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## 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

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#### 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

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • [www.sdmts.com](http://www.sdmts.com)

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       |

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|-----|---|---------|
| 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. |
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## DISCUSSION ITEMS

30. None.

## REPORT ITEMS

- |     |   |               |
|-----|---|---------------|
| 45. | <u>Operations Budget Status Report for April 2017 (Mike Thompson)</u>   | Informational |
| 46. | <u>Transit Optimization Plan (TOP) Update (Denis Desmond)</u>   | Informational |
| 47. | <u>Compass Cash (Stored Value) Update (Sharon Cooney)</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>  |               |



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

MINUTES

May 11, 2017

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

1. Roll Call

Chairman Mathis called the Board meeting to order at 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Ms. Bragg moved to approve the minutes of the April 13, 2017, MTS Board of Directors meeting. Ms. Cole seconded the motion, and the vote was 13 to 0 in favor with Mr. Cunningham and Mr. Minto absent.

3. Public Comments

*Luis Puentes* – Mr. Puentes commented that he rides bus route 83 every morning.

*Louis Pruitt* – Mr. Pruitt commented on bus route 901. He made suggestions on how to continue the route and make it more efficient.

*Martha Welch* – Ms. Welch commented on the trolleys and asked why they are assembled with old cars and new cars. She stated that the Mills Building does not have access to restrooms afterhours or on weekends. She commented on the East County construction. She commented on the Blue Line going to UCSD. She also stated that the bus announcements for the 901 and 922 routes are confusing.

*Caleigh McLaughlin* – Ms. McLaughlin commented on behalf of The Meeting Place Clubhouse. She stated that their facility helps adults with mental health disorders. Ms. McLaughlin said that many of their members rely on bus route 83 in Mission Hills. She stated that the bus stops in front of their facility and without it their members would have a difficult time getting to their program since they do not drive or have cars.

*Tina Scott* – Ms. Scott commented on behalf of The Meeting Place Clubhouse. She said that they are in support of bus route 83 and do not want the service to be discontinued. Ms. Scott stated that she has a neighbor who uses this route frequently because she cannot drive and has trouble walking long distances.

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 #1FDFE4FS2EDB10510) 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. Nos. PWL222.0-17 and PWL232.0-17 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 (Optional Items) Award  
Action would: (1) Ratify Construction Change Order Amendments 6 - 8 to MTS Doc. No. PWL211.0-16 for \$33,093.64, which were previously issued under the Chief Executive Officer's (CEO) authority, for Orange Line Track Improvements; 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 paint services, materials, equipment and supplies at MTS's Trolley Yard 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 original agreement, for in-scope On Board Video Surveillance System (OBVSS) installation related services of the minibus and paratransit fleets.
15. Courthouse Station - Additional Design Services (HDR/RailPros Work Order) and CIP Budget Adjustment  
Action would: (1) Ratify Design Services Work Order 13.09.03 to MTS Doc. No. G1496.0-13 with RailPros for \$99,000, which was previously issued under the Chief Executive Officer's (CEO) authority, for the Orange Line Courthouse Station; (2) Authorize the CEO to execute

Work Order No. 17.01 to MTS Doc. No. G1947.0-17 with HDR Engineering, Inc. (HDR) for additional design services for incorporating design comments from the City of San Diego and conforming documents based on the comments from the construction solicitation for \$93,000; and (3) Approve the transfer of \$1,411,700 from CIP 2002002702 (SD 100 Replacement) to CIP 2004007503 (Courthouse Station Project).

Action on Recommended Consent Items

Mr. McWhirter moved to approve Consent Agenda Item Nos. 6 – 15. Mr. Minto seconded the motion, and the vote was 15 to 0 in favor.

CLOSED SESSION

24. None.

DISCUSSION ITEMS (TAKEN OUT OF ORDER)

30. Assembly Bill 805 (Sharon Cooney)

Sharon Cooney, Chief of Staff, provided a presentation on Assembly Bill (AB) 805. She provided a brief overview of the bill stating that it was last amended on April 20<sup>th</sup> and that she also received a draft of the unpublished amendments which will be published next week. The bill was heard and passed in both the Local Government Committee and Transportation Committee and has been referred to the Appropriations Committee with a hearing date set for May 17<sup>th</sup>. MTS registered a “support with amendments” position after the last Board meeting. Ms. Cooney discussed the sales tax aspect of the bill and noted that the Board of Equalization (BOE) is not taking a position on the bill. The BOE currently administers 257 district taxes, all of which have boundaries equal to their respective city or county lines. She noted that the BOE is concerned that without having defined limits to impose the tax, administration and collection of the tax would be difficult. The BOE noted that it would be difficult to assign the correct sales tax in the unincorporated areas of the County since they are split between MTS and North County Transit District. She stated that they are also concerned that retailers may also struggle to determine the correct tax.

Ms. Cooney reviewed the governance aspects of AB 805 and stated that the unpublished amendments will reinstate the tally vote, with a weighted vote to be called by at least three jurisdictions; the Board chair will be elected from the 15 sitting Board members, which removes the ability to appoint a non-elected official and gives Chula Vista a second member to maintain the 15 member Board. The amendments will also require that the Mayors of Chula Vista and San Diego must serve, but all other cities may appoint a member from their Council; and the weighted votes will be split evenly between the members of Chula Vista and San Diego. The amendments also return the County’s appointee to one of two districts with the greatest percentage of area in the incorporated area of the County. Ms. Cooney discussed the changes that would be made from the current statute including that the Board chair would be chosen from the Board itself; a second member from Chula Vista would sit on the Board; the Mayors of Chula Vista and San Diego must serve on the Board; calling for a weighted vote would require three jurisdictions instead of two jurisdictions; and MTS would be authorized to create a sales tax measure in its entire jurisdiction. Ms. Cooney stated that the Executive Committee requested for staff to bring the Board possible alternatives or additional amendments to consider going forward. She noted some additional areas for consideration include whether the Board should be able to select the term for the chair; whether a provision should be added to

prevent conflict of interest; and whether MTS should continue to advocate for the ability to levy a tax in a portion of MTS's jurisdiction.

Ms. Salas inquired for further clarification on the conflict of interest provision. Karen Landers, General Counsel, further explained this potential provision and stated that this is currently not a provision in AB 805. She stated that there is currently no restriction for Board Members voting on both sides of a transaction at MTS and also at their respective city or at the county. Ms. Landers provided an example where she has been asked before by a Board Member whether or not they are allowed to participate in a closed session matter that their respective city may be involved in or adverse to MTS on the matter. She said that the advice she gives is that there is currently no restriction in the law that prevents that from occurring. The only restriction in the law is that Board Members must keep closed session matters confidential. Ms. Landers noted that she has done research and found that some Boards similar to MTS have statutes that specifically say that a Board Member cannot vote on a contract with their member agency. She stated that this proposal was brought up for the Board to discuss and decide if they would like to include a provision related to conflict of interest. Ms. Salas replied that she believes when Board Members come to MTS they are acting on behalf of MTS first and not their member agency. She said that it is their fiduciary responsibility to MTS to ensure there is no conflict of interest and believes this provision would be helpful.

Mr. Sandke inquired if there is any Fair Political Practices Commission (FPPC) guidance regarding this matter. Ms. Landers replied that FPPC law provides guidance for personal financial interest and does not give guidance in these types of matters.

Chairman Mathis commented that MTS has not experienced this issue very often, but when a situation like this has come up, the Board Members have voluntarily recused themselves from the matter. He stated that this provision would provide clarity on the issue going forward.

Mr. Roberts commented that this aspect of the bill would be positive, because there are a lot of opportunities where property sales could be influenced by a Board Member. MTS owns a lot of property and this provision would prevent the possibility of a city or the county leasing one of its properties for less than market value. He said that a Board Member should be prevented from participating in closed session matters that relate to making a sale of a property that directly benefits that Board Member's respective city or the county.

Ms. Sotelo-Solis commented that she believes it is important to have a Board Member recuse themselves from possible conflicts of interests however she asked if now would be the appropriate time to include this matter in the bill or if it should wait until further information is provided.

Ms. Landers read possible amendment language to include in the bill stating a Board Member shall not vote upon any contract between the Board and the member's appointing agency and a Board Member shall not participate in any closed session of the Board involving a matter adverse to the member's appointing agency. She said that the Board may discuss whether or not they approve this draft language or if they would like to include other changes or discuss further.

Mr. Alvarez stated that he would like more clarification on the term adverse and whether or not the City of San Diego would be allowed to vote for a contract that takes place in the City of San Diego. Ms. Landers replied that the language would prevent a member from voting on an item if their city is a specific party to the transaction. She said that does not preclude the city from

voting if they are involved in a land-use or zoning manner, but only if the city is the specific party in the transaction or contract.

Mr. Roberts provided an example where a past Board Member from a Non-City of San Diego City had a particular interest in the sale of MTS property in their jurisdiction which would then be developed. The Board Member participated in all of the closed session meetings and was interested in making a deal for the property at a less than market rate.

Mr. Arambula commented that he would like to see further details as it relates to a conflict of interest provision where specific conflict of interest details are listed instead of a general conflict of interest provision.

Ms. Cooney recommended as an alternative, MTS could amend its enabling legislation to say that MTS will pass an ordinance or Board policy addressing conflicts of interest at the Board level, and that way the Board could take more time developing its own policy.

Ms. Gomez asked if the Board is allowed to pass an ordinance or policy now related to conflict of interest. Ms. Landers replied that the Board would be able to issue a new ordinance or policy without amending the bill. Ms. Gomez stated that since the Board already has the authority, we should not tie this provision to the current bill and work towards creating our own ordinance or policy. Ms. Landers recommended that it may still be beneficial to include a statement in the bill under the voting rights section which states that MTS would create an ordinance or policy related to conflict of interest, because that would further uphold the provision since the bill dictates specific voting rights for the Board Members.

## PUBLIC COMMENTS

*Jasmin Zafra* – Ms. Zafra commented on behalf of Mid-City CAN. She said that she would like to see the Board support the bill as it stands. Ms. Zafra stated that they would like to see SANDAG and MTS take into consideration the needs of those who are most affected by public transportation. She stated that AB 805 addresses the accountability and oversight issues for these Boards.

*Maria Cortez* – Ms. Cortez commented on behalf of Mid-City CAN. She said that she is in support of AB 805. She stated that City Heights is one of the underserved communities and the decisions that the Board makes affects all of the communities. Ms. Cortez said that she is in support of how the bill is currently written today.

