weighted voting. Karen Landers, General Counsel, stated that there is nothing currently written into the MTS statute that prevents a city councilmember or supervisor from voting on both sides of a transaction with MTS. This could potentially cause issues in determining which side the member is representing. She stated that as an example, a city that has control of the vote could require MTS to transfer assets below fair market value or at nominal value to their city or jurisdiction. Currently, the structure that we have states that a minimum of three jurisdictions are required to pass a weighted vote, which puts in place a check to ensure transactions like that example don't occur. The bill is currently written where the City of San Diego has a controlling vote of 59% in which they would have the ability to take action in the self-interest of their jurisdiction. Ms. Landers stated that there are agencies that have statutory conflict of interest provisions to prevent these issues.

Mr. Roberts inquired if it would be possible to exclude the county portion of MTS's jurisdiction in order to help solve some of the concerns the BOE has raised. Ms. Landers replied that could be a potential recommendation to amend AB 805 to state that MTS may issue a tax within its jurisdiction and exclude the county or allow the tax to be issued in specific portions of MTS's jurisdiction.

Mr. Jablonski noted that another change in the bill would require a 2/3 weighted vote to appoint the Board chair versus the current legislation which requires a 2/3 tally vote to appoint the chair.

Chairman Mathis stated that he would like to put together these concerns and potential solutions and bring them to the Board for discussion and take a position to make specific amendment recommendations. He stated that he particularly has concerns with the requirement of having every vote as a weighted vote instead of a tally vote. He said that the current method in place works well for the entire Board to take a regular tally vote and then take a weighted vote if called.

Ms. Rios stated that she sees no problem with bringing the concerns to the Board for discussion. She commented that the Assemblywoman's goal was not to override other cities and that issue is still being worked through in amendments. She stated that it is important for MTS to have conversations with the Assemblywoman.

Mr. McWhirter stated that the smaller east county cities feel like they will not have a say at the meetings with the weighted vote requirement. He commented that the current voting structure has worked for a long time and believes that it should stay in place.

Mr. Jablonski stated that it would be good to put forth recommendations to the Board for potential specific amendments to forward to the Assemblywoman. He noted that the chair has always been an outside chair dedicated to MTS and that has worked well. The chair has many other responsibilities such as media events, speeches, and other activities, and it may be more difficult for a sitting Board member with another job to be as involved. He also noted that the requirement of a four year term for the chair could pose problems if the timing does not line up with the election cycle. Mr. McWhirter commented that the smaller city members would be excluded because they are part time city officials with other jobs and responsibilities. Ms. Rios stated that is a challenge on all of the Boards they sit on and it depends on the commitment of that member.

Mr. Roberts commented that these current changes would end the regional approach to MTS and would benefit the City of San Diego, but not the outside areas. He stated that they are not in a position today to come to a conclusion, but need to forward the concerns to the Board for further discussion on possible specific amendments.

Ms. Landers stated that this item will be moved to a discussion item on the Board agenda for a potential action. She stated that staff will put together a list of concerns to discuss including conflict of interest; weighted vote structure; tally vote versus weighted vote; sales tax issued in a portion of MTS jurisdiction; and options for appointing a chair.

#### Action Taken

No action taken. Informational only.

#### 2. Fare Collection Update (Sharon Cooney)

Ms. Cooney provided an overview on the status of MTS's fare collection system, both with the existing system and the future system. Rob Schupp, Director of Marketing and Communications, provided a brief update on mobile ticketing. He stated that mobile ticketing, Compass Cloud, was launched in March. He noted that recent surveys have shown that there are a large number of users in the south bay area. Mr. Schupp stated that they launched an aggressive marketing campaign to encourage riders to use Compass Cloud. He stated that the three month goal was to have 10,000 accounts and we have already obtained 11,500 accounts within the first month. He said that in April we had \$120,000 in sales and the number of accounts and sales are rising. Mr. Schupp noted that Compass Cloud is being well used on buses and we will obtain trolley numbers by hand with the help of the security team. He stated that the next phase of Compass Cloud will include reduced fares and also conducting a pilot with UCSD students in the fall.

Larry Marinesi, Chief Financial Officer, provided an update on the status of stored value. He stated that staff has been working with Cubic as well as NCTD to configure the system and conduct testing. He stated that the process has been significant and they have made good progress over the last few months. He noted that we have also been working closely with Cubic on obtaining the necessary reports for the liability reconciliation. Mr. Marinesi stated that last week there were two specific pilots. There was a pre-pilot which conducted the functionality out on the system which was successful. The second pilot was conducted by a larger group with specific test scripts while riding the system and that pilot was successful. Staff will be looking at a few of the operational aspects from that pilot in order to enhance the experience for our riders. Mr. Marinesi stated that there are a few more things pending before launch, including the configuration changes for the enhancement; follow up training meetings with MTS and NCTD employees; meeting with auditors next week; Marketing department is in the process of developing their plan; and the IT department has final deployment tasks before the go live date. The go live date is currently scheduled for May 30. Mr. Jablonski noted that stored value will require a lot of passenger education to ensure riders know how to use the new system. He provided an example of the differences riders will have to do when they board a bus or a trolley. The Marketing department is working toward making stored value instructions clear. Mr. Marinesi also noted that the Webtix security enhancements project has been completed.

Ms. Cooney also stated that CH2M has been working with MTS to create a concept of operations document for a next generation fare collection system. She noted that staff will bring this to the Board in either June or July.

Action Taken

No action taken. Informational only.

D. REVIEW OF DRAFT May 11, 2017 BOARD AGENDA

Recommended Consent Items

6. San Diego Metropolitan Transit System (MTS) Sale of 2014 Ford E450 Starcraft Paratransit Bus to First Transit, Inc.  
Action would authorize the negotiated sale of MTS Vehicle No. 3910 (2014 Ford E450 Starcraft, VIN #1FD4E4FS2EDB10510) to First Transit, Inc.
7. California Department of Transportation (Caltrans) Program of Projects for Federal Transit Administration (FTA) Section 5311 Funding, Federal Fiscal Year (FY) 2017 and FY 2018  
Action would approve Resolution No. 17-7, authorizing the use of and application for \$275,000 of FY 2017 and \$275,000 of FY 2018 Section 5311 funds for operating assistance.
8. California Department of Transportation (Caltrans) Program of Projects for Federal Transit Administration Section 5311(f) Funding, Fiscal Year 2017  
Action would approve Resolution No. 17-8, authorizing the use of, and application for, \$203,500 of Federal Transit Administration (FTA) Section 5311(f) funds for operating assistance in non-urbanized areas.

9. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on April 18, 2017  
Action would: (1) Receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports for information; and (2) Ratify actions taken by the SD&AE Board at its quarterly meeting on April 18, 2017.
  10. Courthouse Station Construction - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL222.0-17 with West Coast General/HMS Construction, Inc., a Joint Venture, for construction of the Orange Line Courthouse Station.
  11. Investment Report - March 2017
  12. Orange Line Track Improvements - Add Alternate Award  
Action would: (1) Ratify Construction Change Order Amendments 6 - 8 to MTS Doc. No. PWL211.0-16 for \$33,093.64, which was previously issued under the Chief Executive Officer's (CEO) authority, for Orange Line Track Improvements on MTS's Orange Line Light Rail Vehicle (LRV) service route; and (2) Authorize the CEO to execute MTS Doc. No. PWL211.9-16 - Add Alternate Amendment Award, with Herzog Contracting Corp. (Herzog), for \$2,141,143.00.
  13. Paint Services for San Diego Transit Corporation (SDTC) and San Diego Trolley, Inc. (SDTI) - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL216.0-17 with Anemos Enterprises Inc. for the provision of services, materials, equipment and supplies for Paint Services at MTS's Building B and the Kearny Mesa Division (KMD).
  14. Mobile On Board Video Surveillance System for the Minibus and Paratransit Fleets - Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 9 to MTS Doc. No. B0521.0-09, with Apollo Video Technology (Apollo) for the reallocation of \$281,856.00 originally encumbered and included under Amendment No. 8 as Optional Items to the Capital budget as to support future in-scope On Board Video Surveillance System (OBVSS) operational related services of the minibus and paratransit fleets.
- E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA
- There was no SANDAG Transportation Committee agenda discussion.
- F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS
- There was no Committee Member Communications and Other Business discussion.
- H. NEXT MEETING DATE
- The next Executive Committee meeting is scheduled for June 1, 2017, at 9:00 a.m. in the Executive Committee Conference Room.

Executive Committee Meeting – MINUTES

May 4, 2017

Page 6 of 6

I. ADJOURNMENT

Chairman Mathis adjourned the meeting at 9:55 a.m.

/s/ Harry Mathis  
Chairman

Attachment: Roll Call Sheet

**EXECUTIVE COMMITTEE**  
**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

ROLL CALL

MEETING OF (DATE) May 4, 2017

CALL TO ORDER (TIME) 8:51 a.m.

RECESS \_\_\_\_\_

RECONVENE \_\_\_\_\_

CLOSED SESSION \_\_\_\_\_

RECONVENE \_\_\_\_\_

ADJOURN 9:55 a.m.

BOARD MEMBER (Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
COLE <input type="checkbox"/> (Gomez) <input type="checkbox"/>		
MATHIS <input checked="" type="checkbox"/>	8:51 a.m.	9:55 a.m.
MCCLELLAN <input type="checkbox"/> (McWhirter) <input checked="" type="checkbox"/>	8:51 a.m.	9:55 a.m.
RIOS <input checked="" type="checkbox"/> (Salas) <input type="checkbox"/>	8:51 a.m.	9:35 a.m.
ROBERTS <input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	8:51 a.m.	9:55 a.m.
Transportation Committee Rep Slot (Mathis)		

SIGNED BY THE CLERK OF THE BOARD: 

CONFIRMED BY THE GENERAL COUNSEL: 



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

## Agenda Item No. C1

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

June 1, 2017

#### SUBJECT:

QUARTERLY MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (JOHN DOROW  
OF SANDAG)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

The Mid-Coast Corridor Transit Project is being developed by the San Diego Association of Governments (SANDAG) with MTS's assistance. The Mid-Coast Project will extend Trolley service from Old Town Transit Center to the University City community, serving major activity centers such as the Veterans Administration Medical Center, the University of California San Diego, and Westfield UTC. The project is funded by SANDAG and the Federal Transit Administration New Starts Program. SANDAG staff will provide an update on the project.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)





# Mid-Coast Corridor Transit Project

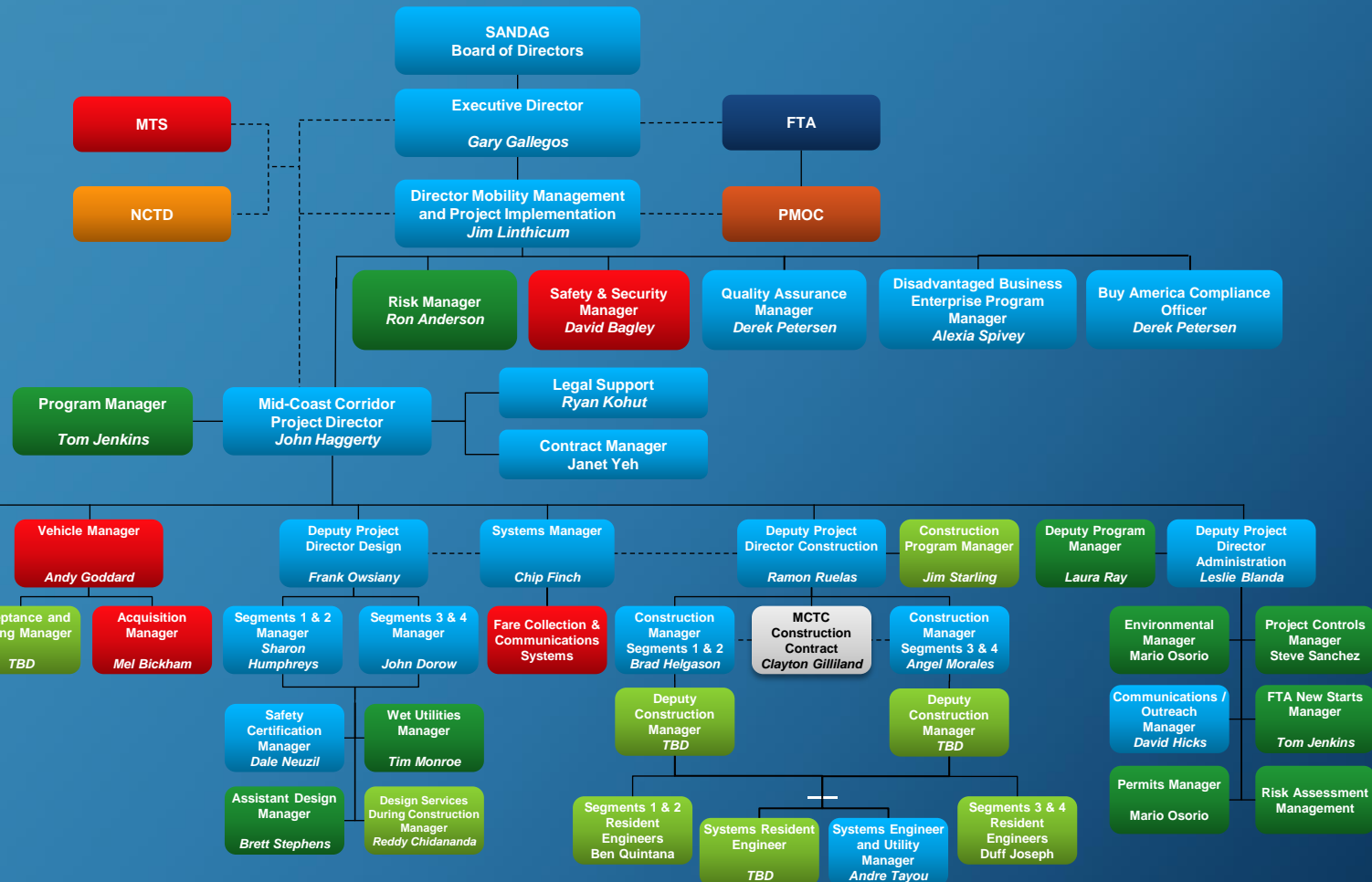
MTS Executive Committee Update  
June 1, 2017



MID-COAST CORRIDOR  
TRANSIT PROJECT

# Organization – Construction Phase

## Legend:





MID-COAST CORRIDOR  
TRANSIT PROJECT

# Contractor



**Stacy and  
Witbeck**

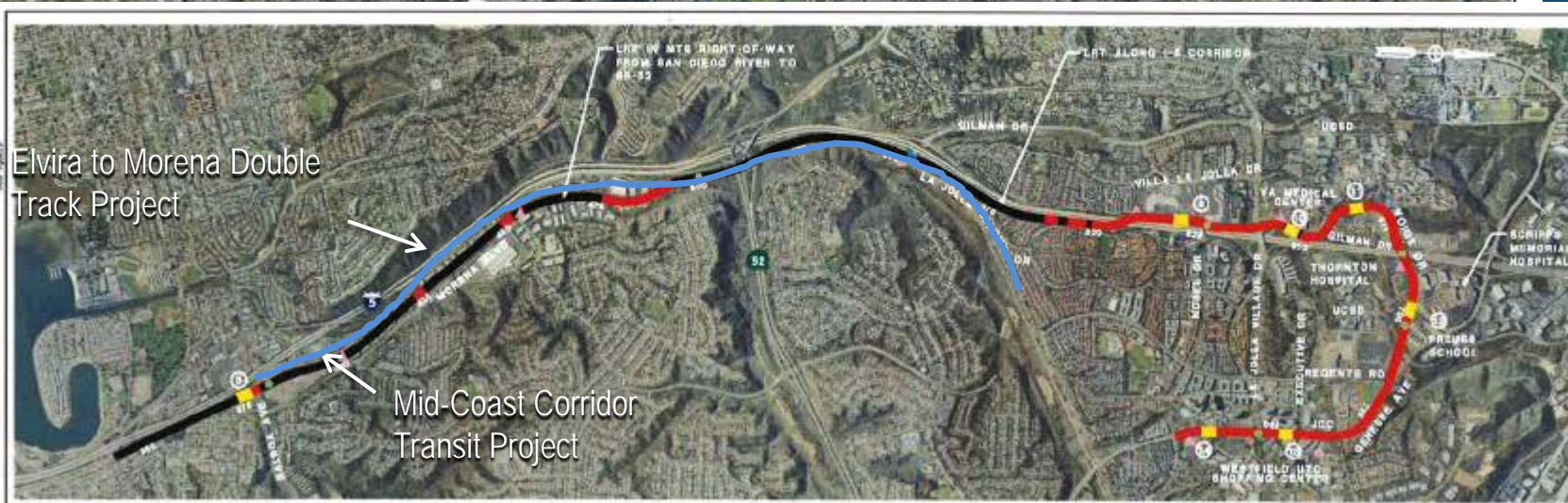
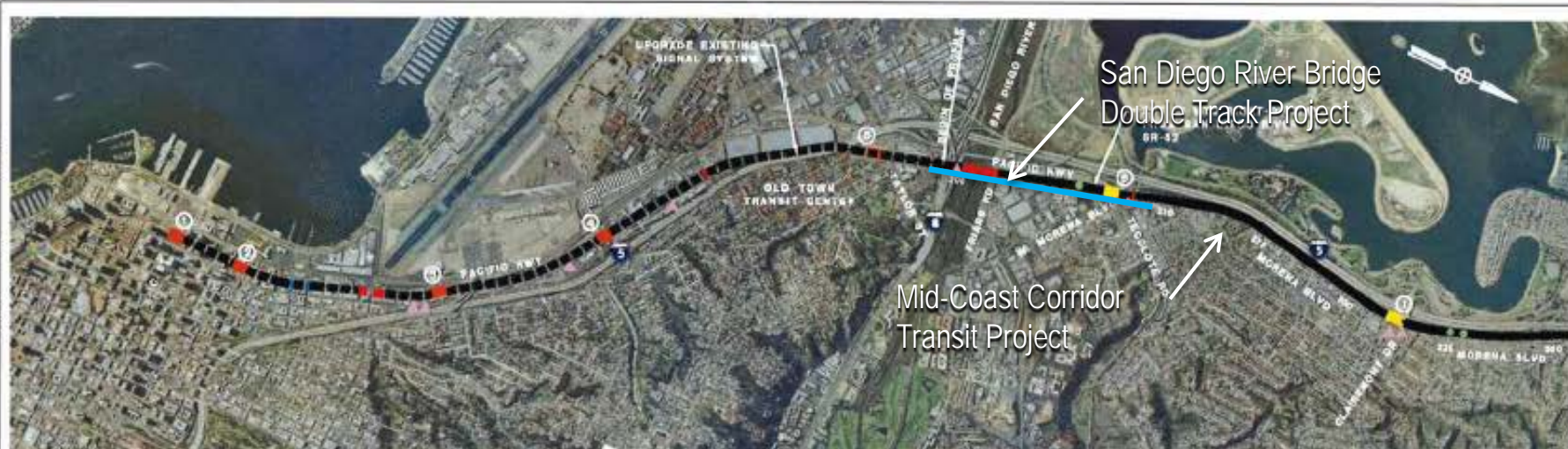
**HERZOG**

**SKANSKA**



MID-COAST CORRIDOR  
TRANSIT PROJECT

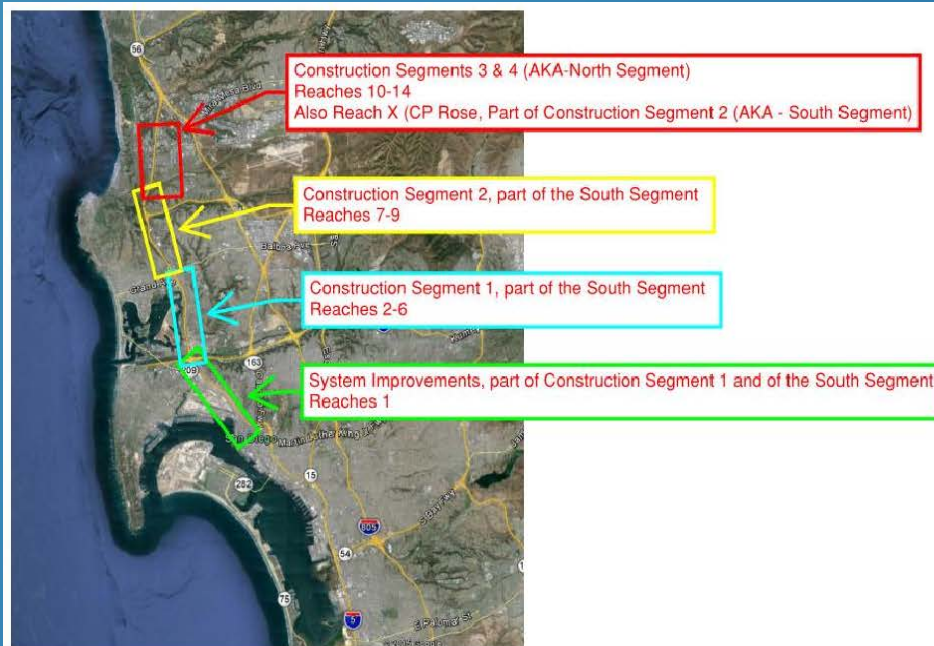
# Mid-Coast Project Alignment





# Project Segments & Reaches

- How Do You Eat a \$2 B Elephant?
  - In Four Segments (Morena, Balboa – Gilman, I/5, UCSD - UTC)
  - And 14 Reaches (Contractor Created by Work Type)



## Mid-Coast Corridor Transit Project Segments & Reaches Overview

SANDAG	MCTC	New Station		Reach Description
		Start	End	
1	1	60+50	182+00	South of Taylor
1	2	182+00	200+35	Taylor to SDRB
1	3	200+35	209+56	SDRB
1	4	209+56	242+14	SDRB to Tecolote
1	5	242+14	378+19	Tecolote to Balboa
1	6	378+19	380+39	Balboa
2	7	380+39	575+50	Balboa to the Flyover
2	8	575+50	595+80	Flyover
2	9	595+80	751+15	Flyover to Gilman Box (52/5 Area)
3	10	751+15	755+62	Gilman Box
3	11	755+56	799+00	Gilman Box to Nobel Viaduct
3	12	799+00	950+50	Nobel Viaduct & VA Station
4	13	950+34	1016+71	UCSD Viaduct
4	14	1016+71	1072+43	Genesee Viaduct
	X	900+00	920+20	CP Rose

# Project Health

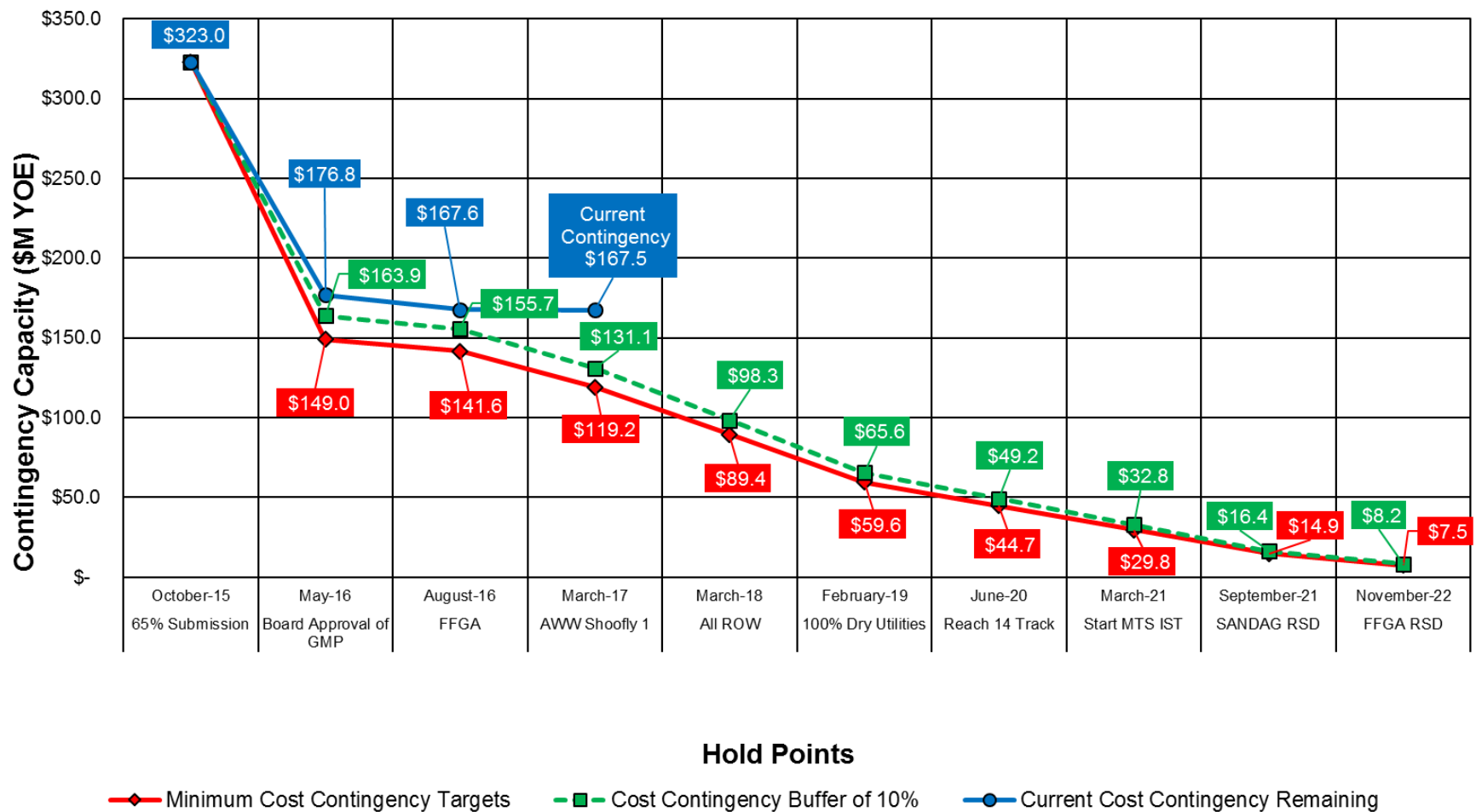
## Budget and Expenditure

### MID-COAST CORRIDOR TRANSIT PROJECT Cost Report (data through 4/30/2017)

DESCRIPTION		A	B	C = A + B	D	E = C + D	F ONEsolution	G	H = G - E	I ONEsolution
		PROJECT BUDGET					AUTHORIZATION FOR EXPENDITURE (AFE)	ESTIMATE AT COMPLETION (EAC)		ACTUAL EXPENDITURES
SCC #	TITLE	BASELINE - Base Estimate	BASELINE - Contingencies	TOTAL BASELINE	Transfers	CURRENT		Current Forecast	Variance from CURRENT BUDGET	Through 04/2017
10	GUIDEWAY & TRACK ELEMENTS	311,221,738	15,597,087	326,818,825	0	326,818,825	310,501,738	326,818,825	0	1,327,559
20	STATIONS	78,863,894	3,974,695	82,838,589	0	82,838,589	78,233,894	82,838,589	0	0
40	SITWORKS & SPECIAL CONDITIONS	475,544,503	27,269,868	502,814,371	196,629	503,011,000	424,247,806	503,011,000	0	81,194,785
50	SYSTEMS	161,817,012	9,533,351	171,350,363	0	171,350,363	148,559,012	171,350,363	0	0
10 thru 50	<b>CONSTRUCTION – Subtotal</b>	<b>1,027,447,147</b>	<b>56,375,000</b>	<b>1,083,822,147</b>	<b>196,629</b>	<b>1,084,018,776</b>	<b>961,542,450</b>	<b>1,084,018,776</b>	<b>0</b>	<b>82,522,344</b>
60	RIGHT-OF-WAY	86,731,200	14,501,810	101,233,011	0	101,233,011	74,879,638	101,233,011	0	63,904,170
70	VEHICLES	169,979,057	8,498,952	178,478,010	0	178,478,010	161,961,708	178,478,010	0	36,857,693
80	PROFESSIONAL SERVICES	352,867,318	28,386,728	381,254,046	6,700,000	387,954,046	291,448,801	387,954,046	0	213,451,698
90	UNALLOCATED CONTINGENCY	----	69,013,709	69,013,709	(6,896,629)	62,117,080	----	62,117,080	0	---
10 – 90	SUBTOTAL - SCCs	1,637,024,723	176,776,200	1,813,800,923	0	1,813,800,923	1,489,832,597	1,813,800,923	0	396,735,906
100	FINANCE CHARGES			357,399,622	0	357,399,622	0	357,399,622	0	0
10 – 100	<b>TOTAL PROJECT COST</b>	<b>1,637,024,723</b>	<b>176,776,200</b>	<b>2,171,200,545</b>	<b>0</b>	<b>2,171,200,545</b>	<b>1,489,832,597</b>	<b>2,171,200,545</b>	<b>0</b>	<b>396,735,906</b>

# Project Health

## Contingency Expenditure Curve



# Project Health Schedule

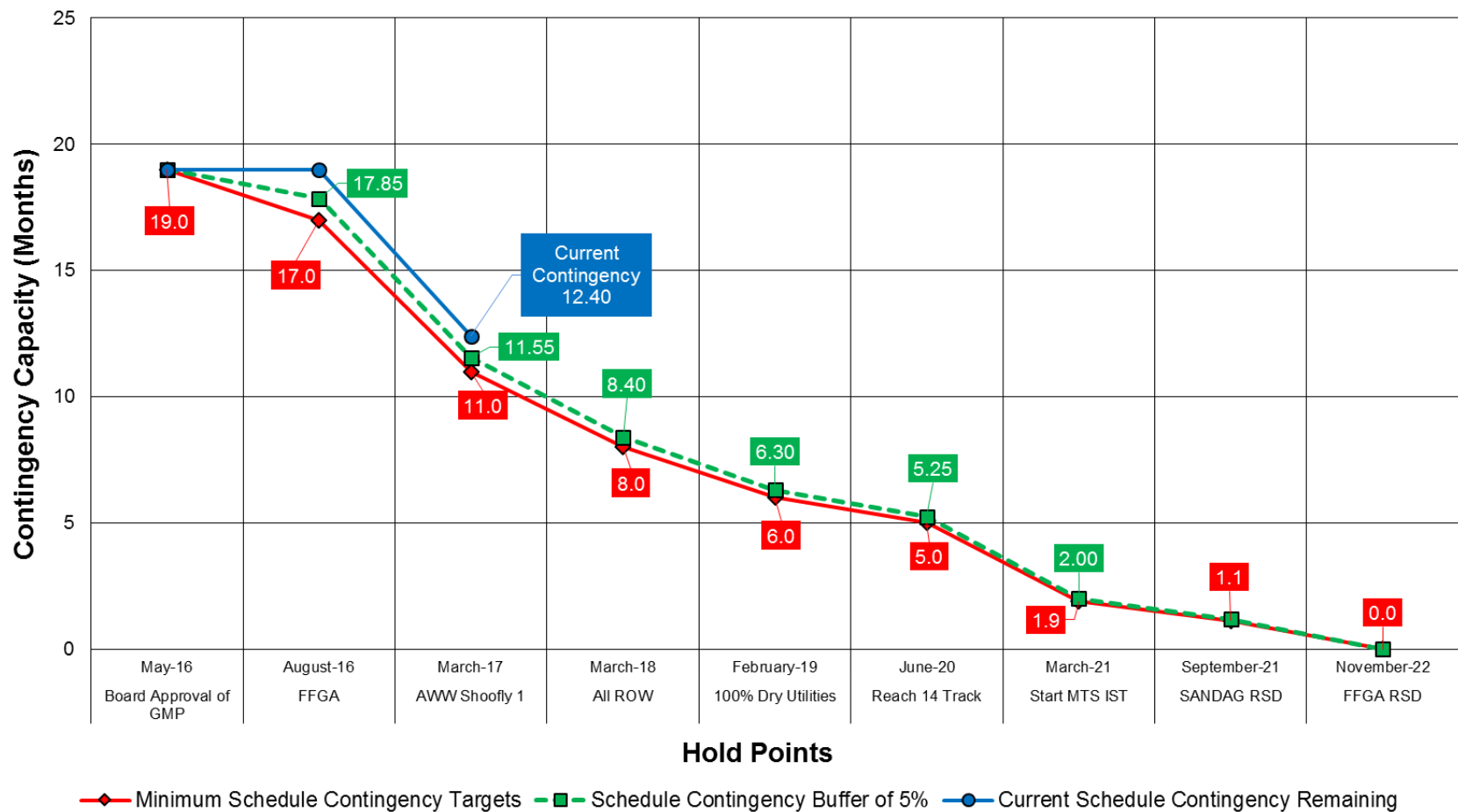


<u>Milestone</u>	<u>Baseline</u>	<u>March 20 Update</u>
Heavy Construction Duration	56 months	57.3 months
AWW Shoofly 1 Complete	March 26, 2017	March 26, 2017
Reach 14 Track Const. Complete	August 6, 2020	August 28, 2020
Start MTS Integrated Testing	April 20, 2021	May 27, 2021
Final Completion by MCTC	July 16, 2021	August 24, 2021
Revenue Service Date	Sept. 27, 2021	Nov. 3, 2021
FFGA Latest Revenue Date	Nov. 23, 2022	Nov. 23, 2022

- Three Critical Paths
  - Reaches 2 and 3
    - -27 Days of Total Float
    - Driver: Caltrans Encroachment Permit for SR-11
  - Reaches 7, 8 and 9
    - -26 Days of Total Float
    - Driver: Caltrans Encroachment Permit for SR-11
  - Reach 14
    - -16 Days of Total Float
    - Driver: Dry Utilities in Genesee Avenue

# Project Health

## Schedule Contingency Curve



# Utility Relocation

## Dry Utilities

- Dry Utility Relocations
  - SDG&E
  - AT&T
  - Cox, Charter and Verizon
  - Other telecommunication companies

# Utility Relocation Update – Dry Utilities



MID-COAST CORRIDOR  
TRANSIT PROJECT



SDG&E Steel Poles on Morena Boulevard

# Utility Relocation Update – Dry Utilities



MID-COAST CORRIDOR  
TRANSIT PROJECT



Santa Fe Street Duct Bank

# Utility Relocation Update – Dry Utilities



MID-COAST CORRIDOR  
TRANSIT PROJECT



AT&T Vault Replacement on Genesee Avenue

# Utility Relocation Update – Wet Utilities

- 69% complete in LOSSAN (Segments 1 and 2)
- 59% complete in UCSD/UTC (Segments 3 and 4)

# Utility Relocation Update – Wet Utilities



MID-COAST CORRIDOR  
TRANSIT PROJECT



- ADWETN Drainage System DS901 Genesee Avenue  
Work Type A4 Cleanout Installation at Station 36+82