*Gretchen Newsom* – Ms. Newsom commented on behalf of IBEW 569. She stated that she would encourage the Board to continue the support of AB 805. Ms. Newsom said that the Assemblywoman should be commended for including the recommended amendments that MTS suggested. She stated that she believes the conflict of interest provision would weaken the reform of AB 805 as well as the other items listed in the agenda as possible amendments. Ms. Newsom asked for the Board's continued support of AB 805.

*Julio Rivera* – Mr. Rivera commented on behalf of Assemblymember Gonzalez Fletcher. He stated that they have made the recommended amendments made by MTS including reinstating the tally vote; leaving the selection of the chair by a two-thirds vote; and limiting the weighted vote of the City of San Diego to fifty percent. He noted that there was an error in one of the amendments which stated that calling of a weighted vote would require three jurisdictions instead of two jurisdictions. He stated that the intent was to leave this as is and only require two

jurisdictions to call a weighted vote. Mr. Rivera commented that the conflict of interest provision could be done by the Board on its own in a future action. He encouraged the Board to continue supporting AB 805.

*Carolina Rodriguez-Adjunta* – Ms. Rodriguez-Adjunta commented on behalf of Climate Action Campaign. She stated that she would like to see the Board continue to support the bill as it's written.

*Michelle Krug* – Ms. Krug commented that she supports AB 805 and would like to see the Board continue to support the bill as it's written. She also said that she wants to see the Board members vote on matters concerning their city.

*Randy Van Vleck* – Mr. Van Vleck commented on behalf of City Heights Community Development Corporation. He said that they support MTS's position of AB 805 last month. He stated that this bill empowers MTS to have the ability to pursue its own sales tax measure and ensures that the regions voters are more fairly represented. Mr. Van Vleck stated that the bill will also further help the South Bay communities by adding another Board Member. He would encourage the Board to continue their support of AB 805.

#### BOARD MEMBER COMMENTS

Chairman Mathis stated that the Board may now continue their discussion of the proposed changes that are listed in the agenda item. He noted that the first discussion point relates to the jurisdiction of the sales taxing authority.

Ms. Salas commented that she believes it would be beneficial to identify separate communities to levy their own tax rather than the entire jurisdiction. Ms. Cooney replied that the Assemblywoman has expressed interest in authorizing this.

Mr. Roberts commented that it would be beneficial to pare down the taxing authority because we may not be able to issue a tax in the unincorporated area since there is confusion on the boundary lines between MTS and NCTD jurisdiction.

Mr. Minto commented that he wouldn't want to leave out the unincorporated areas from the taxing authority because they would never have a chance to use that funding for projects in their region. Mr. Roberts stated that the problem lies with the BOE, because they are not able to split a current region without specific boundary lines already in place.

Mr. Cunningham commented that he supports the idea of allowing certain cities to tax themselves and not requiring the full jurisdiction of MTS. He stated that he would advocate for the Board to continue the discussions with the Assemblywoman to have the ability to levy a tax on a portion of MTS's jurisdiction.

Ms. Sotelo-Solis inquired if it would be beneficial to have conversations with the BOE on these issues. Mr. Rivera stated that this is the first time he is hearing of the issues with the BOE and they will need to further research the matter to find ways to address these concerns.

Mr. Roberts commented that Assemblymember Gloria has a bill that also addresses this issue. Ms. Cooney stated that he has a bill that would authorize Metropolitan Planning Organizations to issue taxes on the ballot for specific sub-sections of the region. Mr. Roberts stated that it

would be beneficial and have a better chance of passing if MTS is able to craft a sales tax proposal in specific regions within its jurisdiction.

Ms. Gomez asked if MTS has had discussions with the BOE on this matter. Ms. Cooney replied that we have the analysis the BOE provided on this bill and the BOE has been in discussions with the Assemblywoman's office. Ms. Gomez said that she is in support of advocating for the ability to levy a tax in a portion of MTS's jurisdiction.

Action Taken - #1

Mr. Alvarez moved to continue supporting AB 805 with the amendments the Board previously requested and to also request that the author include amended language which gives MTS the authority to levy a tax in its entire jurisdiction or a portion thereof. Ms. Salas seconded the motion, and the vote was 15 to 0 in favor.

BOARD MEMBER COMMENTS – CONTINUED

Ms. Bragg commented that she would like to see the Board retain the ability to appoint a chairman from the outside instead of from the current members of the Board. She stated that by appointing a chairman from outside would ensure that they would be solely responsible to the MTS constituency. Ms. Bragg stated that she has seen how an outside chairman is able to ensure that all resources are divided equitably.

Mr. McWhirter commented that he would also like for the Board to retain the ability to appoint an outside chairman rather than from one of the members of the Board. He noted that the majority of the members from smaller cities are only part time and would not have the ability to serve as chairman due to time constraints, which would then be a disadvantage to those smaller cities.

Ms. Salas commented that she believes having the chair being appointed from one of the Board Members brings more accountability. She stated that having a two-thirds vote for the chair would bring an assurance that they are selected and agreed upon by most members.

Mr. Roberts commented that he wanted to raise a point that the City of Chula Vista is advocating for a second seat on the Board because they are the second largest city, however there are more people living in the unincorporated area of MTS's jurisdiction than the City of Chula Vista and the County only has one seat.

Chairman Mathis pointed out that the chair position has a lot of ancillary duties and responsibilities outside of the Board meetings. He stated that the Board should be given the option to either appoint a chair from outside of the Board or from the membership.

Ms. Gomez commented that she believes the Board chairperson should be appointed from the sitting members of the Board to ensure more accountability.

Chairman Mathis commented that another option could be to have a 15 member Board of elected officials and to then appoint an outside chair as an additional nonvoting member.

Mr. Cunningham commented that the accountability is with the Board Members. He stated that he has a problem with the idea that the Board will be mandated on how to choose their chair and the term of their chair. He commented that during his tenure as a Board Member, the current chairman has served very well and it seems like this issue being raised is trying to find a

solution when there is no problem. Mr. Cunningham stated that he believes the Board should have the ability to have the option of choosing whether they would like to appoint a chair from the outside or from the membership of the Board.

Mr. Minto commented that he would also like to have the option to either appoint a chair from within the sitting members or from outside of the Board.

Ms. Zapf stated that it should be up to the Board as to who we appoint as chair and not by mandate from legislation. She said that the Board should not be precluded from having the option to choose from outside. Ms. Zapf also commented on the point that Mr. Roberts brought up regarding the extra member based on population and stated that the County should also be allotted another member based on that rationale.

#### Action Taken - #2

Mr. Alvarez moved to recommend that the language in the bill be amended to retain the flexibility regarding the chairperson's term of office and make no other changes to the bill as it relates to the chairperson. Ms. Cole seconded the motion, and the vote was 10 to 5 in opposition with Mr. Arambula, Ms. Bragg, Mr. Cunningham, Mr. Mathis, Mr. McClellan, Mr. McWhirter, Mr. Minto, Mr. Roberts, Mr. Sandke, and Ms. Zapf voting no and Mr. Alvarez, Ms. Cole, Ms. Gomez, Ms. Salas, and Ms. Sotelo-Solis voting yes.

#### Weighted Vote on Action #2

Ms. Salas called for a weighted vote. Mr. Alvarez seconded that motion. The weighted vote was calculated as follows: Mr. Arambula voting no with 1 vote, Ms. Bragg voting no with 2 votes, Mr. Cunningham voting no with 3 votes, Mr. Mathis voting no with 1 vote, Mr. McClellan voting no with 5 votes, Mr. McWhirter voting no with 3 votes, Mr. Minto voting no with 3 votes, Mr. Roberts voting no with 15 votes, Mr. Sandke voting no with 1 vote, and Ms. Zapf voting no with 12.5 votes, with the total votes counted as 46.5 in opposition. Mr. Alvarez voting yes with 12.5 votes, Ms. Cole voting yes with 12.5 votes, Ms. Gomez voting yes with 12.5 votes, Ms. Salas voting yes with 13 votes, and Ms. Sotelo-Solis voting yes with 3 votes, with the total votes counted as 53.5 in favor. The motion passes with a weighted vote of 53.5 to 46.5 in favor, with a total of three jurisdictions in favor.

#### NOTICED PUBLIC HEARINGS

##### 25. Proposed Fiscal Year 2018 Operating Budget (Mike Thompson)

Mike Thompson, Director of Financial Planning & Analysis, provided a presentation on the proposed Fiscal Year (FY) 2018 operating budget. He reviewed the final adjustments for all expenses and revenues and discussed the revenue and expense projections. Mr. Thompson discussed the contingency reserves and noted that as of June 30, 2016 there was a balance of \$34.4 million and FY 2017 does not assume any changes to the reserve balance. He reviewed the past five year trend and stated that there has been annual growth over the five years for operating and subsidy revenues as well as operating expenses. He also reviewed the five year projection going forward. Mr. Thompson discussed the passage of Senate Bill 1 and the details of the bill. He noted that the trailer bill for constitutional protection of State Transit Assistance (STA) funding has not passed yet, and there is an attempt to rescind the bill currently under way. Mr. Thompson stated that SB 1 will provide funding increases to STA and other competitive/discretionary grants. He noted that MTS is projected to receive approximately \$12.2



million in formula funding for capital and operations; \$5.1 million in formula funding for capital; and additional funding with competitive grant opportunities. He also reviewed ongoing concerns including passenger levels, the fare study, ballot measure to rescind SB 1, federal transit revenues, economy, energy and zero emission buses. Mr. Thompson reviewed MTS's guiding principles and options for going forward.

Mr. Cunningham inquired if the budget being presented today includes any reductions in services or anticipated reduction in services. Mr. Thompson replied that it does not.

Ms. Sotelo-Solis inquired about which grants staff is seeking out for potential funding. Mr. Thompson replied that staff is always looking for every opportunity for additional funding. He noted that it is primarily on the capital side projects. Mr. Jablonski commented that staff is very aggressive on applying for grants. He noted that many of the grants are on the capital side only because that funding is not guaranteed.

Mr. Alvarez asked if SB 1 had time limits to spend the funds. Mr. Thompson replied no. Mr. Alvarez inquired if the new funding will be used to help with the budget imbalance in the future. Mr. Jablonski commented that the plan we would like to pursue with the Budget Development Committee and the Board is to use these funds to create additional service and revenue. He stated that we will bring the Board the recommendations of the Transit Optimization Plan (TOP), the fare study, and recommendations on how to use the SB 1 funds going forward.

Ms. Gomez asked for more clarification on the passenger levels and revenues estimates. Mr. Thompson replied that we are projecting to have an increase in passenger levels next year.