# Utility Relocation Update – Wet Utilities



MID-COAST CORRIDOR  
TRANSIT PROJECT



- ADWETN Drainage System S90.1 –Placing Concrete for Type A4 Cleanout at Station 32+62

# Utility Relocation Update – Wet Utilities



- ADWETN System W101.1 Trench excavation and prep work for the tie in to existing 10 inch ACP Waterline



# Construction Update

- Clearing and grubbing
- Temporary fencing and signage
- Demolition
- Excavation, grading and earthworks
- Viaduct work
- Genesee Street improvements

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Removing Overhead Canopy at Loading Dock in Reach 4 by Anna Avenue

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Removing Retaining Wall at Loading Dock in Reach 4 at Anna Avenue

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Orange Fencing Installation for Extended Single Track Outage in Reach 5

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Paving Temporary Crossing at Sta. 282\_30 in Reach 5

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Scarifying Sub-grade from Sta. 245+50 to 247 +00 in Reach 5

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Wall Concrete Slab Removal at Rose Creek U Channel in Reach 9

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Drilling for 30 inch CIDH Piles in Rose Creek Channel in Reach 9

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Drilling 30 inch CIDH Piles in Rose Creek Channel in Reach 9

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Exporting Material from Whole Foods Slope to SR-11 to establish Nobel Viaduct Bent Access

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Temporary Drainage Diversion within Pepper Canyon to facilitate Bent Construction

# Construction Update



MID-COAST CORRIDOR  
TRANSIT PROJECT



Bent Columns Reinforcement Cages being installed behind UCSD's Trident Field



# Construction Update



Roadway Widening Work Along Genesee Avenue

# Construction Update



Demolition of Pedestrian Bridge crossing Genesee Avenue at Executive Square



# Right-of-Way

## Mid-Coast Transit Project Acquisitions

Total Number of Property Owners	38
Total Parcels	58
Total Appraisals	43
Appraisals Complete	42
Appraisals Under FTA Review	1
Total Parcels Available for Construction	47
Offers Accepted to Date	22



# Environmental Mitigation Update

- U.S. Fish and Wildlife Service (USFWS)
  - In April 2017 Conducted Protocol Surveys for Southwestern Willow Flycatcher and Least Bell's Vireo
  - In Compliance with Conservation Measure 10
  - Four of Eight Surveys Completed in April 2017
- California Coastal Commission (CCC)
  - The CDP was Issued January 2017
  - Work to comply with the CDP special conditions continues
- U.S. Army Corps of Engineers (USCA), Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW)
  - Compliance with USACE, RWQCB and CDFW permit conditions continues

# Quality Management/Quality Assurance Activities



- SANDAG is auditing CMC and CM/GC in May, 2017
- CMC conducted 12 QA verifications of the contractor's three phase meetings
- CM/GC Quality Assurance team performed 323 QC tests and 43 QA tests
- CM/GC holding weekly QC meetings
  - There is 1 open NCR out of 4 and 8 open QAI's out of 22.
- SANDAG/PMC performed ongoing engineering reviews of all submitted design deliverables
- FDC performed validation review of deliverables and other related quality tasks



# Safety and Security Status

- SSCP approved January 19, 2017
- SSMP completed May 16, 2017
- Safety and Security Committees
  - Safety and Security Review Committee
  - Fire/Life Safety and Security Committee
- Conformance
  - Remaining open items on the design verification checklist are being tracked and closed out as designs are completed and verified
  - Construction Checklist was approved and transmitted to Construction for their use in verification



# Grade Separations & Stations

- CPUC Protested Grade Separation Applications
  - CPUC is Connecting Grade Separations to Station Access
  - SANDAG & MTS disputing Connection, CPUC Condition for Applications at Stations
  - Proceeding to Administrative Hearing

# Light Rail Vehicles- Status

- Domestic content of the vehicles is approximately 74%
- MTS Issued Notice to Proceed on October 31, 2016
- Contractor is procuring materials and beginning work on engineering and materials submittals
- First car will be delivered April 2019 and last car will be delivered by October 2020





# Public Involvement

- Active outreach and communication during construction including travelers alerts about road closures
- Shift San Diego continues to provide real time information on all construction projects within and transportation solutions for the University City/Golden Triangle community
- Respond to public inquiries and requests for additional information



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## Agenda Item No. C2

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

JUNE 1, 2017

#### SUBJECT:

JOLLY TROLLEY BUILDING CONDITIONS REPORT (BILL SPRAUL)

#### RECOMMENDATION:

That the Executive Committee receive a report on the existing conditions of the Jolly Trolley Building (1501 National Avenue, San Diego, CA 92113) located west of Building B and give direction to staff on repair and replacement options.

#### Budget Impact:

Will be presented.

#### DISCUSSION:

The Jolly Trolley building (1501 National Avenue, San Diego, CA 92113) was constructed in the 1920s/1930s and throughout the years has incurred a significant amount of settlement and water intrusion. Recent unprecedented amounts of rain have accelerated the building issues. In the building's current condition it has been determined that the first floor is not a suitable working environment and employees have been relocated to temporary conference rooms at Imperial Avenue Division. Taxicab Administration continues to operate on the second floor of the building. Staff will provide a report on the recent engineering study and analysis and provide options to either repair or replace the existing structure.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

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



# Jolly Trolley Building

Executive Committee Meeting  
June 1, 2017



# Building & Lot Summary

- Building was constructed in 1920s/1930s
  - Un-reinforced brick masonry
  - Floating slab on grade on first floor not connected to building
  - Seismic upgrades were performed in 2007
- 17,000 SF total lot
- 7,000 SF two-story building
  - Access Eligibility on 1<sup>st</sup> floor
  - Taxi Administration on 2<sup>nd</sup> floor
- 1,500 SF modular building for SDIV Railroad



# Current Building Condition

- Over time the building has degraded, settled, and has incurred damaging, repeat water intrusion
- Deterioration was exacerbated by recent flooding and deteriorated roof drains
  - Major rain in January 2017 flooded the entire immediate area including roadways and buildings
  - Large volume of water and mud entered the first floor, causing considerable damage including to the floor
  - After water receded, all joints in the slab showed differential settlement and uneven sloping
  - First floor slab has a major crack
  - First floor is unusable for occupancy



# January 2017 Flood



# Interim Action Steps

- First floor has been vacated and is unusable; second floor is structurally safe for occupancy and is being used for Taxi Administration
  - Access Eligibility provider has been temporarily relocated to IAD conference rooms
- Deteriorated roof drains have been repaired
- Structural integrity of the first floor was in question, prompting an engineering study to determine the extent of damage and assess structural integrity of the building. Kimley-Horn & Kleinfelder conducted study.

## Additional Considerations with Current Building

- Non-ADA compliant/inaccessible second floor (no elevator)
- Inefficiently designed for office use - large open areas on both floors
- Limited flexibility and options to improve effectiveness of office space
- Estimated \$250,000 in essential facility maintenance costs over next five to ten years



# Engineering Study Results

## Slab Elevation Survey

- The perimeter of the floor is lower than the central areas displaying a dome pattern on both first and second story floors -- indicative of “notable abnormal post construction vertical displacement of the building”

## Under-Slab Investigation

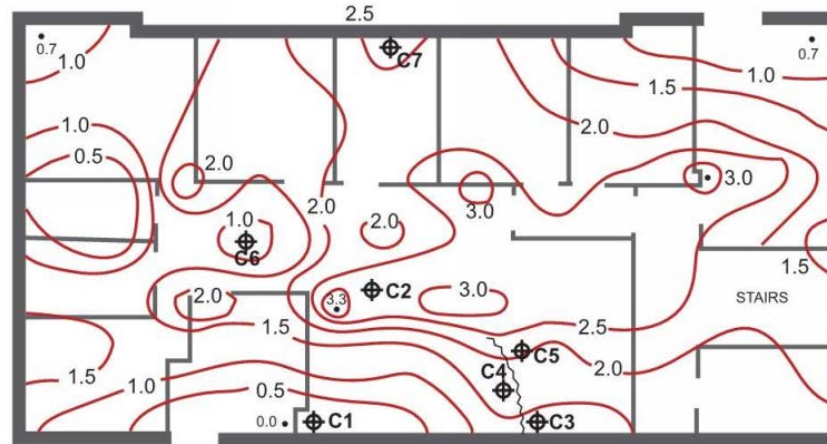
- 10-foot long crack through slab
- Cores indicate that the underlying soil was not properly graded and compacted prior to construction, creating significant differential movement on the slab and foundation of the building. The structure was likely constructed over a previous floor slab or possibly a roadway and the underlying building materials were not adequately prepared
- Numerous air gaps under the slab, which could lead to further cracking
- Building and floor are settling at different rates and will continue to do so



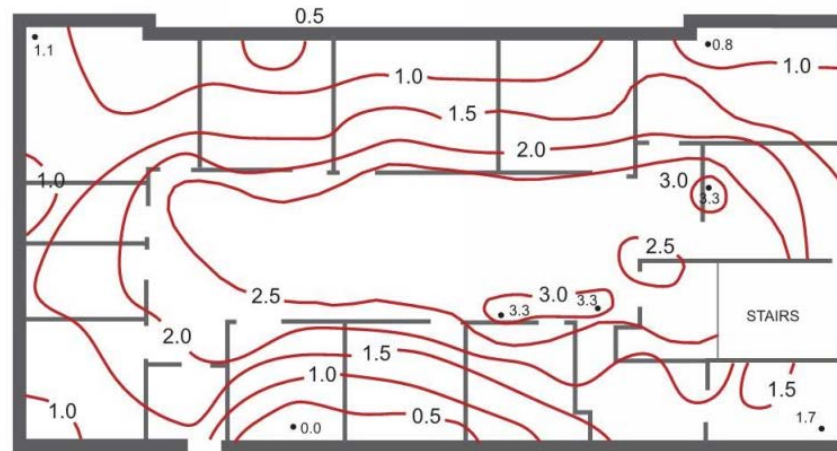
# Engineering Study Results



TAPE MEASURE DEMONSTRATING AIR GAP BELOW CORING C6



1<sup>st</sup> Floor



2<sup>nd</sup> Floor

1.0  
CONTOUR INTERVAL  
(IN INCHES)

1.9  
SPOT ELEVATION  
(IN INCHES)

# Engineering Study Recommendations

- Three options were provided for the repair of the floor, and two for the replacement of the building
- Repair options should be considered with the following risk factors in mind (in addition to previously mentioned facility maintenance expenses anticipated in next five to ten years):
  - The structural integrity of building would require further engineering analysis
  - Building will likely continue to settle
  - Risk remains for additional cracking, settling, or collapse
  - Strong potential for reoccurrence of flooding based on current conditions
  - 1<sup>st</sup> floor will never be completely level; leveling 2<sup>nd</sup> floor requires further engineering and upgrades (options one and two)

# Repair Recommendations

- **Option One: Repair of Surface above Slab**
  - Fill the existing cracks and separated joints
  - Float the majority of the first floor with a self-leveling compound attempting to lessen the dome pattern
  - Repair all water damaged surfaces and make the space a suitable working environment
  - Estimated cost: \$50,000 - \$100,000
- **Option Two: Repair of Surface above Slab and Fill Air Gaps below Slab**
  - Same repairs in option one, plus filling air gaps/voids below the slab by injecting a low pressure grout
  - Would have to perform additional cores throughout the first floor to determine the presence and extent of other air gaps
  - Would require additional analysis to determine feasibility
  - Estimated cost: \$100,000 - \$200,000



# Repair Recommendations

- Option Three: Replacement of First Floor Slab
  - Completely demo the first floor walls and interior spaces, as well as the slab
  - Properly over-excavate and compact the below-slab soil
  - Re-pour the concrete slab and rebuild the first floor
  - Would require engineering and analysis to determine feasibility
- Estimated cost: \$150,000 - \$200,000

# Building Replacement Options

## Option One: Demolish Building and Replace with a Modular Building

- Demolish existing building, repair pavement, and perform site upgrades
- Procure and install 5,500 SF modular building to house Taxi Administration and Access Eligibility, as well as SDIV
  - Modular building could be relocated in the future as needed
  - Improve space efficiency and meet ADA accessibility standards
  - Modular building could be leased or purchased; payback on leasing is about six years
- Estimated cost: \$1million - \$1.3million including site work
  - Also includes \$375,000 - \$425,000 for purchase of modular building



# Building Replacement Options

## Option Two: Demolish Building and Replace with a Permanent Building

- Demolish existing building, repair pavement, and perform site upgrades
- Design and install new two-story permanent building to house Taxi Administration, Access Eligibility Center, and SDIV
- Estimated cost: \$4 million - \$5 million

# Recommended Option: Modular Replacement

## Advantages of Modular Building Option

- Provides more flexibility for addressing future needs
- Ability to expand, contract or move office space as MTS grows and changes
- Modular building design provides flexible approach
- Future of Taxi Administration ?
  - Space needs may reduce in the future, for example as TNC's effect the taxi industry
  - 9% of permits surrendered during 2017 to date -- number of permits influences the staffing level required



# Jolly Trolley Building Staff Recommendation

That the Executive Committee forward a recommendation to the Board of Directors recommending the demolition and modular building replacement of the Jolly Trolley building through CIP funding.



Questions ?



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REVISED DRAFT

## Agenda

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

June 8, 2017

9:00 a.m.

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

This information will be made available in alternative formats upon request. To request an agenda in an alternative format, please call the Clerk of the Board at least two working days prior to the meeting to ensure availability. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

#### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - May 11, 2017 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics  
during the meeting

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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

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



## CONSENT ITEMS

- |     |   |               |
|-----|---|---------------|
| 6.  | <u>Investment Report - April 2017</u>   | Informational |
| 7.  | <u>Job Order Contract (JOC) - On-Call General Building and Facilities Construction - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL234.0-17 (SANDAG Doc. No. 5007503) with ABC Construction Company, Inc. (ABC), for the provision of on-call job order general building and facilities construction services agreement for a three-year period.  | Approve       |
| 8.  | <u>San Diego Transit Corporation (SDTC) Gas Detection Upgrade - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB217.0-17 with Clean Energy, a California Corporation, for gas detection upgrades at the two SDTC locations, Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD).  | Approve       |
| 9.  | <u>Printing and Delivery of Take One Notices - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1987.0-17 with Neyenesch Printers, Inc., for printing and delivery of Take One notices for five (5) base years with two (2) 1-year options, exercisable at MTS's sole discretion.  | Approve       |
| 10. | <u>San Diego Trolley, Inc. (SDTI) Wheel Truing Pit - Construction Changes</u><br>Action would: (1) Ratify Construction Changes for Change Order 001 to MTS Doc. No. PWL209.0-16, with Western Rim Constructors, Inc. (WRC) for \$98,584.76, which was previously issued under the Chief Executive Officer's (CEO) authority, for the Wheel Truing Pit construction; and (2) Authorize the CEO to execute Construction Change Order 002 to MTS Doc. No. PWL209.0-16, with WRC for \$95,433.26, for work associated with dewatering the wheel truing pit, adding concrete and other miscellaneous changes.  | Approve       |
| 11. | <u>On-Call General Civil Construction Services - Contract Amendment</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL204.1-16 with ABC Construction Company, for an increase to the contract value.   | Approve       |
| 12. | <u>Bus Tires for Contract Services - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0670.0-17 with Daniels Tire Service for the purchase of 216 tires for 40ft Standard Low Floor Buses and 270 tires for 60ft Articulated Buses.  | Approve       |
| 13. | <u>Green Line Traction Power Substation Rehabilitation Services: Mass Electric Construction Contract Change Orders</u><br>Action would: (1) Ratify Change Order Nos. 2 - 5 to MTS Doc. No. PWL183.0-16 which were previously approved under the Chief Executive Officer's (CEO) approval authority; and (2) Authorize the CEO to execute change orders as necessary for the Mass Electric Construction contract (MTS Doc. No. PWL183.0-16) up to \$495,411.00 with Mass Electric Construction (MEC) Company to modify transformer to rectifier bus bar connection, add negative pullboxes for conduit reroute, replace feeder cables, and adjust for feeder cables variant. | Approve       |

- |     |   |         |
|-----|---|---------|
| 14. | <u>Job Order Contract (JOC) On-Call Railroad Signals, Overhead Catenary Systems and Track Work Construction Services - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL235.0-17 (SANDAG Doc. No. 5007506) with HMS Construction, Inc. (HMS), for the provision of on-call job order railroad signals, overhead catenary systems and track work construction services for a three-year agreement.  | Approve |
| 15. | <u>Microsoft Licensing and Software Assurance Upgrade - Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2008.0-17 with Crayon Software Experts, LLC for Microsoft Licensing and Software Assurance Upgrade for three years.   | Approve |
| 16. | <u>Regional Transit Management System (RTMS) Expansion Hardware for Copley Park Division - Sole Source Contract Award</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0672.0-17 with Conduent Transport Solutions, Inc. (Conduent) for the purchase of RTMS related hardware and spare equipment for the Copley Park Division (Copley) RTMS expansion project.   | Approve |
| 17. | <u>Sole Source Award to Drake Integrations for San Diego State University (SDSU) Tunnel Fire, Life, Safety and Smoke Control System</u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL237.0-17, a sole source agreement with Drake Integrations to procure, install, integrate and program a Distech Control Fire, Life, Safety and Smoke Control System at the SDSU station and tunnel.   | Approve |
| 18. | <u>Contract Ratifications and Amendments for Federal Communications Commission (FCC) Mandated 800 MHz Rebanding Services</u><br>Action would: (1) Ratify previous contract amendment G1738.1-15 with Ross & Baruzzini of \$82,282, previously issued under the Chief Executive Officer's (CEO) authority; (2) Authorize the CEO to execute amendment G1738.2-15 for Ross & Baruzzini to increase the total contract value by \$58,981, for a revised total contract value of \$291,193; and (3) Ratify previous contract amendment G1739.1-15 with Day Wireless Systems of \$53,810, previously issued under the CEO's authority. | Approve |

#### CLOSED SESSION

- |     |   |                 |
|-----|---|-----------------|
| 24. | CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54956.8<br><u>Property:</u> The San Diego and Arizona Eastern Railway Company (SD&AE) Desert Line from approximate Mile Post 60 to approximate Mile Post 130 (Division to Plaster City) in San Diego and Imperial Counties<br><u>Agency Negotiators:</u> Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets<br><u>Negotiating Parties:</u> Baja California Railroad, Inc. (BJRR)<br><u>Under Negotiation:</u> Price and Terms of Payment under Desert Line Lease and Operating Agreement | Possible Action |
|-----|---|-----------------|

#### Oral Report of Final Actions Taken in Closed Session

#### NOTICED PUBLIC HEARINGS

- |     |       |
|-----|-------|
| 25. | None. |
|-----|-------|

## DISCUSSION ITEMS

30. None.

## REPORT ITEMS

- |     |   |               |
|-----|---|---------------|
| 45. | <u>Operations Budget Status Report for April 2017 (Mike Thompson)</u>   | Informational |
| 60. | <u>Chairman's Report</u>  | Information   |
| 61. | <u>Chief Executive Officer's Report</u>   | Information   |
| 62. | <u>Board Member Communications</u>  |               |
| 63. | <u>Additional Public Comments Not on the Agenda</u><br>If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments. |               |
| 64. | <u>Next Meeting Date:</u> July 20, 2017   |               |
| 65. | <u>Adjournment</u>  |               |



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## Agenda Item No. 6

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

INVESTMENT REPORT – APRIL 2017

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of April 30, 2017. The combined total of all investments has decreased month to month from \$108.0 million to \$105.1 million. This \$2.9 million decrease is attributable to \$2.9 million in capital expenditures, as well as normal timing differences in other payments and receipts.