## PUBLIC COMMENTS

*Paul Holloway* – Mr. Holloway stated that he lives in Santee and rides bus route 870. He made recommendations on how to save money by reconfiguring bus route 870 instead of eliminating the entire route. He stated that he believes the route should stay in service due to the congestion on the east county freeways. Chairman Mathis asked for Mr. Holloway to leave his suggestions in writing with staff.

## BOARD COMMENTS

Mr. Cunningham commented on the TOP recommendations that will be discussed at a future meeting. He stated that he has a difficult time with the idea of possibly decreasing access to transit. He noted that he has received over 500 emails from the special needs community that use transit significantly in his district. Mr. Cunningham commented on looking to add additional advertising in the Poway district to help with increasing revenue.

Mr. Alvarez asked where the concrete bus pads line item is included in the budget. Mr. Jablonski replied that type of item would be included in the capital budget, not the operating budget. He also noted that he does not believe there is a line item in the capital budget for replacing concrete bus pads and that generally the advertising revenue is used to fund those repair projects.

### Action Taken

Mr. Cunningham moved to: (1) hold a public hearing, receive testimony, and review and comment on the fiscal year (FY) 2018 budget information presented in this report; and (2) enact

Resolution No. 17-9 adopting the operating and capital budget for San Diego Metropolitan Transit System (MTS) and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and the Coronado Ferry. Mr. McClellan seconded the motion, and the vote was 12 to 0 in favor with Ms. Cole, Mr. Roberts, and Ms. Salas absent.

#### REPORT ITEMS

45. None.

60. Chairman's Report

There was no Chairman's report.

61. Chief Executive Officer's Report

Mr. Jablonski reported the following travel: April 19 – 20 he attended the APTA Finance Committee in Washington DC; and May 5 – 9 he attended the APTA Bus and Paratransit Conference in Reno, NV.

62. Board Member Communications

Mr. Minto reported that this will be his last Board meeting. He stated that the City of Santee made realignments to outside committee appointments. He said that Councilmember Ronn Hall will be replacing him as the primary member.

63. Additional Public Comments on Items Not on the Agenda

*Patricia Paylor* – This speaker was not present.

*Lois Fergot* – This speaker was not present.

*Clive Richard* – Mr. Richard commented that he was crossing the pedestrian bridge over College Avenue and a skateboarder ran into him. He stated that SDSU enforces the rules on the pedestrian bridge to prevent skateboards on the bridge. He said that he was upset that there are these issues while trying to access public transportation and that there needs to be increased patrol.

*Nima Sepassi* – Mr. Sepassi commented that he is a taxicab driver and asked for a reduction in regulations in Ordinance No. 11. He also asked if the Transportation Network Companies, like Uber and Lyft, could also start applying for medallions and following the same regulations. Mr. Sepassi also asked if the San Diego Police Department could allow taxi drivers to go to Petco Park and the Convention Center instead of being blocked.

*Ingrid Vigeant* – Ms. Vigeant requested for the Route 704 bus to continue running on Naples and 4<sup>th</sup> Avenue. She commented that L Street is much busier than Naples which will make scheduling difficult. She also commented that L Street is not conducive for pedestrian crossings because of busy traffic. Ms. Vigeant stated that the bus stops on L Street will all need to be ADA compliant since this would be considered a new route.

*Lorraine Leighton* – Ms. Leighton provided recommendations for Routes 871 and 872. She also stated that there is construction being done outside of Viejas and riders are unable to access the bus stop.

*Noala O'Brien* – This speaker was not present.

*Louis Parmigiani* – This speaker was not present.

*Gary Wong* – This speaker was not present.

*Paul Williams* – This speaker was not present.

64. Next Meeting Date

The next regularly scheduled Board meeting is June 8, 2017.

65. Adjournment

Chairman Mathis adjourned the meeting at 11:45 a.m.

/s/ Harry Mathis  
Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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

/s/ Karen Landers  
General Counsel  
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): May 11, 2017

CALL TO ORDER (TIME): 9:02 a.m.

RECESS: \_\_\_\_\_

RECONVENE: \_\_\_\_\_

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

RECONVENE: \_\_\_\_\_

PUBLIC HEARING: 11:18 a.m.

RECONVENE: 11:25 a.m.

ORDINANCES ADOPTED: \_\_\_\_\_

ADJOURN: 11:45 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ALVAREZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.
ARAMBULA	<input checked="" type="checkbox"/> (Mendoza) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.
BRAGG	<input checked="" type="checkbox"/> (Spriggs) <input type="checkbox"/>	9:02 a.m.	11:32 a.m.
COLE	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:02 a.m.	11:00 a.m.
CUNNINGHAM	<input checked="" type="checkbox"/> (Mullin) <input type="checkbox"/>	9:11 a.m.	11:45 a.m.
GOMEZ	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.
MATHIS	<input checked="" type="checkbox"/>	9:02 a.m.	11:45 a.m.
MCCLELLAN	<input checked="" type="checkbox"/> (Goble) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arapostathis) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.
MINTO	<input checked="" type="checkbox"/> (Hall) <input type="checkbox"/>	9:08 a.m.	11:45 a.m.
RIOS	<input type="checkbox"/> (Sotelo-Solis) <input checked="" type="checkbox"/>	9:02 a.m.	11:45 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox) <input type="checkbox"/>	9:02 a.m.	11:07 a.m.
SALAS	<input checked="" type="checkbox"/> (Diaz) <input type="checkbox"/>	9:02 a.m.	11:08 a.m.
SANDKE	<input checked="" type="checkbox"/> (Donovan) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.
ZAPF	<input checked="" type="checkbox"/> (Cate) <input type="checkbox"/>	9:02 a.m.	11:45 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL: Barbara



AGENDA ITEM NO.

3

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

## 1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	7/8/17
Name	MARTHA WELCH
Address	901 F ST A 44
Telephone	619 704 8938
Email	MarthaWelch69@yahoo.com
Organization Represented	
Subject of Your Remarks	MTS
Regarding Agenda Item No.	3
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	JUNE 8th		
Name	DAVID RODGER		
Address	3401 ADAMS AVE		
Telephone	619 750-3355		
Email	GOAPPR@GMAIL.COM		
Organization Represented			
Subject of Your Remarks	TOURISM		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

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**NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.**



REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	JUNE 8, 2017		
Name	CHRIS REAL		
Address	4150 BONILLO DR		
Telephone	(619) 286-1140		
Email	CAREAL71@MSN.COM		
Organization Represented	NONE		
Subject of Your Remarks	ACCESS TO F1 ROSECRANS		
Regarding Agenda Item No.			
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

**NOTE:** Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



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## Agenda Item No. 6

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

June 8, 2017

#### 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

#### 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)

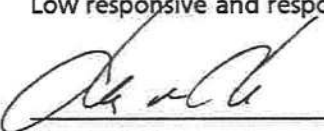
**BID SUMMARY**  
**Job Order Contract (JOC) No. 5007503**  
**"JOC GENERAL BUILDING AND FACILITIES CONSTRUCTION SERVICES"**


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

#### 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

#### 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

#### 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	
---	--------	--

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:

2-17-16

MTS Chief Executive Officer

Date:

2/21/17

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>

**Total = (A + B + C)      Total: \$ 95,433.26**

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

#### 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

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

#### 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

Mass Electric Construction (MEC) Contract MTS No. PWL183.0-16			Approved Change Orders			Estimated Change Orders							
			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

#### 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

#### 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

#### 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

#### 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 programming 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

#### 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



1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • www.sdmts.com

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.

**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

1

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

**1. INSTRUCTIONS**

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

(PLEASE PRINT)

DATE	8 June 2017		
Name	R. Mitchell Beauchamp		
Address	PO Box 985 National City, CA		
Telephone	619 477 5333		
Email	mitch@psbs.com		
Organization Represented	Tierra Madre Reclaim		
Subject of Your Remarks	Status of contract		
Regarding Agenda Item No.	24		
Your Comments Present a Position of:	<input type="checkbox"/>	<b>SUPPORT</b>	<input type="checkbox"/> <b>OPPOSITION</b>

**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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

**3. DISCUSSION OF AGENDA ITEMS**

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

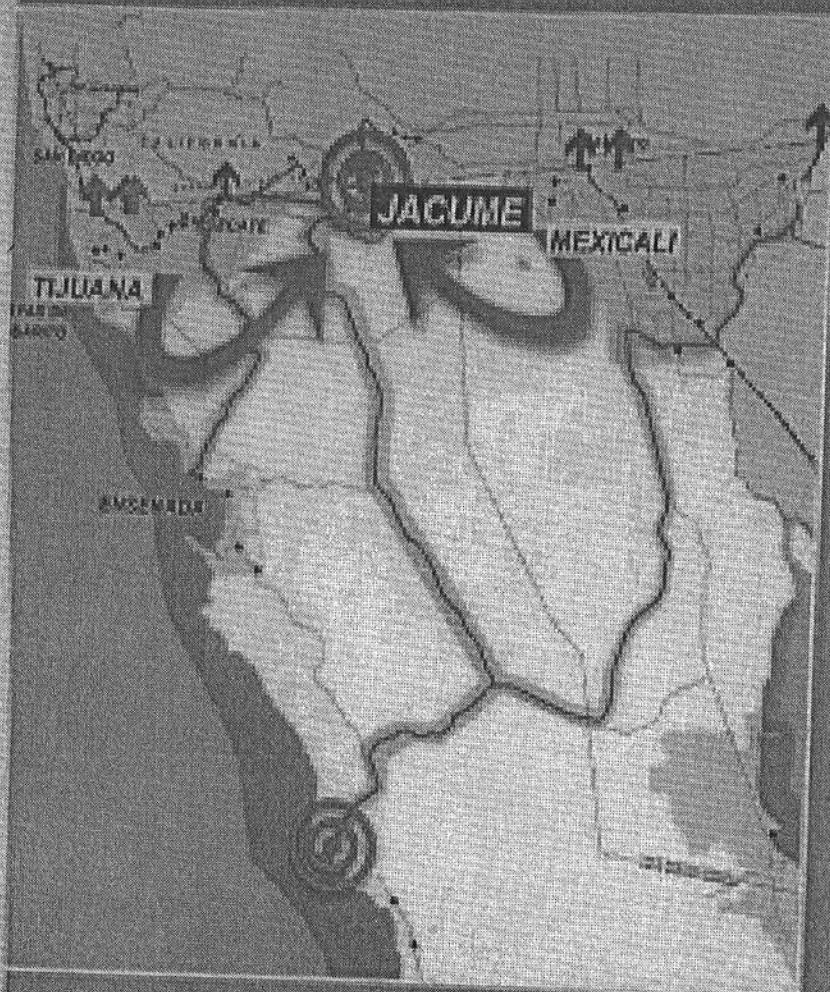
**4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