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

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

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Investment Report for April 2017



**San Diego Metropolitan Transit System  
Investment Report  
April 30, 2017**

	<b>Restricted</b>	<b>Unrestricted</b>	<b>Total</b>	<b>Average rate of return</b>
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	17,661,707	17,661,707	0.00%
Total Cash and Cash Equivalents	-	17,661,707	17,661,707	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,303,606	-	2,303,606	N/A*
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	4,882,075	181,154	5,063,229	
Total Cash - Restricted for Capital Support	7,185,681	181,154	7,366,835	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	11,323,891	68,714,656	80,038,547	0.884%
Total Investments - Working Capital	11,323,891	68,714,656	80,038,547	
Total cash and investments	<b>\$ 18,509,572</b>	<b>\$ 86,557,517</b>	<b>\$ 105,067,089</b>	



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## Agenda Item No. 7

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

JOB ORDER CONTRACT (JOC) - ON-CALL GENERAL BUILDING AND FACILITIES  
CONSTRUCTION - 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. PWL234.0-17 (SANDAG Doc. No. 5007503) (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC), for the provision of on-call job order general building and facilities construction services agreement for a three-year period.

#### Budget Impact

The total value of these agreements will not exceed \$1,000,000.00. Funding will be included in the budget of each project for which a task order will be issued under this agreement.

#### DISCUSSION:

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



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

In October 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general building and facilities construction services. This includes demolition, maintenance and modification of existing buildings and facilities with all incidental professional and technical services required. MTS took the opportunity to enter into a joint solicitation with SANDAG to more efficiently procure JOC related services as well as utilize the economies of scale.

Four bids were received by the bid due date of October 26, 2016. After conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that ABC presented the lowest responsive and responsible unit price adjustment factor (Attachment B).

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

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC Construction Company for the provision of on-call job order general building and facilities construction services agreement for a three-year period.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No.PWL234.0-17  
B. Bid Summary – JOC General Building and Facilities Construction Services

**DRAFT**

## STANDARD SERVICES AGREEMENT

PWL234.0-17  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2017, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: ABC Construction Company, Inc. Address: 3120 National Avenue

Form of Business: Corporation San Diego, CA 92113  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: Kenneth Czubernat President  
Name Title

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

Provide Job Order Construction (JOC) services as described in SANDAG JOC No.5007503 SANDAG Conformed Special Provisions, Bid Summary, Construction Task Catalog and Technical Specification (attached as Exhibit A) Standard Conditions Services (attached as Exhibit B) and Federal Requirement (attached as Exhibit C).

This contract shall be effective June 15, 2017 through June 13, 2020.

The total cost of this contract shall not exceed \$1,000,000.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
-------------------	-------------	-------------

\$To be encumbered on JOC

By: \_\_\_\_\_ Date  
Chief Financial Officer

(\_\_\_ total pages, each bearing contract number)

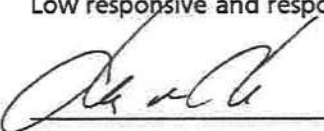
**BID SUMMARY**  
**Job Order Contract (JOC) No. 5007503**  
**"JOC GENERAL BUILDING AND FACILITIES CONSTRUCTION SERVICES"**


Bid Due Date: 2:00 P.M., October 26, 2016

Four (4) bids were received as detailed below. Bid award criteria is based on the Composite Adjustment Factor calculated as follows: 60% of Normal Working Hours Factor (Non-Railroad Right-of-Way) added to 20% of Other Than Normal Working Hours Factor (Non-Railroad Right-of-Way) added to 10% Normal Working Hours Factor (Within Railroad Right-of-Way) added to 5% Other Than Normal Working Hours Factor (Within Railroad Right-of-Way) added to 5% of Restricted Work Shift Factor.

	Normal Working Hours Adjustment Factor	Other Than Normal Working Hours Adjustment Factor	Normal Working Hours (Rail Right of Way) Adjustment Factor	Other Than Normal Working Hours (Rail Right of Way) Adjustment Factor	Restricted Work Shift Adjustment Factor	Composite Adjustment Factor (award selection basis)
<b>Contractor</b>						
Engineer's Estimate	1.0000	N/A	N/A	N/A	N / A	N/A
ABC Construction Co., Inc	1.0338	1.0538	1.0375	1.0575	1.0600	<b>1.0407</b>
Grahovac Construction Co, Inc.	0.9977	1.0700	1.2500	1.3000	1.3350	<b>1.0694</b>
Nexgen Building	1.0500	1.0800	1.1500	1.1800	1.5000	<b>1.0950</b>
De La Fuente Cons. Inc	1.1911	1.2222	1.2777	1.3333	1.4777	<b>1.2274</b>

Low responsive and responsible bidder (based on "Composite Adjustment Factor above): **ABC Construction Co, Inc.**

 11/17/18  
 Chuck Clark Date  
 SANDAG, JOC Program Manager

  
 Susana Tello Date  
 SANDAG, Contracts and Procurement Analyst II



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## Agenda Item No. 8

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) GAS DETECTION UPGRADE –  
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. PWB217.0-17 (in substantially the same format as Attachment A) with Clean Energy, a California Corporation, for gas detection upgrades at the two San Diego Transit Corporation (SDTC) locations, Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD).

#### Budget Impact

The project total is \$172,730. This is funded under the Capital Projects FY17 budget account 3006102001.

#### DISCUSSION:

The SDTC gas detection upgrade project generally consists of the overhaul of the existing gas detection systems at the IAD and KMD bus facilities. The contractor is to upgrade and verify operation of existing control systems as well as procure, assemble and install infrared gas detectors to replace the existing catalytic bead detectors.

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

On April 21, 2017 MTS issued an Invitation for Bids (IFB) for gas detection upgrade services.



Four (4) bids were received on the due date of April 13, 2017. The bid summary showing all contractors costs compared to MTS's Engineer's Estimate are shown below.

Comparing the MTS Engineer's Estimate and the lowest bid from Clean Energy, MTS is saving \$12,270.

<b>MTS Engineer's Estimate</b>	<b>Clean Energy (Lowest Responsive Responsible bidder)</b>	<b>Baker Electric</b>	<b>Electronic &amp; Telecom Systems</b>	<b>Neal Electric</b>
<u>\$185,000</u>	<u>\$172,730</u>	\$185,441.90	\$192,600	\$203,913

Therefore, staff recommends that the San Diego MTS Board of Directors authorize the CEO to execute MTS Doc. Nos. PWB217.0-17 (in substantially the same format as Attachment A) with Clean Energy, a California Corporation for gas detection upgrades at Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD) locations.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. PWB217.0-17

## STANDARD CONSTRUCTION AGREEMENT

PWB217.0-17  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Clean Energy, a California Corporation

Address: 4675 MacArthur Court, # 800  
Newport Beach, CA 92660

Form of Business: Corporation  
 (Corporation, partnership, sole proprietor, etc.)

Telephone: (949) 437-1000

Email Address: wally.dubno@cleanenergyfuels.com

Authorized person to sign contracts: Peter Grace Senior Vice President, Sales and Finance  
 Name Title

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

**SDTC gas detection upgrades:** Contractor shall furnish all necessary management, supervision, labor, materials, tools, supplies, equipment, services, and testing as specified in the Scope of Work (attached as Exhibit A), Clean Energy, a California Corporation bid document dated April 10, 2017 (attached as Exhibit B) and the Standard Construction Agreement and Special Conditions (attached as Exhibit C).

The term of this Agreement shall commence as specified in the NTP and shall be completed in not more than thirty (30) calendar days for the overhaul of the existing gas detection systems at IAD and KMD bus maintenance facilities. Contractor is to upgrade and verify operation of existing control systems as well as procure, assemble and install infrared gas detectors to replace the existing catalytic bead detectors.

Total contract amount shall not exceed \$172,730.00 without express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

CONTRACTOR AUTHORIZATION

By: \_\_\_\_\_  
 Chief Executive Officer

Firm: Clean Energy, a California Corporation

Approved as to form:

By: \_\_\_\_\_  
 Signature

By: \_\_\_\_\_  
 Office of General Counsel

Title: \_\_\_\_\_

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$172,730	3006102001	2017-2018

By: \_\_\_\_\_  
 Chief Financial Officer  
 ( \_\_\_\_\_ total pages, each bearing contract number)

Date



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## Agenda Item No. 9

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

PRINTING AND DELIVERY OF TAKE ONE NOTICES – 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. G1987.0-17 with Neyenesch Printers, Inc., (in substantially the same format as Attachment A) for printing and delivery of Take One notices for five (5) base years with two (2) 1-year options, exercisable at MTS's sole discretion.

#### Budget Impact

The total value of this agreement shall be as follows:

CONTRACT YEARS	AMOUNT
YEAR 1	\$ 29,339.12
YEAR 2	\$ 31,257.07
YEAR 3	\$ 32,259.83
YEAR 4	\$ 33,672.48
YEAR 5	\$ 33,684.33
<b>Total - Base Years 1-5</b>	<b>\$ 160,212.83</b>
OPTION YR 1 (YEAR 6)	\$ 35,238.24
OPTION YR 2 (YEAR 7)	\$ 35,238.24
<b>Total - Option Years 1-2</b>	<b>\$ 70,476.47</b>
<b>GRAND TOTAL (BASE &amp; OPTIONS):</b>	<b>\$ 230,689.30</b>

The funding for this contract would be allocated under the MTS Planning budget 451010-571240.



## DISCUSSION:

MTS prints 'Take One' notices 5-6 times per year to announce service changes, public hearings, events, and other important information for riders. These are posted onboard buses, trolleys, and other locations to maximize visibility to passengers. The current contract for Take One printing expires in 2017.

MTS Policy No. 52 "Procurement of Goods and Services" requires a formal competitive bid process for procurements exceeding \$100,000. An Invitation for Bids (IFB) to provide printing and delivery of Take One notices was issued on January 27, 2017.

A total of five bids were received and opened on March 28, 2017. After conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that Neyenesch Printers, Inc. presented the lowest responsive and responsible bid. Neyenesch Printers' bid is 32% lower than MTS's independent cost estimate.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G1987.0-17 with Neyenesch Printers, Inc., (in substantially the same format as Attachment A) for printing and delivery of Take One notices for five (5) base years effective July 1, 2017, with two (2) 1-year options, exercisable at MTS's sole discretion.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. G1987.0-17 with Neyenesch Printers, Inc.  
B. Bid Summary

## STANDARD PROCUREMENT AGREEMENT

G1987.0-17  
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_ day of \_\_\_\_\_ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Neyenesch Printers, Inc. Address: 2750 Kettner Blvd.

Form of Business: Corporation San Diego, CA 92101  
(Corporation, partnership, sole proprietor, etc.)

Telephone: 619.297.2281

Authorized person to sign contracts: Kandy Neyenesch CFO  
Name Title

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

Provide printing and delivery of Take One notices, as specified in the Scope of Work (attached as Exhibit A), the Bid (attached as Exhibit B), and in accordance with the Standard Conditions Services Agreement, including the Standard Conditions Services (attached as Exhibit C), and the Federal Requirements (attached as Exhibits D).

The term of the contract shall be five (5) base years effective July 1, 2017 through June 30, 2022, with two (2) 1-year options effective July 1, 2022 through June 30, 2024, exercisable at MTS' sole discretion. The total for the base years is \$160,212.83 and the option years is \$70,476.47 for a total not to exceed \$230,689.30.


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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$160,212.83	451010-571240	18-22
\$ 70,476.47	451010-571240	23-24

By: \_\_\_\_\_  
Chief Financial Officer Date

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
PRINTING AND DELIVERY OF TAKE ONES  
ATTACHMENT B - SUMMARY OF BIDS**

	NEYENESCH PRINTERS	LET'S BUS IT	SSS HOT OFF THE PRESS	AAA PRINTING	MCPRINT DIRECT
CONTRACT YEARS	AMOUNT	AMOUNT	AMOUNT	AMOUNT	AMOUNT
YEAR 1	\$ 29,339.12	\$ 36,850.50	\$ 36,421.12	\$ 39,858.88	\$ 42,569.87
YEAR 2	\$ 31,257.07	\$ 36,850.50	\$ 36,421.12	\$ 41,066.76	\$ 42,554.79
YEAR 3	\$ 32,259.83	\$ 36,850.50	\$ 36,421.12	\$ 42,298.34	\$ 42,550.48
YEAR 4	\$ 33,672.48	\$ 36,850.50	\$ 36,421.12	\$ 43,589.19	\$ 42,539.70
YEAR 5	\$ 33,684.33	\$ 36,850.50	\$ 36,421.12	\$ 44,874.64	\$ 42,539.70
<b>Total - Base Years 1-5</b>	<b>\$ 160,212.83</b>	<b>\$ 184,252.50</b>	<b>\$ 182,105.58</b>	<b>\$ 211,687.81</b>	<b>\$ 212,754.53</b>
OPTION YR 1 (YEAR 6)	\$ 35,238.24	\$ 36,850.50	\$ 39,042.67	\$ 46,231.22	\$ 46,418.70
OPTION YR 2 (YEAR 7)	\$ 35,238.24	\$ 36,850.50	\$ 39,042.67	\$ 47,599.64	\$ 46,418.70
<b>Total - Option Years 1-2</b>	<b>\$ 70,476.47</b>	<b>\$ 73,701.00</b>	<b>\$ 78,085.35</b>	<b>\$ 93,830.86</b>	<b>\$ 92,837.40</b>
<b>GRAND TOTAL (BASE &amp; OPTIONS):</b>	<b>\$ 230,689.30</b>	<b>\$ 257,953.50</b>	<b>\$ 260,190.93</b>	<b>\$ 305,518.66</b>	<b>\$ 305,591.93</b>

 Represents adjusted bid totals, based on unit prices provided.



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## Agenda Item No. 10

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

SAN DIEGO TROLLEY, INC. (SDTI) WHEEL TRUING PIT – CONSTRUCTION  
CHANGES

#### RECOMMENDATION:

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

- 1) Ratify Construction Changes for Change Order 001 (Attachments A) to MTS Doc. No. PWL209.0-16, with Western Rim Constructors, Inc. (WRC) for \$98,584.76, which was previously issued under the Chief Executive Officer's (CEO) authority, for the Wheel Truing Pit construction; and
- 2) Authorize the CEO to execute Construction Change Order 002 to MTS Doc. No. PWL209.0-16, with WRC for \$95,433.26 for work associated with dewatering the wheel truing pit, adding concrete and other miscellaneous changes.

#### Budget Impact

With all amendments the construction cost is \$776,413.28. The funding for the changes is provided in the Wheel Truing Machine CIP No. 2008000502.

#### DISCUSSION:

In 2014, MTS procured an additional wheel truing machine to increase its current wheel truing capacity commensurate with the current and future growth in MTS's fleet of LRVs.

Wheel Truing Machines are a necessity in MTS's Trolley operations as they are used to reshape (i.e., tune) LRV tires as they lose diameter parity and sustain abnormal profiles



as a result of constant rotation during normal train service. Maintaining LRV tire diameter parity and profiles are recommended in the Association of American Railroads (AAR) Wheel and Axle manual.

The new machine will be installed below grade in the LRV Maintenance Building C and will augment the existing unit that was installed in MTS's Maintenance Building A in 1980. This additional machine, in tandem with the existing machine, will effectively double the currently available wheel truing capacity and enhance MTS's ability to respond to increased wheel truing needs.

The work for the project included removal of the existing floor, soil excavation, reinforcement of concrete, electrical and mechanical modifications to the existing maintenance track, and installation of the machine.

Change Order 001, totaling \$98,584.76, included shoring redesign and construction due to avoiding existing drain pipe conflict and concrete encasement, additional saw cutting, and dewatering. This was approved pursuant to the CEO's authority under Board Policy No. 41. Today's action would ratify this change order.

Change Order 002, totaling \$95,433.26, includes additional dewatering costs during construction, added concrete and miscellaneous items and credits. Today's action would authorize the CEO to approve this change order.

Procurement and project staff reviewed all change order costs and found them to be fair and reasonable.

Therefore, staff recommends that the San Diego MTS Board of Directors ratify PWL209.0-16 Change Order 001 in the amount of \$98,584.76 (Attachment A) and authorize the CEO to execute PWL209.0-16 Change Order 002 in the amount of \$95,433.26 (in substantially the same format as Attachment B) for additional changes to the Wheel Truing Pit construction.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. WRC PWL209.0-16 CCO 001  
B. WRC PWL209.0-16 CCO 002



## CONSTRUCTION CHANGE ORDER

Project Name: **LRV Wheel Truing**Date: **2/16/17**To: **MTS**Contract Number: **PWL209.0-16**From (Contractor): **Western Rim Constructors**CCO Number: **001****Description of Work**

1. Issue *revised* project plans on 1/27/17.
2. Shoring redesign due to revised project plans issued. Shoring redesign to avoid existing drain pipe conflict and concrete encasement not shown in plans.
3. Additional shoring beams depth due to revised project plans issued showing deeper pit.
4. Additional sawcutting due to revised project plans which expanded the sawcut limits.
5. Dewatering. This work was deleted in the project bid item. It now needs to be performed after finding groundwater above proposed subgrade elevation. Adjustment in time to be deferred.
6. Substitute micropiles in lieu of driven steel beams (no cost change).

**A. Contractor Consultant Design Cost**

Shoring Redesign Due to Revised Project Plans	\$ 4,600.00	L.S.
Shoring Redesign Due to Pipe/Pile Cap Conflict, RFI No. 5 & 6.	\$ 1,742.25	L.S.
Consultant Costs (See attached supporting documentation.)		

Subtotal A: \$ 6,342.25

**B. Subcontractor Cost of the Work**

Additional Shoring Beam Depth Due to Revised Plans	\$ 17,687.01	F.A.
Additional Saw Cutting (50 l.f. x \$13.00 unit price = \$ 650.00)	\$ 650.00	B.I.
Dewatering (Griffin) - Install & Remove (\$38,110 x 1.15 markup),	\$ 43,826.50	F.A.
(\$5,820 per month x 3 months x 1.15 markup)	\$ 20,079.00	F.A.
Coring for Dewatering Well Points, Dewatering Maintenance (WRC)	\$ 10,000.00	F.A.

Subtotal B: \$ 92,242.51

**C. Contractor Credits**

Substitutue Micro Piles in Lieu of Driven Steel Beams	\$0.00	
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Subtotal C: 0.00

Total = (A + B + C) Total: \$ 98,584.76

Original Contract value:	\$ 582,395.26
Adjustment by Change Order No. <u>X</u> through Change Order <u>X</u> (if applicable)	\$
Adjustment by this Change Order	\$ 98,584.76
New Contract Amount	\$ 680,980.02

The Contract Time due to this Change Order will be: ☒ Increased ☐ Decreased ☐ Unchanged by 36 days

Original Completion Date:	3/21/17
Adjustment by Change Order No. <u>X</u> through Change Order <u>X</u> (if applicable)	XXXX
Adjustment by this Change Order	36
New Completion Date	4/27/17

Milestones Affected: Adding 36 days to the original March 21st, 2017, completion extends the contract to April 27th, 2017 and includes 1 holiday.

 Contractor	Date: <u>2-17-16</u>	 MTS Chief Executive Officer	Date: <u>2/21/17</u>
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Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.



## CONSTRUCTION CHANGE ORDER

Project Name: **LRV Wheel Truing**Date: **5/23/16**To: **MTS**Contract Number: **PWL209.0-16**From (Contractor): **Western Rim Constructors**CCO Number: **2**

### Description of Work

1. Dewatering from 3/21/17 to 5/17/17 (dewatering completion date).
2. Unforeseen Site Conditions (reroute drain pipe at northside pit, metal pipes conflict during shoring beam installation, splice existing copper wires not shown in plans).
3. Delete Bid Item 21 - Waterproofing Membrane. Add waterproofing concrete admixture and waterstop.
4. Additional rebar, concrete, metal frames/grates, and electrical work due to revised project plans.
5. Over-excavate 2' deep at pit due to unsuitable material. Backfill over-excavation with crushed rock and Class 2 aggregate base.
6. Time adjustment of 36 additional calendar days due to the dewatering extra work, which was deferred under CCO 001.

### A. Contractor Cost of the Work

Dewatering	\$ 34,294.00	F.A.
Unforeseen Site Conditions	\$ 5,156.00	F.A.
Waterproofing Admixture in lieu of Membrane	\$ 8,862.00	L.S.
Add'l 8 CY Concrete at Pit Slab/Walls Due to Revised Plans	\$ 18,646.56	B.I.
Over-Excavate Pit (additional 60 tons at bid item unit price)	\$ 3,499.20	B.I.
Backfill Over-Excavation with Crushed Rock and Class 2 AB	\$ 6,063.00	F.A.
Additional Concrete at Stairs Wall Footing not shown in plans	\$ 5,000.00	L.S.
		<b>Subtotal A: \$ 81,520.76</b>

### B. Subcontractor Cost of the Work

Dewatering (Equipment Rental)	\$ 5,887.00	F.A.
Additional Rebar, Electrical, Metal Frames/Grates Due to Rev Plans	\$ 25,413.00	L.S.
Increase Bid Item 34 - 75 LF at bid item unit price	\$ 3,412.50	B.I.
	\$ -	
		<b>Subtotal B: \$ 34,712.50</b>

### C. Contractor Credits

Delete entire Bid Item 21 - Waterproofing Membrane	\$(20,800.00)	B.I.
		<b>Subtotal C: \$ (20,800.00)</b>
<b>Total = (A + B + C)</b>		<b>Total: \$ 95,433.26</b>

Original Contract value:	\$ 582,395.26
Adjustment by Change Order No. 1 through Change Order 1	\$ 98,584.76
Adjustment by this Change Order	\$ 95,433.26
New Contract Amount	Total: \$ 776,413.28

The Contract Time due to this Change Order will be: ☒ Increased ☐ Decreased ☐ Unchanged by **36** days

Original Completion Date:	3/20/2017
Adjustment by Change Order No. 1 through Change Order 1	36
Adjustment by this Change Order	36
New Completion Date	5/31/2017

Milestones Affected: Adding 36 days to the contract time extends the contract to May 31, 2017.

Contractor \_\_\_\_\_ Date: \_\_\_\_\_ MTS Chief Executive Officer \_\_\_\_\_ Date: \_\_\_\_\_

Follow all applicable procedures and provide all appropriate documentation as required by the Contract Documents.



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## Agenda Item No. 11

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

ON-CALL GENERAL CIVIL CONSTRUCTION SERVICES – CONTRACT AMENDMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL204.1-16 (in substantially the same format as Attachment A) with ABC Construction Company, for an increase to the contract value.

#### Budget Impact

The total estimated cost of this amendment would not exceed \$3,000,000. Funding will be included in the budget of each project for which a task order will be issued under this agreement. This amendment brings the total contract award to \$6,000,000.

#### DISCUSSION:

In September 2015, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call Job Order Contracting (JOC) general civil construction services. This includes general civil and site improvements, earthwork, utilities, paving, concrete, drainage, building facilities, landscaping mitigation, site clearing, and all incidental professional and technical services required. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement.

Three bids were received and the contract was awarded to ABC Construction Company. The combined awards totaled \$15,000,000. SANDAG's portion was \$12,000,000 and MTS's was \$3,000,000. Since contract award, MTS has experienced an increase in construction related projects while SANDAG has utilized their portion less than



anticipated. MTS requested and received additional capacity from SANDAG. SANDAG's revised contract value is \$9,000,000 and MTS's revised contract value is \$6,000,000.

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

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL204.1-16 (in substantially the same format as Attachment A) with ABC Construction Company, to increase the total contract value.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL204.1-16  
B. Bid Summary

June 15, 2017

MTS Doc. No. PWL204.1-16

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

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWL204.0-16;

Dear Mr. Czubernat:

This shall serve as Amendment No. 1 to our agreement for the Metropolitan Transit System (MTS) for on-call railroad job order general civil construction services as further described below.

#### SCOPE OF SERVICES

There shall be no changes to the Scope of Services.

#### SCHEDULE

There shall be no changes to the schedule.

#### PAYMENT

The total value has increased by \$3,000,000. The total value of this contract including this amendment shall not exceed \$6,000,000 without prior written approval from MTS.

All other terms and conditions of the original Agreement PWL204.0-16 shall remain in effect.

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

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Kenneth Czubernat  
ABC Construction Company

LMARQUIS-CL

Date: \_\_\_\_\_

Attachment:

cc: Michael Diana, Troy Girard, Bid File



Bid Tabulation Sheet  
JOC 5007504 - General Civil Construction Services

**November 5, 2015**  
**10:00 AM**

Number	Contractor	Normal Working Hours (Non-Railroad Right-of-Way) Adjustment Factor (40%)	Other Than Normal Working Hours (Non-Railroad Right-of-Way) Adjustment Factor (20%)	Normal Working Hours Within Railroad Right-of-Way Adjustment Factor (20%)	Other Than Normal Working Hours Within Railroad Right-of-Way Adjustment Factor (10%)	Restricted Work Shift Within Railroad Right-of-Way Adjustment Factor (10%)	Award Criteria Factor
1	ABC Construction Co	0.9975	1.0175	1.0575	1.0775	1.2000	1.0418
2	Bitech	0.9475	1.1300	0.9500	1.1400	1.3500	1.0440
3	Sea Pac Engineering	0.9375	0.9400	0.9600	0.9700	0.9800	0.9500
4							0.0000
5							0.0000
6							0.0000
7							0.0000
8							0.0000
9							0.0000
10							0.0000
11							0.0000
12							0.0000
13							0.0000



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## Agenda Item No. 12

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

BUS TIRES FOR CONTRACT SERVICES – CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0670.0-17 with Daniels Tire Service (in substantially the same format as Attachment A) for the purchase of 216 tires for 40ft Standard Low Floor Buses and 270 tires for 60ft Articulated Buses.

#### Budget Impact

The total value of these agreements shall be as follows:

Tires:	\$273,834.00
Tax:	\$ 21,222.14
California Tire Fee:	\$ 850.50
Not-to-Exceed Total:	\$295,906.64

The funding for this contract would be allocated as summarized below:

	CIP	Amount	Bus Production Start Date
40ft - Standard Low Floor Buses (216 tires)	3001103101	\$124,661.16	8/14/17
60ft - Articulated Buses (100 tires)	3001103001	\$63,424.25	6/26/17
60ft - Articulated Buses (170 tires)	1001010601	\$107,821.23	11/27/17
<b>Not-to-Exceed Total</b>		<b>\$295,906.64</b>	



## DISCUSSION:

Under MTS contracts B0589.0-13 with Gillig and B0570.0-12 with New Flyer, MTS will purchase 36 40ft standard transit buses, and 27 60ft articulated buses designated for Contract Services operations, which is currently managed by Transdev. The agreement between MTS and Transdev requires that MTS provide buses with one complete set of tires upon delivery, paid for by MTS.

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

An Invitation for Bids (IFB) to provide bus tires was issued on April 21, 2017. Two bids were received and opened on May 19, 2017.

After the evaluation, Daniels Tire Service was found to be the lowest responsive and responsible bidder.

Based on the comparisons between the MTS Independent Cost Estimate (ICE) and both bidders' amounts, the price analysis is summarized as shown below:

Daniels Tire Service (lowest responsive responsible bidder)	Louise Service Tire Corp	MTS Independent Cost Estimate
\$295,906.64	\$352,846.48	\$293,415.31

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0670.0-17 with Daniels Tire Service (in substantially the same format as Attachment A) for the purchase of 216 tires for 40ft Standard Low Floor Buses and 270 tires for 60ft Articulated Buses.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. B0670.0-17 with Daniels Tire Service  
B. Bid Summary

**ATTACHMENT A  
(DRAFT)**

**STANDARD PROCUREMENT AGREEMENT  
FOR  
BUS TIRES**

<u>B0670.0-17</u> <b>CONTRACT NUMBER</b>
<u>Various</u> <b>FILE/PO NUMBER(S)</b>

THIS AGREEMENT is entered into this \_\_\_\_\_ day of June 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Daniels Tire Service Address: 11850 Slauson Avenue

Form of Business: Corporation Santa Fe Springs, CA 90670  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (562) 321-1279 Email Address: [wood@danielstireservice.com](mailto:wood@danielstireservice.com)

Authorized person to sign contracts: Robert Wood Vice President  
Name Title

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

Provide two hundred and sixteen (216) tires for 40' Standard Low Floor Buses and two hundred and seventy (270) tires for 60' Articulated Buses as specified in the Scope of Work (attached as Exhibit A), the Bid (attached as Exhibit B), and in accordance with the Standard Conditions Services Agreement, including the Standard Conditions Services (attached as Exhibit C), and the Federal Requirements (attached as Exhibits D).

The contract shall be effective June 15, 2017. Total contract shall not exceed \$295,906.64 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____		Firm: _____	
Chief Executive Officer			
Approved as to form:		By: _____	
		Signature	
By: _____		Title: _____	
Office of General Counsel			
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$124,661.16	3001103101	FY 18	
\$ 63,424.25	3001103001	FY 18	
\$107,821.23	1001010601	FY 18	

By: \_\_\_\_\_ Date \_\_\_\_\_  
Chief Financial Officer

AttB  
 Daniels Tire Service  
 B0670.0-17

Description	Funding CIP	Bus Quantity	Tires Position	Total # of Tires	Unit Cost	Total
Tires for 40' Std Low Floor Buses	3001103101	36	6	216	\$534.00	\$115,344.00
Tires for 60' Arituclated Buses	3001103001	10	10	100	\$587.00	\$58,700.00
Tires for 60' Arituclated Buses	1001010601	17	10	170	\$587.00	\$99,790.00
<b>Sub Total</b>						<b>\$273,834.00</b>
Delivery/shipping charges for all tires						\$0.00
Sales Tax for 216 tires (3001103101)						\$8,939.16
Sales Tax for 100 tires (3001103001)						\$4,549.25
Sales Tax for 170 tires (1001010601)						\$7,733.73
California Tire Fee for 40' Buses	3001103101	36	6	216	\$1.75	\$378.00
California Tire Fee for 60' Buses	3001103001	10	10	100	\$1.75	\$175.00
California Tire Fee for 60' Buses	1001010601	17	10	170	\$1.75	\$297.50
<b>Overall Total</b>						<b>\$295,906.64</b>



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## Agenda Item No. 13

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

GREEN LINE TRACTION POWER SUBSTATION REHABILITATION SERVICES:  
MASS ELECTRIC CONSTRUCTION CONTRACT CHANGE ORDERS

#### RECOMMENDATION:

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

- 1) Ratify Change Order Nos. 2 - 5 to MTS Doc. No. PWL183.0-16 which were previously approved under the Chief Executive Officer's (CEO) approval authority (Attachment A); and
- 2) Authorize the CEO to execute change orders as necessary for the Mass Electric Construction contract (MTS Doc. No. PWL183.0-16 ) up to \$495,411.00 with Mass Electric Construction (MEC) Company to modify transformer to rectifier bus bar connection, add negative pullboxes for conduit reroute, replace feeder cables, and adjust for feeder cables variant.

#### Budget Impact

If the full change order authority is needed, today's action would increase the contract total from \$6,661,779.80 to \$7,157,190.80. Sufficient funding has been programmed to pay these expenses in the FY 2017 - 2018 Capital Improvement Project (CIP) 2005002802 and is locally funded.



## DISCUSSION:

In early 2016, MTS staff issued an Invitation for Bids (IFB) for labor and materials for the replacement of rectifiers and Direct Current (DC) circuit breakers on nine Traction Power Substations (TPSS) along the MTS Green Line. Three responsive and responsible bids were received and Mass Electric Construction Company (MEC) was awarded the contract. The original contract, valued at \$6,239,928, was approved by the Board on March 17, 2016 (AI 20). On July 28, 2016 (AI 15), the Board approved Amendment No. 1 for \$305,305, authorizing a change to Siemens DC breakers for the 9 TPSSs.

Amendment Nos. 2 through 5 totaling \$116,546.80 were approved under the CEO's authority pursuant to Board Policy No. 41, and reported to the Board at the April 13, 2017 meeting (AI 61). Today's action would formally ratify Amendment Nos. 2 through 5:

Amendment No. 2 - \$0  
Revise location schedule

Amendment No. 3 - \$9,956.00  
Modify Transformer to Rectifier Bus Bar connection at Fashion Valley and Airport Vista.

Amendment No. 4 - \$33,851.00  
Add Negative Pullboxes and reroute conduits at Fashion Valley and Airport Vista.

Amendment No. 5 - \$72,739.80  
Replace Feeder Cables at Fashion Valley and Airport Vista.

The overall MEC contract subtotal through Amendment No. 5 is \$6,661,779.80.