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

**NOTE:** Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.



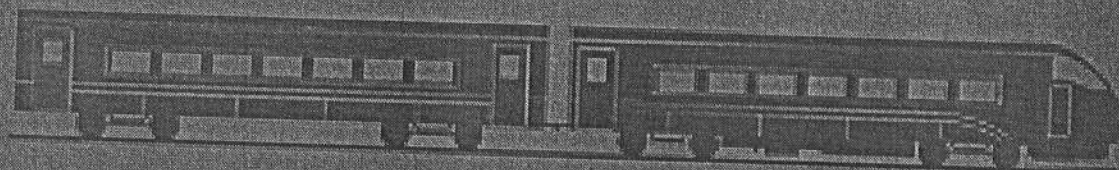
## Ferrocarril Tecate - Sauzal



**13.08**  
hectáreas  
adquiridas para la  
ampliación de línea férrea.

**115**  
millones  
de pesos invertidos.

**98.7**  
kilómetros  
de longitud de  
línea férrea.



En beneficio del sector productivo del Estado, se inició el proyecto de la línea férrea Tecate - El Sauzal con una longitud de 98.7 kilómetros, asimismo, logramos avances con las adecuaciones al brazo autorizado por la SCT, cadrán de propietarios dentro del derecho de vía, integración de expedientes técnico-jurídicos, la negociación preliminar de arrendados, así como la adquisición de una superficie de 13.08 hectáreas por un monto de 115 millones 735 mil pesos. Con la construcción de esta línea, se busca ampliar la infraestructura ferroviaria para el transporte de productos y mercancías, conectándose con el Puerto de El Sauzal y creando un circuito logístico hacia la frontera con Estados Unidos, que posicione a Baja California como un sitio estratégico para la industria y también para la exportación de productos de la región hacia el mercado Atlántico y de Norteamérica.



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

## Agenda Item No. 45

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

June 8, 2017

#### SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR APRIL 2017 (MIKE THOMPSON)

#### INFORMATIONAL ONLY

##### Budget Impact

None at this time.

#### DISCUSSION:

This report summarizes the year-to-date operating results for April 2017 compared to the fiscal year (FY) 2017 amended budget for San Diego Metropolitan Transit System (MTS). Attachment A-1 combines the operations', administrations' and other activities' results for April 2017. Attachment A-2 details the April 2017 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides April 2017 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

#### MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending April 2017, MTS's net-operating income favorable variance totaled \$149,000 (0.1%). Operations produced a \$457,000 (-0.3%) unfavorable variance and the administrative/other activities areas were favorable by \$606,000.

#### MTS COMBINED RESULTS

Revenues. Year-to-date combined revenues through April 2017 were \$90,682,000, compared to the year-to-date budget of \$91,239,000, representing a \$558,000 (-0.6%) unfavorable variance. This is primarily due to unfavorable variances within Passenger Fare revenues.



Expenses. Year-to-date combined expenses through April 2017 were \$222,244,000 compared to the budget of \$222,950,000, resulting in a \$706,000 (0.3%) favorable variance.

Personnel Costs. Year-to-date personnel-related costs totaled \$106,336,000, compared to a budgetary figure of \$105,473,000, producing an unfavorable variance of \$863,000 (-0.8%).

Outside Services and Purchased Transportation. Total outside services through ten months of the fiscal year totaled \$77,625,000, compared to a budget of \$78,544,000, resulting in a favorable variance of \$919,000 (1.2%).

Materials and Supplies. Total year-to-date materials and supplies expenses were \$8,821,000, compared to a budgetary figure of \$8,938,000, resulting in a favorable variance of \$117,000 (1.3%).

Energy. Total year-to-date energy costs were \$22,068,000, compared to the budget of \$22,556,000 resulting in a favorable variance of \$488,000 (2.2%).

Risk Management. Total year-to-date expenses for risk management were \$3,342,000, compared to the budget of \$3,405,000, resulting in a favorable variance totaling \$63,000 (1.8%).

General and Administrative. The year-to-date general and administrative costs, including vehicle and facilities leases, were \$4,051,000 through April 2017, compared to a budget of \$4,034,000, resulting in an unfavorable variance of \$18,000 (-0.4%).

#### YEAR-TO-DATE SUMMARY

The April 2017, year-to-date net-operating income totaled a favorable variance of \$149,000 (0.1%). These factors include favorable variances in outside services, materials and supplies, energy and risk management; offset by unfavorable variances in operating revenue, personnel costs, and general and administrative costs.

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

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

Attachment: A. Comparison to Budget

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**MTS**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 77,552	\$ 78,717	\$ (1,165)	-1.5%
Other Revenue	13,130	12,523	607	4.9%
<b>Total Operating Revenue</b>	<b>\$ 90,682</b>	<b>\$ 91,239</b>	<b>\$ (558)</b>	<b>-0.6%</b>
Personnel costs	\$ 106,336	\$ 105,473	\$ (863)	-0.8%
Outside services	77,625	78,544	919	1.2%
Transit operations funding	-	-	-	-
Materials and supplies	8,821	8,938	117	1.3%
Energy	22,068	22,556	488	2.2%
Risk management	3,342	3,405	63	1.8%
General & administrative	3,030	3,027	(3)	-0.1%
Vehicle/facility leases	1,022	1,007	(15)	-1.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 222,244</b>	<b>\$ 222,950</b>	<b>\$ 706</b>	<b>0.3%</b>
<b>Operating income (loss)</b>	<b>\$ (131,563)</b>	<b>\$ (131,711)</b>	<b>\$ 149</b>	<b>0.1%</b>
<b>Total public support and nonoperating revenues</b>	<b>(1,266)</b>	<b>(1,255)</b>	<b>(11)</b>	<b>0.9%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (132,828)</b>	<b>\$ (132,966)</b>	<b>\$ 138</b>	<b>-0.1%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**CONSOLIDATED OPERATIONS**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 77,552	\$ 78,717	\$ (1,165)	-1.5%
Other Revenue	787	651	136	20.9%
<b>Total Operating Revenue</b>	<b>\$ 78,339</b>	<b>\$ 79,367</b>	<b>\$ (1,029)</b>	<b>-1.3%</b>
Personnel costs	\$ 89,357	\$ 88,745	\$ (611)	-0.7%
Outside services	65,335	66,027	692	1.0%
Transit operations funding	-	-	-	-
Materials and supplies	9,076	9,069	(6)	-0.1%
Energy	21,443	21,920	477	2.2%
Risk management	3,031	3,060	28	0.9%
General & administrative	603	608	5	0.9%
Vehicle/facility leases	870	857	(13)	-1.5%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	22,592	22,592	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 212,306</b>	<b>\$ 212,878</b>	<b>\$ 572</b>	<b>0.3%</b>
<b>Operating income (loss)</b>	<b>\$ (133,967)</b>	<b>\$ (133,510)</b>	<b>\$ (457)</b>	<b>-0.3%</b>
<b>Total public support and nonoperating revenues</b>	<b>(603)</b>	<b>(610)</b>	<b>7</b>	<b>-1.2%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (134,570)</b>	<b>\$ (134,121)</b>	<b>\$ (449)</b>	<b>0.3%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**TRANSIT SERVICES (SAN DIEGO TRANSIT CORPORATION)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 20,477	\$ 20,170	\$ 307	1.5%
Other Revenue	115	4	111	2970.5%
<b>Total Operating Revenue</b>	<b>\$ 20,591</b>	<b>\$ 20,173</b>	<b>\$ 418</b>	<b>2.1%</b>
Personnel costs	\$ 59,550	\$ 59,187	\$ (363)	-0.6%
Outside services	2,430	2,157	(274)	-12.7%
Transit operations funding	-	-	-	-
Materials and supplies	3,851	3,726	(125)	-3.4%
Energy	4,902	4,985	83	1.7%
Risk management	1,660	1,605	(55)	-3.4%
General & administrative	336	327	(9)	-2.7%
Vehicle/facility leases	326	316	(10)	-3.1%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	7,433	7,433	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 80,488</b>	<b>\$ 79,735</b>	<b>\$ (753)</b>	<b>-0.9%</b>
<b>Operating income (loss)</b>	<b>\$ (59,896)</b>	<b>\$ (59,561)</b>	<b>\$ (335)</b>	<b>-0.6%</b>
<b>Total public support and nonoperating revenues</b>	<b>(791)</b>	<b>(798)</b>	<b>7</b>	<b>-0.9%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (60,687)</b>	<b>\$ (60,360)</b>	<b>\$ (328)</b>	<b>0.5%</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**RAIL OPERATIONS (SAN DIEGO TROLLEY, INCORPORATED)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	<b>YEAR TO DATE</b>			
	<b>ACTUAL</b>	<b>BUDGET</b>	<b>VARIANCE</b>	<b>VAR. %</b>
Passenger Revenue	\$ 32,490	\$ 33,602	\$ (1,112)	-3.3%
Other Revenue	671	646	25	3.9%
<b>Total Operating Revenue</b>	<b>\$ 33,161</b>	<b>\$ 34,248</b>	<b>\$ (1,087)</b>	<b>-3.2%</b>
Personnel costs	\$ 29,402	\$ 29,035	\$ (367)	-1.3%
Outside services	3,680	3,718	38	1.0%
Transit operations funding	-	-	-	-
Materials and supplies	5,212	5,325	112	2.1%
Energy	9,758	10,131	372	3.7%
Risk management	1,359	1,442	83	5.8%
General & administrative	263	276	12	4.5%
Vehicle/facility leases	296	291	(4)	-1.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	13,495	13,495	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 63,466</b>	<b>\$ 63,712</b>	<b>\$ 246</b>	<b>0.4%</b>
<b>Operating income (loss)</b>	<b>\$ (30,305)</b>	<b>\$ (29,464)</b>	<b>\$ (841)</b>	<b>-2.9%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (30,305)</b>	<b>\$ (29,464)</b>	<b>\$ (841)</b>	<b>2.9%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**MULTIMODAL OPERATIONS (FIXED ROUTE)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 22,063	\$ 22,273	\$ (210)	-0.9%
Other Revenue	1	1	0	31.1%
<b>Total Operating Revenue</b>	<b>\$ 22,064</b>	<b>\$ 22,274</b>	<b>\$ (210)</b>	<b>-0.9%</b>
Personnel costs	\$ 153	\$ 224	\$ 71	31.9%
Outside services	44,986	45,578	592	1.3%
Transit operations funding	-	-	-	-
Materials and supplies	12	19	7	37.2%
Energy	5,039	4,945	(94)	-1.9%
Risk management	-	-	-	-
General & administrative	1	2	1	67.5%
Vehicle/facility leases	15	16	1	5.9%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	1,193	1,193	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 51,398</b>	<b>\$ 51,977</b>	<b>\$ 579</b>	<b>1.1%</b>
<b>Operating income (loss)</b>	<b>\$ (29,334)</b>	<b>\$ (29,702)</b>	<b>\$ 369</b>	<b>1.2%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (29,334)</b>	<b>\$ (29,702)</b>	<b>\$ 369</b>	<b>-1.2%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**MULTIMODAL OPERATIONS (PARATRANSIT)**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ 2,522	\$ 2,672	\$ (150)	-5.6%
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ 2,522</b>	<b>\$ 2,672</b>	<b>\$ (150)</b>	<b>-5.6%</b>
Personnel costs	\$ 60	\$ 111	\$ 52	46.4%
Outside services	13,908	14,247	340	2.4%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	1,744	1,859	115	6.2%
Risk management	13	13	-	0.0%
General & administrative	3	3	0	13.3%
Vehicle/facility leases	233	233	0	0.0%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	471	471	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 16,431</b>	<b>\$ 16,938</b>	<b>\$ 507</b>	<b>3.0%</b>
<b>Operating income (loss)</b>	<b>\$ (13,909)</b>	<b>\$ (14,266)</b>	<b>\$ 357</b>	<b>2.5%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (13,909)</b>	<b>\$ (14,266)</b>	<b>\$ 357</b>	<b>-2.5%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OPERATIONS**  
**CORONADO FERRY**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	-	-	-	-
<b>Total Operating Revenue</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
Personnel costs	\$ -	\$ -	\$ -	-
Outside services	172	172	-	0.0%
Transit operations funding	-	-	-	-
Materials and supplies	-	-	-	-
Energy	-	-	-	-
Risk management	-	-	-	-
General & administrative	-	-	-	-
Vehicle/facility leases	-	-	-	-
Amortization of net pension asset	-	-	-	-
Administrative Allocation	-	-	-	-
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 172</b>	<b>\$ 172</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Operating income (loss)</b>	<b>\$ (172)</b>	<b>\$ (172)</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Total public support and nonoperating revenues</b>	<b>188</b>	<b>207</b>	<b>(19)</b>	<b>-9.1%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 16</b>	<b>\$ 34</b>	<b>\$ (19)</b>	<b>-54.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**ADMINISTRATION**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	11,575	11,040	534	4.8%
<b>Total Operating Revenue</b>	<b>\$ 11,575</b>	<b>\$ 11,040</b>	<b>\$ 534</b>	<b>4.8%</b>
Personnel costs	\$ 16,217	\$ 15,927	\$ (290)	-1.8%
Outside services	12,169	12,326	158	1.3%
Transit operations funding	-	-	-	-
Materials and supplies	(256)	(135)	121	-89.7%
Energy	620	627	7	1.2%
Risk management	293	315	22	7.0%
General & administrative	2,323	2,324	1	0.1%
Vehicle/facility leases	133	129	(3)	-2.7%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	(22,703)	(22,703)	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 8,795</b>	<b>\$ 8,811</b>	<b>\$ 16</b>	<b>0.2%</b>
<b>Operating income (loss)</b>	<b>\$ 2,780</b>	<b>\$ 2,229</b>	<b>\$ 551</b>	<b>-24.7%</b>
<b>Total public support and nonoperating revenues</b>	<b>(663)</b>	<b>(644)</b>	<b>(18)</b>	<b>2.9%</b>
<b>Income (loss) before capital contributions</b>	<b>\$ 2,117</b>	<b>\$ 1,585</b>	<b>\$ 532</b>	<b>33.6%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OTHER ACTIVITIES**  
**CONSOLIDATED**  
**COMPARISON TO BUDGET - FISCAL YEAR 2017**  
**APRIL 30, 2017**  
**(in \$000's)**

	YEAR TO DATE			
	ACTUAL	BUDGET	VARIANCE	VAR. %
Passenger Revenue	\$ -	\$ -	\$ -	-
Other Revenue	769	832	(63)	-7.6%
<b>Total Operating Revenue</b>	<b>\$ 769</b>	<b>\$ 832</b>	<b>\$ (63)</b>	<b>-7.6%</b>
Personnel costs	\$ 762	\$ 800	\$ 38	4.8%
Outside services	121	191	69	36.3%
Transit operations funding	-	-	-	-
Materials and supplies	2	4	2	55.4%
Energy	5	9	4	40.1%
Risk management	18	30	12	41.0%
General & administrative	104	95	(9)	-10.0%
Vehicle/facility leases	19	21	2	7.4%
Amortization of net pension asset	-	-	-	-
Administrative Allocation	111	111	-	0.0%
Depreciation	-	-	-	-
<b>Total Operating Expenses</b>	<b>\$ 1,143</b>	<b>\$ 1,261</b>	<b>\$ 118</b>	<b>9.3%</b>
<b>Operating income (loss)</b>	<b>\$ (375)</b>	<b>\$ (430)</b>	<b>\$ 55</b>	<b>12.8%</b>
<b>Total public support and nonoperating revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Income (loss) before capital contributions</b>	<b>\$ (375)</b>	<b>\$ (430)</b>	<b>\$ 55</b>	<b>-12.8%</b>

# Metropolitan Transit System FY 2017 - April 2017 Financial Review

MTS Board of Directors Meeting  
June 8, 2017



# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – APRIL 30, 2017 - FY 2017

TOTAL OPERATING REVENUES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Fare Revenue	\$ 77,552	\$ 78,717	(\$1,165)	-1.5%
Other Operating Revenue	13,130	12,523	607	4.9%
<b>Operating Revenue</b>	<b>\$90,682</b>	<b>\$91,239</b>	<b>(\$558)</b>	<b>-0.6%</b>

- Fare Revenue
  - Unfavorable to the prior year by \$3.7M (-4.7%)
- Other Operating Revenue
  - Favorable experience within Administrative activities





# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – APRIL 30, 2017 - FY 2017

TOTAL OPERATING EXPENSES (\$000's)

	<u>ACTUAL</u>	<u>BUDGET</u>	<u>VARIANCE</u>	<u>VAR %</u>
Personnel Costs	\$ 106,336	\$ 105,473	\$ (863)	-0.8%
Purchased Transportation	57,046	57,833	788	1.4%
Other Outside Services	20,580	20,711	132	0.6%
Energy	22,068	22,556	488	2.2%
Other Expenses	<u>16,215</u>	<u>16,377</u>	<u>162</u>	<u>1.0%</u>
<b>Operating Expenses</b>	<b>\$ 222,244</b>	<b>\$ 222,950</b>	<b>\$ 706</b>	<b>0.3%</b>

- Personnel Costs - Unfavorable experience in Wages and Fringe
- Purchased Transportation - Favorable experience within Paratransit
- Energy - Favorable commodity prices



# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – APRIL 30, 2017 - FY 2017

TOTAL OPERATING VARIANCE (\$000's)

Combined Net Operating Variance

MTS Operating Revenue	\$ (558)
-----------------------	----------

MTS Operating Expenses	<u>706</u>
------------------------	------------

<b>Total Combined Net Operating Variance</b>	<b>\$ 149</b>
--	---------------

Variance Percentage	0.1%
---------------------	------



# CONSOLIDATED MTS OPERATIONS

COMPARISON TO BUDGET – APRIL 30, 2017 - FY 2017  
ON GOING CONCERNS

	Amended Budget	YTD Actual	Projected
<b>Sales Tax Subsidy Revenue</b>	\$427.4 M	\$386.9 M	\$427.1 M
<b>State of California Budget</b>	\$14.5 M	\$9.5 M	\$13.1 M
<b>Passenger Levels</b>	88.0 M	66.0 M	87.0 M
<b>Energy Prices</b>			
CNG	\$ 0.90	\$ 0.90	\$ 0.90
Diesel	\$ 2.25	\$ 1.81	\$ 1.98
Gas	\$ 2.65	\$ 2.38	\$ 2.17
Electricity	\$ 0.208	\$ 0.199	\$ 0.199

Favorable

On Target

Unfavorable





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

## Agenda Item No. 46

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

June 8, 2017

#### SUBJECT:

TRANSIT OPTIMIZATION PLAN (TOP) UPDATE (DENIS DESMOND)

#### INFORMATIONAL ITEM

##### Budget Impact

None.

#### DISCUSSION:

In summer 2016, MTS began the Transit Optimization Plan (TOP), a ten-year update to the Comprehensive Operational Analysis that evaluated services and reallocated resources according to a strategy that emphasized sustainability and productivity.

The initial public outreach, market analysis, and service evaluation phases of the plan are complete. Information and data collected to date are now being used to formulate concepts for public comment and refinement. Staff will present an update on the TOP work to date and a schedule of next steps.

/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)





# Transit Optimization Plan Project Update

MTS Board of Directors  
June 8, 2017



# TOP - Why now?

- Last significant update to transit operating system was 2005-2007 (COA). Since then...
  - Recession and deep service reductions (2009-2011)
  - Weekend COA (2010)
  - Rapid services implemented (2014)
  - New travel options (lower gas prices, TNCs, etc.)
- Developments that will further impact system
  - South Bay Rapid opens in 2019
  - Mid-Coast LRT opens in 2021
  - Failure of Measure A means few additional resources for transit in the near term
  - SB1 funds



# TOP- Why now?

- After ridership peak in FY15, **system performance metrics now trending downward**
  - Ridership, fare revenue, productivity, and farebox recovery
  - Projected \$5m structural deficit starting in FY2018
  - Use of one-time funds for on-going operating expenses
- Transit industry successes from total system analysis and realignment every 10-12 years



# Transit Optimization Plan

## Goals and Focus

- Develop & implement plan to grow ridership **in a financially sustainable manner**
  - *Address ridership stagnation and decline*
  - *More effective and efficient use of operating resources*
- Reshape service to respond to new and changing public mobility demands
- Improve reliability and operability of existing network
- Position MTS in advance of major regional projects (South Bay Rapid, Mid-Coast)

## Strategies

- Enhance service on key network corridors to increase ridership and generate more fare revenue
- Maintaining some mobility options in lower potential ridership areas
- Respond to key issues identified by the community to create a system that is more attractive to riders
- Address regional mobility issues of both existing and potential riders