During the rehabilitation work on the first two TPSS (at the Fashion Valley and Airport Vista locations), MEC encountered unexpected wear and tear and was required to modify the transformer to rectifier bus bar connection, add negative pullboxes for conduit reroute, replace feeder cables, and adjust for feeder cables variant. The additional costs for this work resulted in Amendment Nos. 3 through 5. Since the remaining seven TPSS were manufactured by the same TPSS manufacturer and installed around the same time on the MTS Green Line, it is expected that these TPSS have endured over 25 plus years of wear and tear and will require the same attention as the other two retrofitted TPSS. Therefore, MTS may require additional change order expenses for MEC to replace these above issues.

Based on the actual Amendment Nos. 3 through 5 change order expenses related to the Fashion Valley and Airport Vista TPSS, MTS is anticipating the following additional work will be necessary for the remaining seven TPSS:

Change Order Description	Total Cost per TPSS	Total Estimated Cost for 7 TPSS
Modify Transformer to Rectifier Bus Bar Connection	\$4,977.79	\$34,845
Add Negative Pullboxes for Conduit Reroute	\$16,925.29	\$118,477
Replace Feeder Cables	\$36,369.90	\$254,589
Adjustment for Feeder Cables Variant	\$12,500.00	\$87,500
<b>TOTAL</b>	<b>\$70,772.98</b>	<b>\$495,411</b>

If all additional work is required, the new MEC contract total for this work would be \$7,157,190.80.

Therefore, staff recommends that the MTS Board of Directors: (1) Ratify Change Order Nos. 2 - 5 to MTS Doc. No. PWL183.0-16 which were previously approved under the Chief Executive Officer's (CEO) approval authority (Attachment A); and (2) Authorize the CEO to execute change orders as necessary for the Mass Electric Construction contract (MTS Doc. No. PWL183.0-16 ) up to \$495,411.00 with Mass Electric Construction (MEC) Company to modify transformer to rectifier bus bar connection, add negative pullboxes for conduit reroute, replace feeder cables, and adjust for feeder cables variant.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. TPSS Change Orders

			Approved Change Orders			Estimated Change Orders							
Mass Electric Construction (MEC) Contract MTS No. PWL183.0-16			NTP # 1			NTP # 2			NTP # 3				Total Anticipated CCOs Cost
Item	Contract Change Order (CCO) Description	Approved CCO #	Fashion Valley	Airport Vista	Total Approved CCOs Cost	Morena	Qualcomm West	Mission Valley	Las Cumbress	Qualcomm East	I-805	Gillespie	
1	Modify Transformer to Rectifier Bus Bar Connection	3	\$ 4,977.79	\$ 4,977.79	\$ 9,955.58	\$ 4,977.79	\$ 4,977.79	\$ 4,977.79	\$ 4,977.79	\$ 4,977.79	\$ 4,977.79	\$ 4,977.79	\$ 34,844.53
2	Add Negative Pullboxes for Conduit Reroute	4	\$ 16,925.29	\$ 16,925.29	\$ 33,850.58	\$ 16,925.29	\$ 16,925.29	\$ 16,925.29	\$ 16,925.29	\$ 16,925.29	\$ 16,925.29	\$ 16,925.29	\$ 118,477.03
3	Replace Feeder Cables	5	\$ 36,369.90	\$ 36,369.90	\$ 72,739.80	\$ 36,369.90	\$ 36,369.90	\$ 36,369.90	\$ 36,369.90	\$ 36,369.90	\$ 36,369.90	\$ 36,369.90	\$ 254,589.30
4	Adjustment for Feeder Cables Variant	5				\$ 12,500.00	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00	\$ 12,500.00	\$ 87,500.00
<b>TOTAL</b>			\$ 58,272.98	\$ 58,272.98	\$ 116,545.96	\$ 70,772.98	\$ 70,772.98	\$ 70,772.98	\$ 70,772.98	\$ 70,772.98	\$ 70,772.98	\$ 70,772.98	\$ 495,410.86



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## Agenda Item No. 14

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

JOB ORDER CONTRACT (JOC) ON-CALL RAILROAD SIGNALS, OVERHEAD  
CATENARY SYSTEMS AND TRACK WORK CONSTRUCTION SERVICES –  
CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL235.0-17 (SANDAG Doc. No. 5007506) (in substantially the same format as Attachment A) with HMS Construction, Inc. (HMS), for the provision of on-call job order railroad signals, overhead catenary systems and track work construction services for a three-year agreement.

#### Budget Impact

The total value of these agreements will not exceed \$1,500,000.00. Funding will be included in the budget of each project for which a task order will be issued under this agreement.

#### DISCUSSION:

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



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

In October 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC railroad signals, overhead catenary systems and track work construction services. MTS took the opportunity to enter into a joint solicitation with SANDAG to more efficiently procure JOC related services as well as utilize the economies of scale.

Three bids were received by the bid due date of October 26, 2016. After conducting price reasonableness analyses and reviewing all bids received for responsiveness and responsibility, staff determined that HMS presented the lowest responsive and responsible unit price adjustment factor.

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

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Document No. PWL235.0-17 (in substantially the same format as Attachment A) with HMS for the provision of on-call job order contract railroad general electrical and communications services for a three-year agreement.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL235.0-17  
B. Bid Summary

**DRAFT**

## STANDARD SERVICES AGREEMENT

PWL235.0-17  
CONTRACT NUMBER

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2017, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: HMS Construction, Inc. Address: 1047 La Mirada Court  
 Form of Business: Corporation Vista, CA 92081  
 (Corporation, partnership, sole proprietor, etc.)  
 Telephone: (619) 673-8647

Authorized person to sign contracts: Michael C High President  
 Name Title

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

Provide Job Order Construction (JOC) services as described in SANDAG JOC No.5007506 SANDAG Conformed Special Provisions, Bid Summary, Construction Task Catalog and Technical Specification (attached as Exhibit A) Standard Conditions Services (attached as Exhibit B) and Federal Requirement (attached as Exhibit C).

This contract shall be effective June 15, 2017 through June 13, 2020.

The total cost of this contract shall not exceed \$1,500,000.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
-------------------	-------------	-------------

\$To be encumbered on JOC

By: \_\_\_\_\_ Date  
 Chief Financial Officer

(\_\_\_ total pages, each bearing contract number)

**BID SUMMARY****Job Order Contract (JOC) No. 5007506****"JOC RAILROAD SIGNALS, OVERHEAD CATENARY SYSTEMS, AND TRACK WORK CONSTRUCTION SERVICES"**

Bid Due Date: 3:00 P.M., October 26, 2016

Three (3) bids were received as detailed below. Bid award criteria is based on the Composite Adjustment Factor calculated as follows: 10% of Normal Working Hours Factor (Non-Railroad Right-of-Way) added to 10% of Other Than Normal Working Hours Factor (Non-Railroad Right-of-Way) added to 40% Normal Working Hours Factor (Within Railroad Right-of-Way) added to 30% Other Than Normal Working Hours Factor (Within Railroad Right-of-Way) added to 10% of Restricted Work Shift Factor.

	Normal Working Hours Adjustment Factor	Other Than Normal Working Hours Adjustment Factor	Normal Working Hours (Rail Right of Way) Adjustment Factor	Other Than Normal Working Hours (Rail Right of Way) Adjustment Factor	Restricted Work Shift Adjustment Factor	Composite Adjustment Factor (award selection basis)
Contractor						
Engineer's Estimate	1.0000	N/A	N/A	N/A	N / A	N/A
HMS Construction Inc	0.8888	0.9488	1.0488	1.2488	1.3088	<b>1.1088</b>
Herzog Contracting Corp.	1.1523	1.2122	1.1523	1.2122	1.3762	<b>1.1987</b>
Balfour Beatty Infrastructure Inc	1.0500	1.1000	1.1500	1.2500	2.0000	<b>1.2500</b>

Low responsive and responsible bidder (based on "Composite Adjustment Factor above): **HMS Construction, Inc.**

  
 Chuck Clark  
 SANDAG, JOC Program Manager

11/17/16  
 Date

  
 Susana Tello  
 SANDAG, Contracts and Procurement Analyst II

Date



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## Agenda Item No. 15

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

MICROSOFT LICENSING AND SOFTWARE ASSURANCE UPGRADE – CONTRACT  
AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Doc. No. G2008.0-17 (in substantially the same format as Attachment A) with Crayon Software Experts, LLC for Microsoft Licensing and Software Assurance Upgrade for three years.

#### Budget Impact

The total value of this agreement shall be as follows:

CONTRACT YEARS	AMOUNT
YEAR 1	\$213,941.07
YEAR 2	\$213,941.07
YEAR 3	\$213,941.07
<b>GRAND TOTAL:</b>	<b>\$641,823.21</b>

The funding for this contract would be allocated under the MTS Information Technology operation budget 661010 - 571250.

#### DISCUSSION:

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



On September 12, 2017, the County of Riverside (County) issued a Request for Quotes (RFQ) for Microsoft software licenses. The County procurement was a formal competitive bid process and specifically developed for the use of public/governmental agencies to reap the best pricing benefit based on the total volumes of Microsoft software licenses for the numerous agencies that are party to the County of Riverside Microsoft Agreement #01E73970. The RFQ was viewed by fifty-one (51) companies and the County received bids from eight Microsoft Licensing Solution Providers (LSPs) with seven being determined as the most responsive and responsible bidders.

On April 27, 2017, MTS issued an Invitation for Bids (IFB) requesting pricing for a three year term for Microsoft Licensing and Software Assurance Upgrade from the seven LSPs who were qualified by the County to provide pricing for Microsoft Enterprise Agreement Licensing. On May 17, 2017, MTS obtained quotes from four LSPs. All four bidders were determined to be responsive (see Bid Summary - Attachment B).

After the evaluation of all bids, Crayon Software Experts, LLC was found to be the lowest responsive and responsible bidder. Based on a comparison between the Independent Cost Estimate (ICE) and the lowest bidder's amount, MTS's cost savings are as shown below:

BIDDER NAME	BID AMOUNT	INDEPENDENT COST ESTIMATE (ICE)	MTS COST SAVINGS
Crayon Software Experts, LLC	\$ 641,823.21	\$ 649,907.25	\$8,084.04

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2008.0-17 with Crayon Software Experts, LLC, (in substantially the same format as Attachment A) for Microsoft Licensing and Software Assurance Upgrade for three years effective July 1, 2017.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. G2008.0-17 with Crayon Software Experts, LLC.  
B. Bid Summary

## STANDARD PROCUREMENT AGREEMENT

G2008.0-17  
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_ day of \_\_\_\_\_ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Crayon Software Experts, LLC Address: 8111 LBJ Freeway, Suite 1000.

Form of Business: Corporation Dallas, TX 75251-1313  
(Corporation, partnership, sole proprietor, etc.)

Telephone: 469.329.0290

Authorized person to sign contracts: Ken Pharr VP Operations & Finance  
Name Title

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

Microsoft Enterprise Agreement Licensing per MTS' requirements, Crayon's quote dated May 18, 2017 (attached as Exhibit A) in accordance with the Standard Procurement Agreement, including the Standard Conditions Procurement (attached as Exhibit B). If there are inconsistencies between the Contract Documents, the following order of precedence will govern the interpretation of this contract:

1. The terms and conditions of the County of Riverside (CCIDSA) Agreement except to the extent that paragraph 10 conflicts with the California Public Records Act, the conflicting provisions shall not apply, the Microsoft Enterprise Enrollment, and the Microsoft Enterprise Signature form.
2. Standard Procurement Agreement, including the Standard Conditions Procurement.

The term of the contract shall be three (3) base years effective July 1, 2017 through June 30, 2020. The total not to exceed for the base years is \$641,823.21.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$641,823.21	661010 - 571250	18-20

By: \_\_\_\_\_ Date  
Chief Financial Officer

## Attachment B - Bid Summary and Evaluation

Item No.	Item Description	Comparex USA		Crayon		PCMG		Shi International		
		<input type="checkbox"/> Unit Price	<input type="checkbox"/> Total Price*	<input type="checkbox"/> Unit Price	<input type="checkbox"/> Total Price*	<input type="checkbox"/> Unit Price	<input type="checkbox"/> Total Price*	<input type="checkbox"/> Unit Price	<input type="checkbox"/> Total Price*	
1	OfficeProPlus ALNG SA MVL Pltfrm	\$ 79.08	\$ 147,088.80	\$ 78.69	\$ 146,363.40	\$ 79.16	\$ 147,237.60	\$ 79.48	\$ 147,832.80	
2	WINE3perDVC ALNG SA MVL Pltfrm	\$ 34.90	\$ 64,914.00	\$ 34.73	\$ 64,597.80	\$ 34.94	\$ 64,988.40	\$ 35.08	\$ 65,248.80	
3	CoreCAL ALNG SA MVL Pltfrm UsrCAL	\$ 38.99	\$ 119,309.40	\$ 38.79	\$ 118,697.40	\$ 39.04	\$ 119,462.40	\$ 39.18	\$ 119,890.80	
4	ExchgSvrEnt ALNG SA MVL	\$ 703.64	\$ 16,887.36	\$ 599.07	\$ 14,377.68	\$ 602.94	\$ 14,470.56	\$ 605.06	\$ 14,521.44	
5	PrjctPro ALNG SA MVL w1PrjctSvrCAL	\$ 161.81	\$ 10,679.46	\$ 161.01	\$ 10,626.66	\$ 162.05	\$ 10,695.30	\$ 162.62	\$ 10,732.92	
6	SQLSvrEntCore ALNG SA MVL 2Lic CoreLic	\$ 2,043.50	\$ 128,740.50	\$ 2,033.39	\$ 128,103.57	\$ 2,046.53	\$ 128,931.39	\$ 2,053.72	\$ 129,384.36	
7	SQLSvrStdCore ALNG SA MVL 2Lic CoreLic	\$ 532.91	\$ 63,949.20	\$ 530.28	\$ 63,633.60	\$ 533.71	\$ 64,045.20	\$ 535.58	\$ 64,269.60	
8	VisioPro ALNG SA MVL	\$ 83.06	\$ 16,196.70	\$ 82.64	\$ 16,114.80	\$ 83.18	\$ 16,220.10	\$ 83.47	\$ 16,276.65	
9	WinSvrDCCore ALNG SA MVL 2Lic CoreLic	\$ 114.42	\$ 52,175.52	\$ 113.86	\$ 51,920.16	\$ 114.60	\$ 52,257.60	\$ 115.00	\$ 52,440.00	
10	WinSvrSTDCore ALNG SA MVL 2Lic CoreLic	\$ 16.35	\$ 26,290.80	\$ 16.27	\$ 26,162.16	\$ 16.37	\$ 26,322.96	\$ 16.43	\$ 26,419.44	
11	Windows Remote Desktop Services - User CAL	\$ 19.55	\$ 1,231.65	\$ 19.46	\$ 1,225.98	\$ 19.58	\$ 1,233.54	\$ 45.88	\$ 2,890.44	
			\$ 647,463.39		\$ 641,823.21		\$ 645,865.05		\$ 649,907.25	



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## Agenda Item No. 16

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

JUNE 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

REGIONAL TRANSIT MANAGEMENT SYSTEM (RTMS) EXPANSION HARDWARE  
FOR COPLEY PARK DIVISION - 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. B0672.0-17 with Conduent Transport Solutions, Inc. (Conduent) for the purchase of RTMS related hardware and spare equipment for the Copley Park Division (Copley) RTMS expansion project.

#### Budget Impact

The total value of this contract will not exceed \$624,842.32. The project will be funded through the Capital Improvement Program Project 30090002.

#### DISCUSSION:

RTMS is a sophisticated vehicle-tracking and communications system that provides performance and security/safety monitoring of transit vehicles.

RTMS includes the following major components:

1. Radio system
2. Computer-Aided Dispatch Software
3. On-board vehicle hardware

Specifically, Conduent (formerly Xerox Transport Solutions, Inc.) provides MTS with proprietary vehicle hardware and software to manage RTMS. The current system is installed on all fixed route buses operated within San Diego Transit Corporation (SDTC) garages and Transdev contracted garages. MTS's Copley contracted division, operated



by First Transit, has 37 minibuses that operate fixed-route services without RTMS and, instead, have only voice radios with no real-time tracking capabilities.

As Conduent is the only provider for support and maintenance of their proprietary software and on-board vehicle hardware, MTS staff has determined that it would be in the best interest of the agency to provide a sole source award to Conduent as to add the RTMS system to the 37 minibuses at Copley.

Moreover, adding the system to the Copley Division will provide the following capabilities to the minibus fleet: real-time bus tracking, automated interior and exterior stop and route announcements, real-time messaging, incident management, covert alarm, as well as detour capabilities. Additionally, MTS will gain the ability to track the performance of these vehicles through its central reporting system, making one central reporting location possible for all fixed-route services throughout MTS's operation. Finally, customers will be able to receive real-time arrival information for all fixed-route services operated at Copley, resulting in real-time information being available to passengers for all fixed-route buses in MTS's operation further ensuring operational continuity and communication exists for MTS's entire fixed bus route operations.