# Community Survey

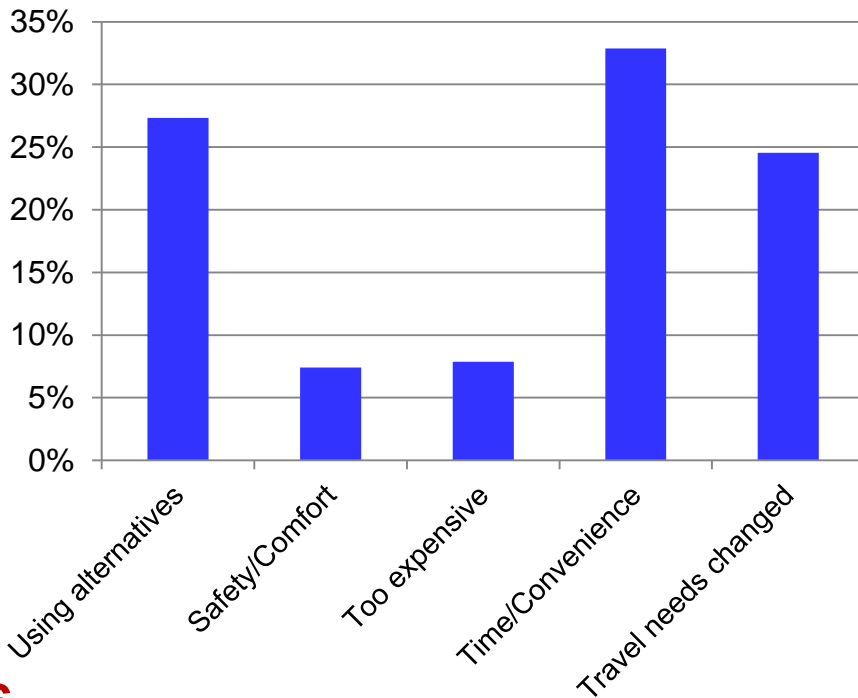
- September 2016
- Riders and Non-Riders
- Primarily on-line  
(manual surveys accepted and entered by staff)
- 3,791 responses (3,083 completed)
- 2,066 current riders, 1,725 non-riders
- Popular IP addresses: UC San Diego, SD Community College District, Qualcomm, Balboa Park/Zoo



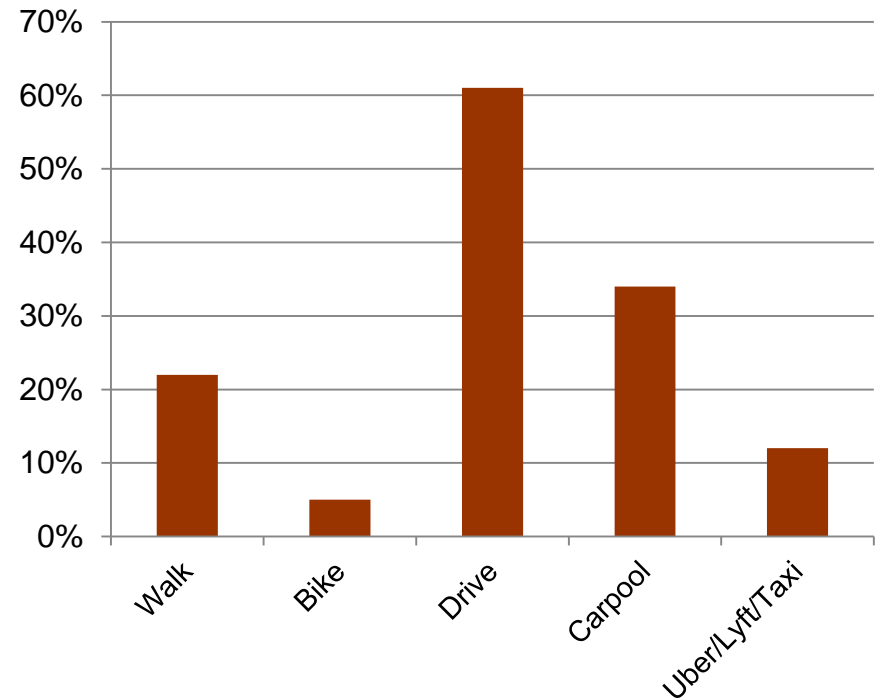
# Community Survey

Current MTS riders (2,063)	
Ride about the same as last year	48.3%
Ride more frequently	33.8%
<b>Ride less frequently</b>	10.2%
No answer (includes all non-riders)	7.8%

**Why?**



**Instead...**

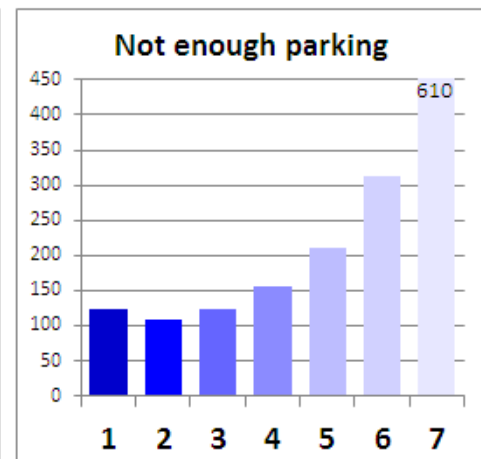
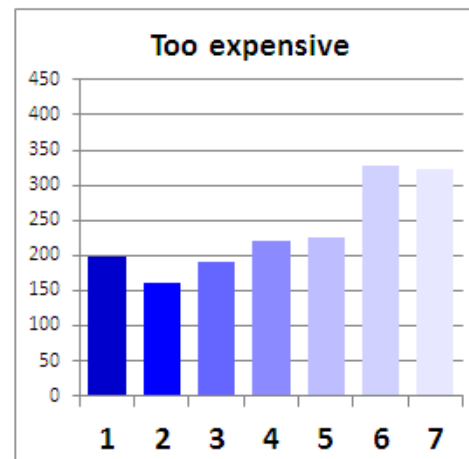
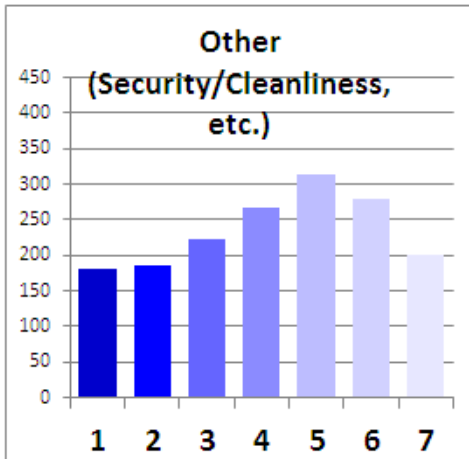
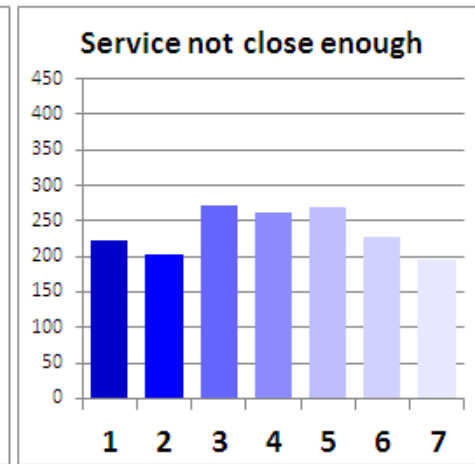
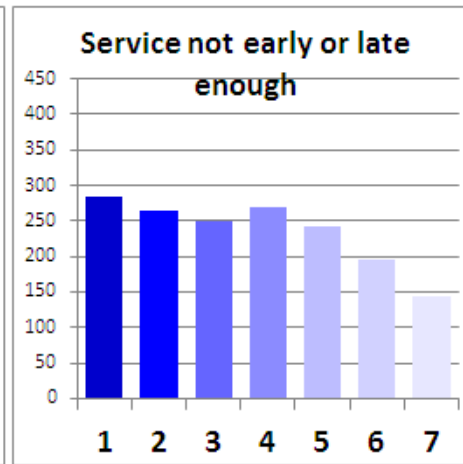
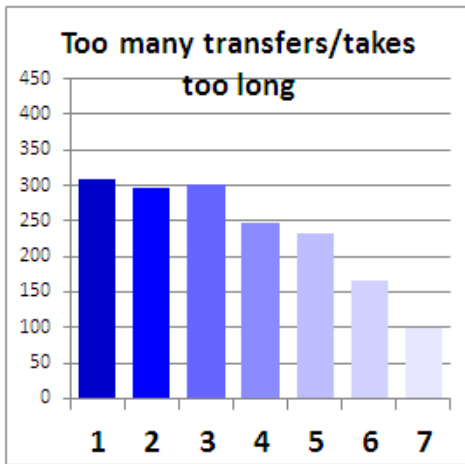
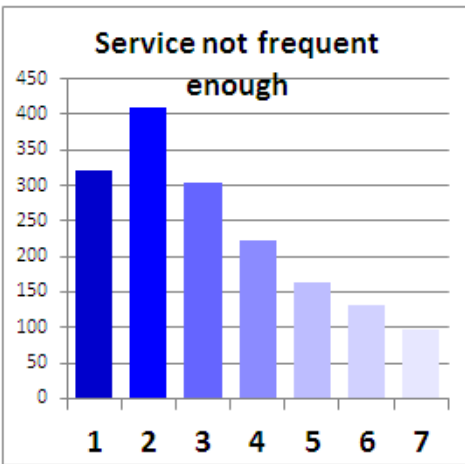


# Community Survey

*What are your biggest challenges using MTS?*

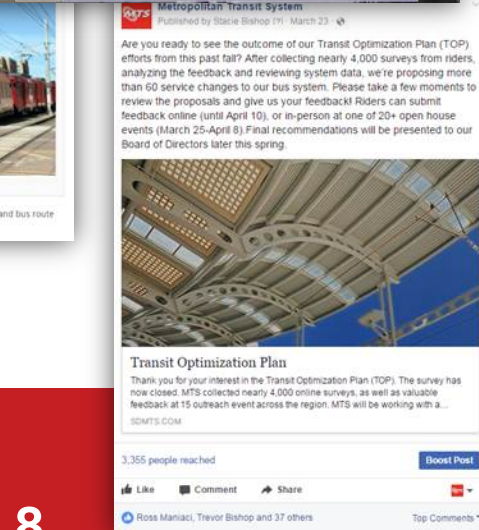
*Or, Why don't you ride MTS?*

*(1 = Biggest challenge, 7 = least challenging)*



# Public Outreach

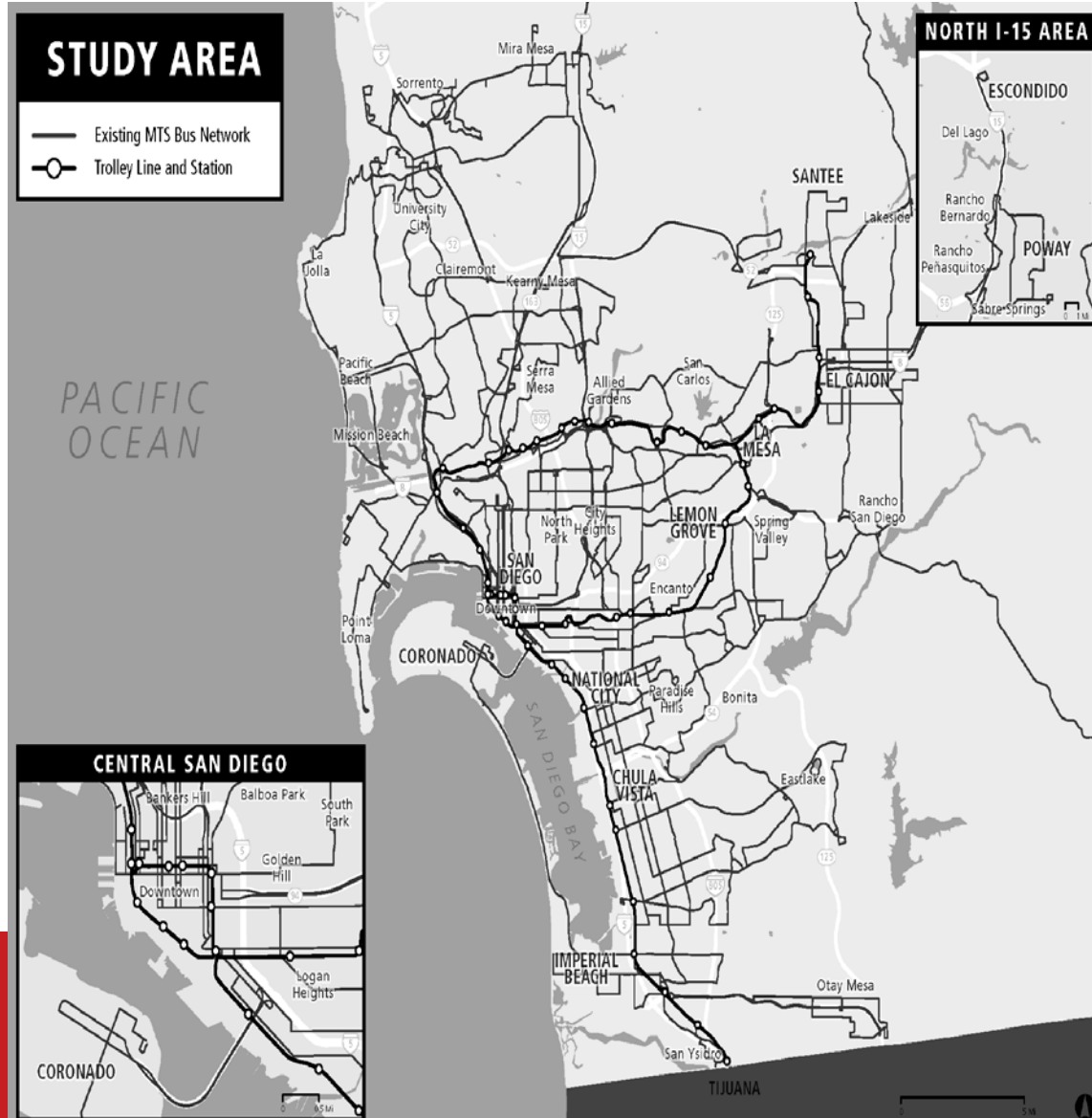
- 4,000 rider surveys collected – Fall 2016
- 2,000 responses to proposals – Spring 2017
- 40 rider outreach events conducted by MTS
- Print media
- Online media
- Broadcast media
- Facebook
- Twitter
- TOP website
- 165,000 flyers on buses and Trolleys



# Market Analysis

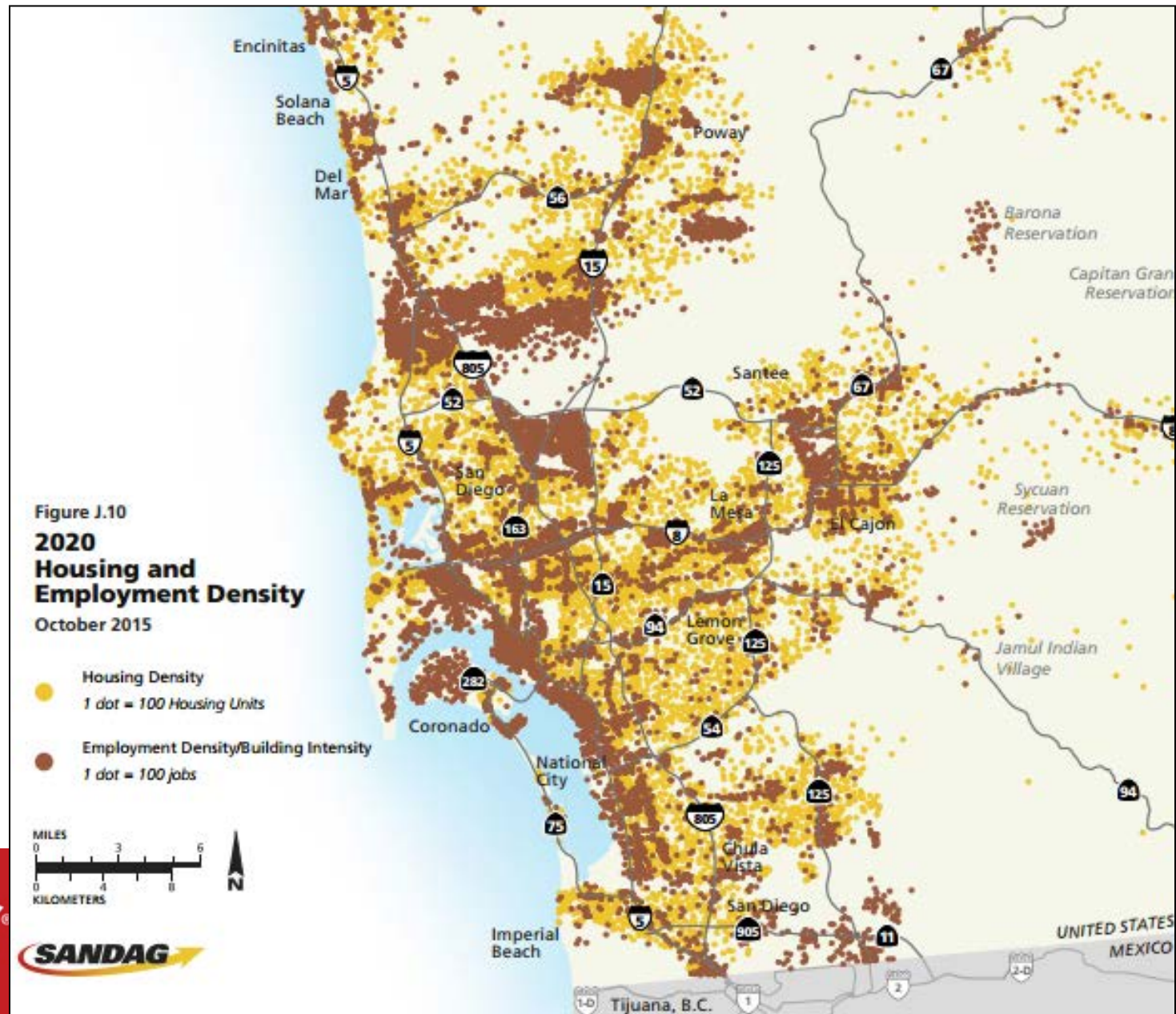
## Goals

- Provide context for evaluating service performance.
- Define geographic context for transit markets.
- Identify potential areas of high transit demand.
- Understand planned development and projected regional changes.