MTS Policy No. 52, "Procurement of Goods and Services", permits MTS to utilize a documented Sole Source procurement method when goods or services it needs are available from only one responsible and responsive source and no other goods or services will satisfy its requirements. Additionally, and in accordance with FTA Circular 4220.1F, Chapter VI, Section 3i-1b – "Patent or Restricted Data Rights", MTS can engage in a sole source award to Conduent as patent and data rights exist for RTMS related software and on-board vehicle hardware support services.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0672.0-17 with Conduent for the purchase of RTMS related hardware for 37 vehicles, and various spare equipment for the Copley Park RTMS expansion project.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. Draft MTS Doc. No. B0672.0-17  
B. Exhibit B – RTMS Cutway Piece Part Pricing

**STANDARD SERVICE AGREEMENT  
FOR  
RTMS EXPANSION EQUIPMENT – COPLEY DIVISION**

<b>B0672.0-17</b>
<b>CONTRACT NUMBER</b>
<b>951</b>
<b>FILE/PO NUMBER(S)</b>

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2017, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Conduent Transport Solutions, Inc.

Address: 7160 Riverwood Drive  
Columbia MD, 21046

Form of Business: Corporation  
(Corporation, partnership, sole proprietor, etc.)

Telephone: 443-259-7100

Email Address: mike.smith6@conduent

Authorized person to sign contracts: Jim Schleifer Vice President. Operations  
Name Title

**The Contractor agrees to furnish to MTS services and materials, as follows:** RTMS expansion equipment to support the Copley Park Division as specified in the approved RTMS Cutaway Piece Part Quote (attached as Exhibit A), and in accordance with the Commercial Terms and Conditions (attached as Exhibit B).

All materials are required to be delivered within twelve (12) weeks of execution of this Agreement to:

First Transit  
c/o John Lewis  
7490 Copley Park Pl  
San Diego, CA 92111

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed Six Hundred Twenty Four Thousand Eight Hundred Forty Two Dollars Thirty-Two Cents (\$624,842.32) without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____
By: _____ Office of General Counsel	Signature
	Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM
\$624,842.32	30090002
	FISCAL YEAR
	2017-2018

By: \_\_\_\_\_ Date  
Chief Financial Officer

( \_\_\_\_ total pages, each bearing contract number)

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



March 15, 2017

San Diego Metropolitan Transit System  
1255 Imperial Avenue, Suite 100  
San Diego, CA 92101-7992

Attention: Devin Braun  
Phone: 619-446-4041  
E-mail: [Devin.Braun@sdmts.com](mailto:Devin.Braun@sdmts.com)

Re: RFQ Piece Parts for RTMS Expansion

Xerox Quote #: Q160811-JMS1 (REV1)

Dear Devin:

Xerox Transport Solutions, Inc. is pleased to offer the attached revised quote in response to your request for material for installation on 37 cutaway vehicles. **Please refer to the Xerox Quote number when placing your order. Changes are the result of the onsite survey performed to verify configuration.**

Xerox appreciates the opportunity to provide this quote to San Diego. This quote will remain valid for ninety (90) days from the date of letter. If this quote is accepted, any resulting order shall be governed by the Xerox Transport Solutions, Inc. terms and conditions attached hereto. Should you have any questions, please do not hesitate to contact me at [Mike.Smith6@Conduent.com](mailto:Mike.Smith6@Conduent.com) or 410-908-0419.

Sincerely,

*Mike Smith*

Mike Smith

cc: Ed Baldzicki

Attachment to follow: Terms and Conditions

**Mike Smith**  
*OEM Program Manager*

Conduent  
7160 Riverwood Drive  
Columbia, MD 21046

[mike.smith6@conduent.com](mailto:mike.smith6@conduent.com)  
Tel 410-908-0419

RTMS CUTWAY  
PIECE PART QUOTE

3/15/2017

Xerox Part #	Description	QTY	Unit Price	TOTAL	Estimated Delivery
110231-DF1BBDXB	IVU-3100	41	4,113.40	168,649.40	12 Weeks ARO
110385-05-003-019	OrbStar 8400	41	3,085.05	126,487.05	12 Weeks ARO
110470-2	Assembly Radio Equipment Tray	37	2,570.87	95,122.19	12 Weeks ARO
120029-2	Sunrise Single Line Sign	41	838.11	34,362.51	12 Weeks ARO
120039-1	Amplifier, PA Annunciate 30 sec timeout	41	573.31	23,505.71	12 Weeks ARO
120041-1	Microphone, Audio Gain	37	66.84	2,473.08	12 Weeks ARO
120091-1	Antenna, WLAN, Mobile Mark (24" pigtail)	37	100.26	3,709.62	12 Weeks ARO
120103-2	Kit Antenna Garmin GPS 19X-HVS	37	282.80	10,463.60	12 Weeks ARO
130682-1	PA Mounting Plate	37	38.56	1,426.72	12 Weeks ARO
130843-1	Enclosure IRIS Sensor	7	64.27	449.89	12 Weeks ARO
130844-1	Mounting Plate IRIS Sensor Single	7	46.28	323.96	12 Weeks ARO
131205-5	Bracket Orbstar Mounting	37	56.56	2,092.72	12 Weeks ARO
140320-120	Cable Assy PA AMP Interface W12B	37	102.83	3,804.71	12 Weeks ARO
140943-240	Cable Assy, Radio Tray to GPS Antenna, W11 use w/19x	37	118.26	4,375.62	12 Weeks ARO
141242-360	Cable Assy, I/O Connector to IVU, OrbStar W01 (Split Loom)	37	514.17	19,024.29	12 Weeks ARO
141243-196	Cable Assembly, SpeakEasy 2 Interface w/relay plate	37	701.85	25,968.45	12 Weeks ARO
141246-120	Cable Assy, Radio Antenna, N Male 90 Deg. To Mini UHF, W20 (Split Loom)	37	151.68	5,612.16	12 Weeks ARO
141250-192	Cable Assembly, IVU to AVA PA Amp, W02 (SPLIT LOOM)	37	331.64	12,270.68	12 Weeks ARO
141253-120	Cable Assembly, PA Amp to AGC Microphone, W08B (SPLIT LOOM)	37	71.98	2,663.26	12 Weeks ARO
141254-300	Cable Assembly, Odometer Interface, W10A (Split Loom)	37	97.69	3,614.53	12 Weeks ARO
141257-360	Cable Assembly, Wheelchair Interface, W10B (Split Loom)	37	141.40	5,231.80	12 Weeks ARO
141258-144	Cable Assembly, EA Switch w / NO Contacts, W10A (Split Loom)	37	179.96	6,658.52	12 Weeks ARO
141259-144	Cable Assembly, +12v Power to PA Amp, W102 (Split Loom)	37	89.98	3,329.26	12 Weeks ARO
141260-180	Cable Assy, Radio Box 24V Power Fused (Split Loom)	37	115.69	4,280.53	12 Weeks ARO
141261-360	Wire Assembly, Radio Box, 12V Power, Fused W103 (Split Loom)	37	95.12	3,519.44	12 Weeks ARO
141262-180	Wire Assembly, Radio Box 12V IGN, W104 (Split Loom)	37	100.26	3,709.62	12 Weeks ARO
141263-144	Wire Assembly, Radio Box GND, W105 (Split Loom)	37	48.85	1,807.45	12 Weeks ARO
141267-192	Cable Assembly, AVA Sign to J1708 VAN, W16A (Split Loom)	37	107.98	3,995.26	12 Weeks ARO
141268-240	Cable Assembly, IVU to WLAN Antenna, w/SMA, W21 (Split Loom)	37	105.41	3,900.17	12 Weeks ARO
TMS-001669	SENSOR (8KT01)	7	1,285.44	8,998.08	12 Weeks ARO
TMS-001672	APC Analyzer (IRMA-A21S-3-1708)	7	1,246.87	8,728.09	12 Weeks ARO
TMS-001679	Cable Assy Analyzer (K-A21-P-02-15)	7	89.98	629.86	12 Weeks ARO
TMS-001681	Cable Assy APC Sensor, Analyzer to Front Door Sensor (K-A21S-S01-4m)	7	102.83	719.81	12 Weeks ARO
TMS-001689	Cable Assy Analyzer (K-A21-V-J-1708-03-01500-01500-01500)	7	244.23	1,709.61	12 Weeks ARO
TMS-001926	Relay 12 V 20A5 Term	7	15.43	108.01	12 Weeks ARO
TMS-004230	Deck Plate 4" White	37	23.14	856.18	12 Weeks ARO
TMS-004325	Ethernet HUB (LNX-500A)	37	141.40	5,231.80	12 Weeks ARO
TMS-005184	6" ground plane disk	37	18.51	684.87	12 Weeks ARO
TMS-006042	NMO Mount (Tessco 23538)	37	30.85	1,141.45	12 Weeks ARO
TMS-006044	Antenna Voice/Data Radio Antenna (Tessco 386825)	37	66.84	2,473.08	12 Weeks ARO
	MATERIAL TOTAL			\$ 614,113.04	
	ON SITE SURVEY			\$ 10,729.28	
	QUOTE TOTAL			\$ 624,842.32	
Xerox Quote #: Q160811-JMS1 (REV 1)					



**RTMS CUTWAY  
PIECE PART QUOTE**

**ASSUMPTIONS**

- The lead time is 12 weeks after the receipt of a valid purchase order referencing our Xerox quote number.
- The quote is based on the site survey performed by TMS on the cutaway vehicles earlier this year.
- Per RTMS, RTMS will install all material purchased plus supply all sheet metal, radio boxes, and radios.
- The previous quote was based on San Diego providing the radio tray. Xerox was informed during the site survey that San Diego would not be providing the radio trays. The price of the radio trays minus the IVU and radios has been added to the quote. The IVU was already quoted as a separate item.
- The pricing in this quote is subject to change should all part numbers, all quantities not be purchased.
- NO onsite support at San Diego has been quoted.



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

## Agenda Item No. 17

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

JUNE 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

SOLE SOURCE AWARD TO DRAKE INTEGRATIONS FOR SAN DIEGO STATE UNIVERSITY (SDSU) TUNNEL FIRE, LIFE, SAFETY AND SMOKE CONTROL SYSTEM

#### RECOMMENDATION:

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

#### Budget Impact

The project total is \$667,500.00 and is funded through the Capital Improvement Program Project # 2004103201.

#### DISCUSSION:

In 2003, MTS procured the Local Operating Network (LON) Fire/Life/Safety and Emergency Smoke Control Management System programmed to operate the fire, smoke and safety equipment. In the event of an emergency in the SDSU station and tunnel, the equipment moves smoke and other harmful fumes away from people, thus reducing injury to individuals in the tunnel.

In 2016, as a result of a competitive solicitation, Simplex/Grinnell was selected to inspect and repair both the jet fans and provide a technical analysis of LON. Drake Integrations was subcontracted by Simplex/Grinnell to perform communication upgrades, provide training to Maintenance of Way (MOW) staff and produce a technical analysis of the LON system.



In March 2016, MTS staff was informed by Drake Integrations of non-compliance issues with the LON system. Due to limited supported options, it was determined that the LON controllers and input/output modules would need to be replaced. MTS committed to the fire marshal to commence the upgrades of LON in July 2017. In the meantime, to ensure proper automated and manual operation of smoke and safety equipment during a shut down and reprogramming of the system, qualified contractors have been performing the necessary repairs to the equipment.

In July 2016, MTS staff and its consultant, CA Wehsener Engineering, Inc., who was procured via a competitive selection process performed by SANDAG for on-call construction management, began conducting research to upgrade compliancy of LON. Performing the study was necessary to both establish an estimated cost for the project and to ensure that the new control system would interface with the Simplex Fire Alarm Control Panel (FACP). When determining what equipment to install, staff assessed two systems in the market, Johnson Control EM system and Distech Control using the following criteria:

- Ability to comply with applicable fire codes
- Cost
- Local Support
- Framework
- Graphics

The Johnson Control EM system did not provide the necessary elements of programming parameters that would allow for flexibility for graphic interfacing and could not confirm the system's capability of programming of 3D imaging. Its cost was approximately \$945,000 (not including control panel plus), or about \$277,500 more than the second system under review, Distech Controls (at \$667,500) and \$248,194.32 more than MTS Independent Cost Estimate (at \$696,805.68.)

Distech Controls provided a wide range of deliverables, expansion capability, and 3D graphics with real time control at a much lower cost to the agency. It interfaced with the FACP and provided a supported infrastructure moving forward for the SDSU facility.

In March 2017, through the FY 2018 CIP budget process, MOW staff received \$700,000 in funding from the MTS Board of Directors to upgrade, install and program the current LON equipment with more current and compliant smoke control equipment.

Maintaining compliance, continuity and functionality of the system is a critical and urgent matter. As a past subcontractor, Drake Integrations has experience with the system, requisite certifications, security clearances and intimate understanding of the overall Simplex FACP. Their prior experience with the system will expedite the installation and implementation of the Distech Controls system equipment, ensuring the upgrade meets current code requirements, and providing parallel programing and integration with Simplex FACP.

Therefore, staff recommends that the San Diego MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL237.0-17, a sole source agreement with Drake Integrations to procure, install, integrate and program a Distech Control Fire, Life, Safety and Smoke Control System at the SDSU station and tunnel.

/s/ Karen Landers for \_\_\_\_\_  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. PWL237.0-17  
B. Bid Summary

## STANDARD PROCUREMENT AGREEMENT

PWL237.0-17  
 CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_ day of \_\_\_\_\_ 2017, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Drake Integrations Address: 2515 Camino del Rio S #338

Form of Business: Corporation San Diego, CA 92108  
 (Corporation, partnership, sole proprietor, etc.)

Telephone: 619.402.1331

Authorized person to sign contracts: Finley Drake President  
 Name Title

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

Provide procurement, installation, integration and programming of a new Fire, Life, Safety and Smoke Control System at the SDSU tunnel, as specified in the Scope of Work (attached as Exhibit A), and in accordance with the Standard Conditions Services Agreement, including the Standard Conditions Services (attached as Exhibit B), and the Federal Requirements (attached as Exhibits C).

The contract term is for approximately four (4) months from Notice to Proceed.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$667,500 without the express written consent of MTS.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$667,500	2004103201	FY 18

By: \_\_\_\_\_  
 Chief Financial Officer Date



## SCOPE OF WORK

# Smoke Control System Upgrade

## UL® 864 UUKL Smoke Control System

Date

May 30, 2017

Services to be Performed by:

**Drake Integrations LLC**2515 Camino del Rio S., Suite 338  
San Diego, CA 92108

Services to be Performed for:

**Metropolitan Transit System – SDSU  
Transit Center**1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101

### PROJECT DESCRIPTION

The LonWorks Controls System at the MTS SDSU Transit Center combines multiple complex systems interacting together to function as an integrated smoke control system (ie. fire alarm, HVAC and graphical user interface).

The existing MTS system interfaces with a Simplex Fire Alarm Control Panel (FACP) via a RS-232 to a FieldServer LonWorks Gateway. The Standard Network Variables (SNVTs) in the FieldServer then send signals to Echelon Digital Output Interface Modules (DO-10) and Digital Input Interface Modules (DI-10) to perform the necessary sequence of operations. All data passes through a network of Fiber Switches and LonWorks IP-852 Routers.

Since the LonWorks Controls System interfaces with a Fire Alarm Control Panel and performs Smoke Control duties, they are subject to applicable Fire Codes that require the system components to be listed under UL864 Standard for Control Units and Accessories for Fire Alarm Systems.

The following are fire codes that are applicable to the Smoke Control System:

#### **2016 CA Fire Code – Chapter 9 - Fire Protection Systems:**

909.12 Detection and control systems. Fire detection systems providing control input or output signals to mechanical smoke control systems or elements thereof shall comply with the requirements of Section 907. Such systems shall be equipped with a control unit complying with UL 864 and listed as smoke control equipment.

Note: 2016 CA Fire Code Section 909.12.1 Verification requires a preprogrammed weekly test sequence. This will be programmed, but no additional labor will be provided by Drake Integrations to support this weekly test after system acceptance.

#### **2016 NFPA 72 – Standard for Smoke Control Systems - Chapter 6.4 – Smoke Control Systems:**

6.4.1 Control systems shall be listed in accordance with ASNI/UL 864, Standard for Control Units and Accessories and Accessories for Fire Alarm Systems, category UUKL, for their intended purpose.

Currently in the market, there are limited supported options using LonWorks based controllers and input/output modules to meet the UL864 listing requirements, and the options that are available are being phased out. It is recommended with this project to upgrade the MTS SDSU Transit LonWorks based control system to a new Distech Controls UL864 UUKL Smoke Control System utilizing BACnet MS/TP LAN communication protocols. The new system will ensure compliance with the necessary UL864 requirements for Smoke Control Systems and provide a supported infrastructure moving forward for the facility. This project will utilize the existing fiber-optic cabling and recently installed Contemporary Controls Ethernet Interconnect Switches (EIS).

#### DESIGN-BUILD TEAM QUALIFICATIONS

Our design-build team's qualifications and experience consists of the following, at a minimum:

- California Licensed Professional Engineer in Control Systems
- California Licensed Professional Engineer in Fire Protection
- NFPA Certified Fire Protection Specialist
- LonMark® Certified Professional
- Tridium Niagara AX Technical Certification

The Installing & Service Contractor qualifications and experience consists of the following:

- Woman Owned Small Business
- HUBZone SBE
- Holds a C7 & C20 Contractors License
- Employs, at a minimum, four (4) Niagara AX Certified Salaried Employees
- Office within 25 miles of the Project Site to Provide Warranty and Service Support within 24 Hours

#### SCOPE OF WORK – BASE

The project scopes of work and subsequent pricing have been negotiated with the MTS Consultant. The following outlines the services and materials that will be provided:

- Provide Smoke Control System Drawings, to be reviewed by a CA Licensed Control Systems Engineer and a CA Licensed Fire Protection Engineer
- Smoke Control System Drawings to include:
  - Network Architecture
  - Sequence of Operations
  - Panel Layouts
  - Wiring Diagrams
  - Installation Details
- Replace all LonWorks Controls Devices within all LNCC Panels (qty. 27 panels) with new Distech Controls BACnet equipment including:
  - EC-BOS-6<sup>AX</sup> UUKL Smoke Control Controllers, if/where necessary
  - ECB-600 UUKL Controller, if/where necessary
  - ECx-400 UUKL I/O Extension Module, if/where necessary
  - ECB-400 UUKL Controller, if/where necessary
  - ECB-300 UUKL Controller, if/where necessary
  - ECB-203 UUKL Controller, if/where necessary

- Provide new Tower Server with the following minimum requirements:
  - Hardware:
    - RAID-5 redundant hard drives
    - 16 GB ram
    - Dual XEON processors
  - Software:
    - Windows Server 2012 R2
    - Distech Controls EC-NetAX Supervisor
    - Distech Controls Envysion Graphics Package
  - UPS Backup
- Replacement of existing Lonworks Network Cabling with BACnet MS/TP Network Cabling
- Programming as necessary to match the existing sequence of operations
- Web Based HTML5 3D Graphics Package to include:
  - Floorplans
  - Equipment Diagrams
  - Operator Override Instructions, etc.
- Addition of new panel mounted relays, as necessary (see Exclusions & Clarifications)
- Addition of Input/Output and Power Surge Protection, as necessary
- Addition of Supervised Input Kits, as necessary
- Addition of Communication Surge Protection Kits, as necessary
- Communication Card for Existing ABB VFD's to interface with new controls
- Upgrade of Simplex Grinnell FACP to interface with new controls
- Offsite Panel Building and Preliminary Testing of Programming. This will reduce the amount of time required for Fire Watch
- Performance Verification Testing with CA Fire Marshal
- Up to 24 Hours of Training for Operator & Technicians
- Pricing Includes Night/Weekend Work, as necessary

#### SCOPE OF WORK – TWO NON-UUKL LIGHTING CONTROL PANELS

The following outlines the services and materials that will be provided in order to integrate two (2) of the existing Lonworks Lighting Control Panels. These panels are not part of the smoke control system, therefore, will need to be physically separated from the existing UUKL Smoke Control Equipment:

- Provide two (2) additional control panels including EC-BOS-6AX controllers (non-UUKL listed) for LCP panel integration. Integrate two (2) existing LCP panels into EC-BOS-6AX and web supervisor.
- Reuse existing LON wire to LCP.

#### EXCLUSION & CLARIFICATIONS

- Drake Integrations is not responsible or liable for any damages, injuries or loss of life as a result of the existing LonWorks Smoke Controls System or the new BACnet Smoke Controls System.
- Excludes any additional labor or materials required to achieve a fully code compliant smoke control system other than what is listed above. The Smoke Control System will

be reviewed by a CA Licensed Fire Protection Engineer, any findings from the review that require additional time and/or material is excluded from the original scope.

- Excludes the addition of a Firefighter's Smoke Control Station (FSCS), if required.
- Excludes any field devices outside of the LNCC Panels (relays, sensors, damper actuators, etc.)
- Excludes the addition of separate panels to house non-smoke control listed control accessories, such as relays, transformers, etc., if required
- Excludes replacement/repair of any field devices such as dampers, sensors, switches, etc.
- Excludes new dampers or new damper actuators.
- Excludes Cal Fire Approved plug-in relays, as we are unable find an ice-cube type relay with this approval.
- Excludes costs associated for Fire Watch
- Excludes controls for any equipment or system not listed above.
- Excludes bond
- Excludes any new conduit. All conduit to be reused. Note that MSTP communication wiring must be on its own in a single electrical conduit.
- Excludes any new control wiring other than the MSTP wire and wire inside the control panels. If existing field wiring does not reach the new controllers in the existing enclosures, we shall use a terminal strip or crimp connector to extend this wire.
- Excludes High Voltage Electrical, if/where necessary
- Excludes UL certification of existing control enclosures. Only the new back planes will be UL Open certified/listed.
- Excludes any new fiber optic cables or repair of fiber optic cable
- Excludes replacement of existing control enclosures for any reason, such as:
  - Too small for new equipment
  - Requires UL Listing
- Warranty covers labor and material for one (1) year after acceptance of the system. Additional labor and material beyond the one (1) year warranty can be negotiated as part of an ongoing service contract.

## LEGAL

**COMPENSATION FOR ADDITIONAL SERVICES** - In addition to the payments made to the Drake Integrations LLC, the "Client" shall pay Drake Integrations LLC for any additional services provided by Drake Integrations LLC above and beyond those listed above.

**ARBITRATION.** Any controversies or disputes arising out of or relating to this Contract shall be resolved by binding arbitration in accordance with the then-current Commercial Arbitration Rules of the American Arbitration Association. The parties shall select a mutually acceptable arbitrator knowledgeable about issues relating to the subject matter of this Contract. In the event the parties are unable to agree to such a selection, each party will select an arbitrator and the two arbitrators in turn shall select a third arbitrator, all three of whom shall preside jointly over the matter. The arbitration shall take place at a location that is reasonably centrally located between the parties, or otherwise mutually agreed upon by the parties. All documents, materials, and information in the possession of each party that are in any way relevant to the dispute shall be made available to the other party for review and copying no later than 30 days after the notice of arbitration is served. The arbitrator(s) shall not have the authority to modify any provision of this Contract or to award punitive damages. The arbitrator(s) shall have the power to issue mandatory orders and restraint orders in connection with the arbitration. The decision rendered by the arbitrator(s) shall be final and binding on the parties, and judgment may be entered in conformity with the decision in any court having jurisdiction. The agreement to arbitration shall be specifically enforceable under the prevailing arbitration law. During the continuance of any arbitration proceeding, the parties shall continue to perform their respective obligations under this Contract.

**ENTIRE AGREEMENT.** This Contract contains the entire agreement of the parties, and there are no other promises or conditions in any other agreement whether oral or written concerning the subject matter of this Contract. This Contract supersedes any prior written or oral agreements between the parties.

**SEVERABILITY.** If any provision of this Contract will be held to be invalid or unenforceable for any reason, the remaining provisions will continue to be valid and enforceable. If a court finds that any provision of this Contract is invalid or unenforceable, but that by limiting such provision it would become valid and enforceable, then such provision will be deemed to be written, construed, and enforced as so limited.

**AMENDMENT.** This Contract may be modified or amended in writing, if the writing is signed by the party obligated under the amendment.

**GOVERNING LAW.** This Contract shall be construed in accordance with the laws of the State of California.

**NOTICE.** Any notice or communication required or permitted under this Contract shall be sufficiently given if delivered in person or by certified mail, return receipt requested, to the address set forth in the opening paragraph or to such other address as one party may have furnished to the other in writing.

**WAIVER OF CONTRACTUAL RIGHT.** The failure of either party to enforce any provision of this Contract shall not be construed as a waiver or limitation of that party's right to subsequently enforce and compel strict compliance with every provision of this Contract.

## PRICING SCHEDULE &amp; TERMS

Description	Fee
<i>Distech Control System</i>	\$200,000
<i>Misc. Materials</i>	\$100,000
<i>Installation</i>	\$200,000
<i>Programming</i>	\$50,000
<i>Training</i>	\$10,000
<i>Other Labor</i>	\$107,500
<b>TOTAL</b>	<b>\$667,500</b>

Invoicing will be submitted monthly or after each phase of completion. Payment terms will be 30 days upon receipt of invoices.

## AGREEMENT

Drake Integrations appreciates the opportunity to service your company and if you accept this proposal and the terms above, please sign and date in the space below

CLIENT ACCEPTANCE:

DRAKE INTEGRATIONS:

---

*Signature*


---

*Signature*


---

*Print Name*


---

 Finlay L. Drake, PE, CxA

---

*Print Name*


---

*Title*


---

 President

---

*Title*


---

*Date*


---

*Date*



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

## Agenda Item No. 18

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

June 8, 2017

**Draft for  
Executive Committee  
Review Date: 6/1/17**

#### SUBJECT:

CONTRACT RATIFICATIONS AND AMENDMENTS FOR FEDERAL  
COMMUNICATIONS COMMISSION (FCC) MANDATED 800 MHZ REBANDING  
SERVICES

#### RECOMMENDATION:

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

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

#### Budget Impact

The total costs for all FCC mandated 800 MHz rebanding services are paid for by Sprint. Therefore, MTS has no net costs associated with this contract. Because Sprint pays for some of MTS's staff time related to the project, there is a slightly favorable impact to the budget.

#### DISCUSSION:

Pursuant to Board Policy No. 52, "Procurement of Goods and Services", the CEO may enter into contracts with service providers for up to \$100,000. The Board must approve all agreements in excess of \$100,000.



MTS has negotiated with Sprint in multiple phases over the last several years to plan and reprogram all of its 800 MHz radio equipment as required by the FCC. As part of the negotiations, MTS has entered into ancillary contracts with several experienced 800 MHz Contractors in order to complete the work required by the project. Moreover, as a result of the dynamic nature of the 800 MHz rebanding services, contract amendments have been issued to the various ancillary contracts to support Sprint's rebanding efforts.

Ross & Baruzzini provides project management and radio consulting services for the project. The Board previously approved contract G1738.0-15 on September 18, 2014 (AI #12), for an amount of \$149,930. The CEO exercised an amendment for additional services in the amount of \$82,282 on November 4, 2016. After the last round of negotiations to reprogram the San Diego State University Bi-Directional Amplifier (BDA), an additional contract amendment of \$58,981 must be awarded to Ross & Baruzzini to complete the work on the BDA project. The total contract amount with all amendments will total \$291,193.

Day Wireless Systems provides radio reprogramming services for the rebanding project. The Board previously approved contract G1739.0-15 on September 18, 2014 (AI #12), for an amount of \$180,180. The CEO exercised an amendment for additional services in the amount of \$53,810 on November 4, 2016. The amendment revised the total contract amount to \$233,990.

All costs are paid for by Sprint, as mandated by the FCC, and have no budget impact to MTS. Because Sprint pays for some of MTS's staff time related to the project, there is a slightly favorable impact to the budget.

Therefore, staff recommends that the MTS Board of Directors to: (1) ratify previous contract amendment G1738.1-15 with Ross & Baruzzini of \$82,282, previously issued under the CEO's authority; (2) authorize the CEO to execute amendment G1738.2-15 for Ross & Baruzzini to increase the total contract value by \$58,981, for a revised total contract value of \$291,193; and (3) ratify previous contract amendment G1739.1-15 with Day Wireless Systems of \$53,810, previously issued under the CEO's authority.

/s/ Karen Landers for  
Paul C. Jablonski  
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachments: A. G1738.1-15 Amendment No. 1 – Ross and Baruzzini  
B. Draft Amendment No. 2 – MTS Doc No. G1738.2-15 – Ross and Baruzzini  
C. G1739.15 – Amendment No. 1 – Day Wireless Systems



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

ORIGINAL

November 4, 2016

MTS Doc. No. G1738.1-15

Mr. David A. Kipp  
Ross & Baruzzini  
6 South Old Orchard  
St. Louis, MO 63119

Dear Mr. Kipp:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1738.0-15; ADDITION OF RADIO REBANDING FUNDING FOR SDSU TUNNEL BDA ANALYSIS AND PHASE TWO REBANDING WORK

This amendment shall serve as Amendment No. 1 to our Agreement for work related to the rebanding of the SDSU Tunnel Bi-Directional Amplifier (BDA) and for additional Phase Two rebanding work required by the Federal Communications Commission (FCC), as agreed upon and funded by Sprint/Nextel Inc. (Sprint) in Amendment No. 3, under Agreement G1661.0-14.

Period of Performance:

Work shall be completed as negotiated between Sprint, MTS, and Ross & Baruzzini as identified in the attached Schedule C-2 from MTS Doc. No. G1661.3-14.

Scope of Work:

The work performed shall be as negotiated between Sprint, MTS, and Ross & Baruzzini as identified in the attached Schedule C-2 from MTS Doc. No. G1661.3-14.

Contract Value:

The following table summarizes the additional funding added to the Contract, which is being reimbursed under the Sprint Agreement and subsequent Amendments MTS Doc No. G1661.0-14 – G1661.3-14.


CONTRACT PHASES	AMOUNT
Initial Contract – Phase Two	\$149,930
Sprint Amendment No. 1 – (MTS Doc No. G1661.1-14) SDSU Tunnel BDA Analysis	\$39,446
Sprint Amendment No. 2 – (MTS Doc No. G1661.2-14) Costs related to Amendment #3, referenced in Schedule C-2	\$42,836
Contract Total	\$232,212

All other terms and conditions shall remain the same and in effect. Please sign below, and return the document marked "Original" to the Contract Specialist at MTS. Retain the other copy for your records.

Sincerely, Accepted:

  
Paul C. Jablonski  
Chief Executive Officer

LMARQUIS-CL  
CL-G1738.1-15.R&B.RWOLFF.110216

  
~~David A. Kipp~~ WILLIAM H. OVERTURE, II  
Ross & Baruzzini  
Date: 11/17/16

Attachment: A - Sprint Schedule C-2 from MTS Doc. No. G1661.3-14



June 8, 2017

MTS Doc. No. G1738.2-15

Mr. David A. Kipp  
 Ross & Baruzzini  
 6 South Old Orchard  
 St. Louis, MO 63119

Dear Mr. Kipp:

Subject: AMENDMENT NO. 2 TO MTS DOC. NO. G1738.0-15; ADDITION OF RADIO REBANDING FUNDING FOR SDSU TUNNEL BDA ANALYSIS AND PHASE TWO REBANDING WORK

This amendment shall serve as Amendment No. 2 to our Agreement for work related to the rebanding of the SDSU Tunnel Bi-Directional Amplifier (BDA) and for additional Phase Two rebanding work required by the Federal Communications Commission (FCC), as agreed upon and funded by Sprint/Nextel Inc. (Sprint) in Amendment No. 4, under Agreement G1661.0-14.

Period of Performance:

Work shall be completed as negotiated between Sprint, MTS, and Ross & Baruzzini as identified in the attached Schedule C-3 from MTS Doc. No. G1661.4-14.

Scope of Work:

The work performed shall be as negotiated between Sprint, MTS, and Ross & Baruzzini as identified in the attached Schedule C-3 from MTS Doc. No. G1661.4-14.

Contract Value:

The following table summarizes the additional funding added to the Contract:

CONTRACT PHASES	AMOUNT
Initial Contract – Phase Two	\$149,930
Sprint Amendment No. 1 – SDSU Tunnel BDA Analysis	\$39,446
Sprint Amendment No. 2 – Costs related to Change Order #3	\$42,836
Sprint Amendment No. 4 – Costs related to Change Order #4	\$58,981
Contract Total	\$291,193

All other terms and conditions shall remain the same and in effect. Please sign below, and return the document marked "Original" to the Contract Specialist at MTS. Retain the other copy for your records.

Sincerely,

Accepted:

Paul C. Jablonski  
 Chief Executive Officer

\_\_\_\_\_  
 David A. Kipp  
 Ross & Baruzzini

Date: \_\_\_\_\_

Enclosure: Attachment - Sprint Schedule C-3 from MTS Doc. No. G1661.4-14



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

ORIGINAL

November 4, 2016

MTS Doc. No. G1739.1-15

Joe Corrillo  
Day Wireless Systems  
8300 Juniper Creek Lane, Suite 1000  
San Diego, CA 92126

Dear Mr. Corrillo:

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G1739.0-15; ADDITION OF RADIO REBANDING FUNDING FOR SDSU TUNNEL BDA ANALYSIS AND ADDITIONAL SUBSCRIBER QUANTITIES FOR PHASE TWO REBANDING WORK

This amendment shall serve as Amendment No. 1 to our Agreement for work related to the rebanding of the SDSU Tunnel Bi-Directional Amplifier (BDA) and for additional subscriber quantities for Phase Two rebanding work required by the Federal Communications Commission (FCC), as agreed upon and funded by Sprint/Nextel Inc. (Sprint) in Amendment No. 3, under Agreement G1661.0-14.

Period of Performance:

Work shall be completed as negotiated between Sprint, MTS, and Day Wireless Systems as identified in the attached Schedule C-2 from MTS Doc. No. G1661.3-14.

Scope of Work:

The work performed shall be as negotiated between Sprint, MTS, and Day Wireless Systems as identified in the attached Schedule C-2 from MTS Doc. No. G1661.3-14.

Contract Value:

The following table summarizes the additional funding added to the Contract, which is being reimbursed under the Sprint Agreement and subsequent Amendments MTS Doc No. G1661.0-14-G1661.3-14.

CONTRACT PHASES	AMOUNT
Initial Contract – Phase Two	\$180,180
Sprint Amendment No. 1 – (MTS Doc No. G1661.1-14) SDSU Tunnel BDA Analysis	\$7,890
Sprint Amendment No. 2 – (MTS Doc No. G1661.2-14) Additional Subscriber Quantities for Phase II, referenced in Schedule C-2	\$45,920
Contract Total	\$233,990


All other terms and conditions shall remain the same and in effect. Please sign below, and return the document marked "Original" to the Contract Specialist at MTS. Retain the other copy for your records.

Sincerely,

  
Paul C. Jablonski  
Chief Executive Officer

LMARQUIS-CL  
CL-G1739.1-15.DAYWIRELESS.RWOLFF.110216

Accepted:

  
Joe Corrillo  
Day Wireless Systems

Date: 11/4/16

Attachment: A - Sprint Schedule C-2 from MTS Doc. No. G1661.3-14



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Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

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