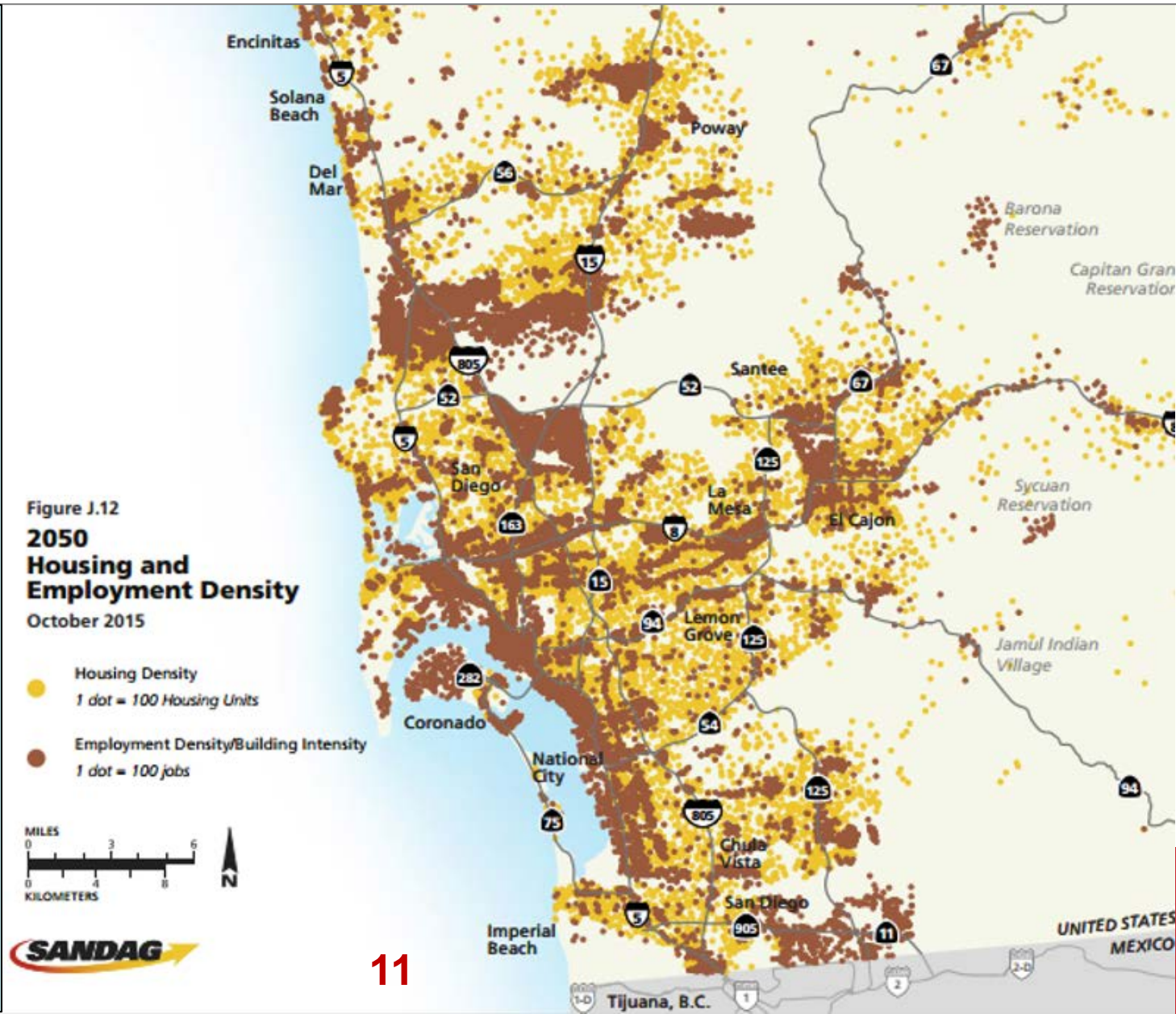


# Current Housing & Employment Density



# Regional Plan 2050 Countywide Projections

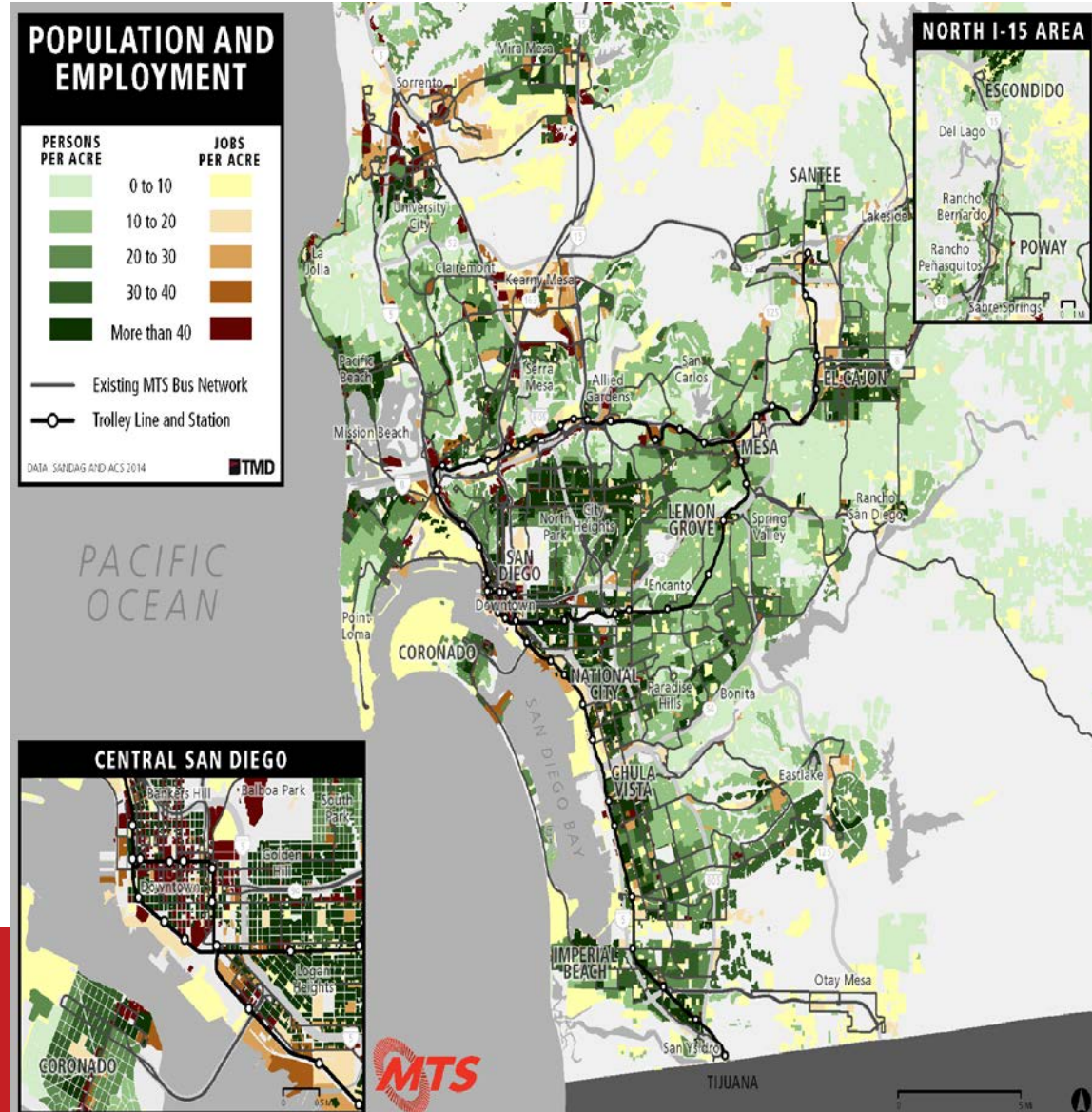
- + 1m people
- + 500,000 jobs
- + 330,000 housing units
- 82% of new housing will be multi-family.
- Over half of new housing will be in central S.D.
- More than 60% will live near high-frequency transit (vs. 33% now).





# Population and Employment

- Most of service area characterized by low density, suburban development.
- Some employment concentration but most spread across the service area.
  - University City – 8%
  - Mira Mesa – 7%
  - Kearny Mesa – 8%
  - Downtown San Diego – 6%
- Large residential areas with few employment opportunities.





# High Job to Population Ratios

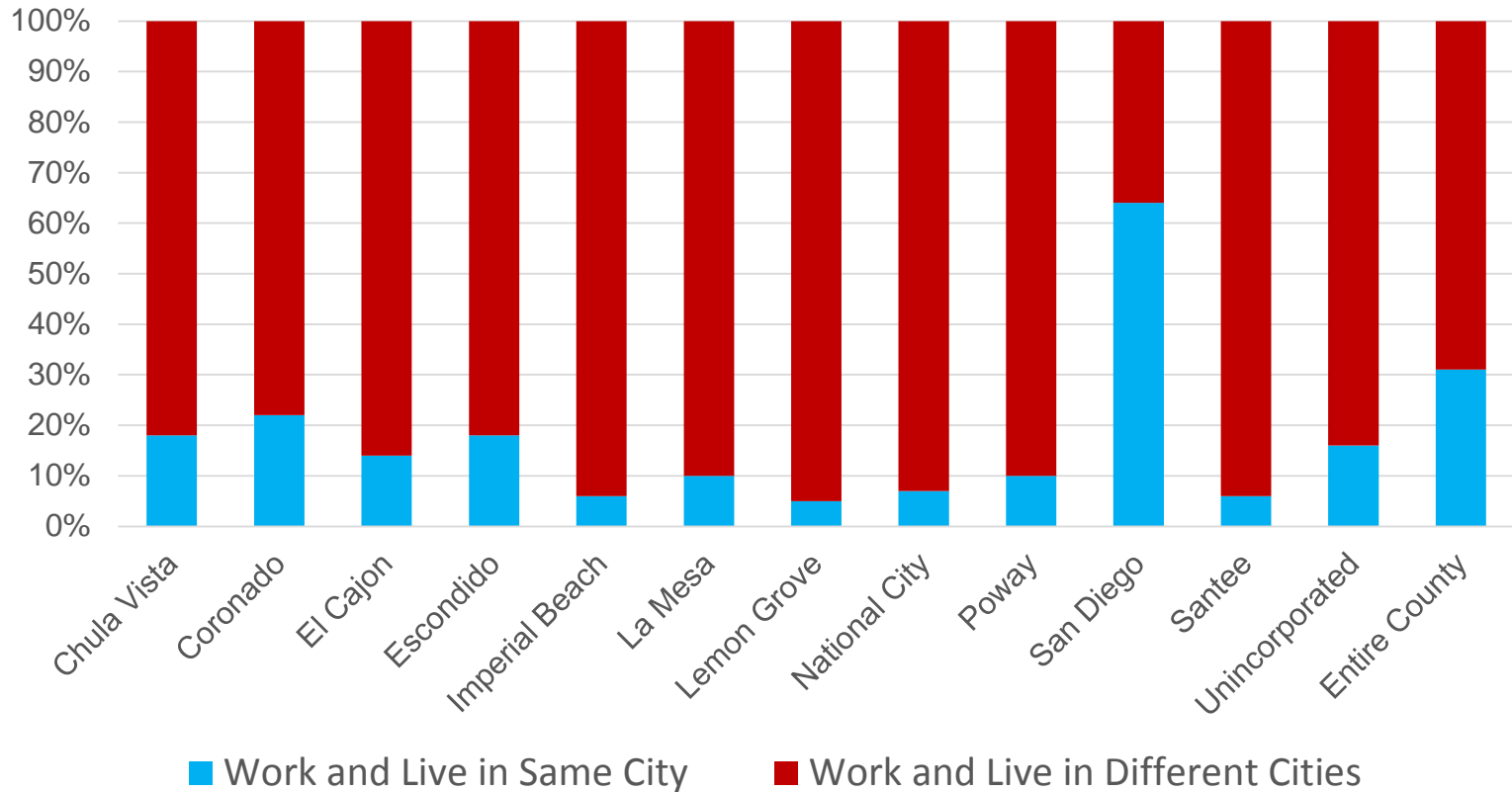
Employment to Population Ratios					
	2012	2020	2035	2050	Forecasted Population Size (2050)
Mira Mesa	103%	93%	85%	90%	103,685
University City	132%	132%	139%	153%	75,926
Downtown	208%	204%	154%	161%	61,611
Mission Valley	237%	216%	169%	162%	36,640
Kearny Mesa	1555%	1254%	1254%	1290%	8,235
Torrey Pines	172%	172%	182%	184%	7,457

# Low Jobs to Population Ratios

Employment to Population Ratios					
	2012	2020	2035	2050	Forecasted Population (2050)
Chula Vista	26%	29%	30%	33%	345,586
City Heights	11%	12%	12%	12%	100,237
Encanto	9%	9%	8%	8%	63,881
North Park	15%	17%	17%	19%	61,015
Imperial Beach	14%	17%	16%	15%	31,691
Tierrasanta	10%	11%	12%	14%	31,277
Lemon Grove	26%	27%	28%	28%	30,903
Golden Hill	11%	12%	11%	10%	21,492
Normal Heights	10%	10%	10%	11%	19,251

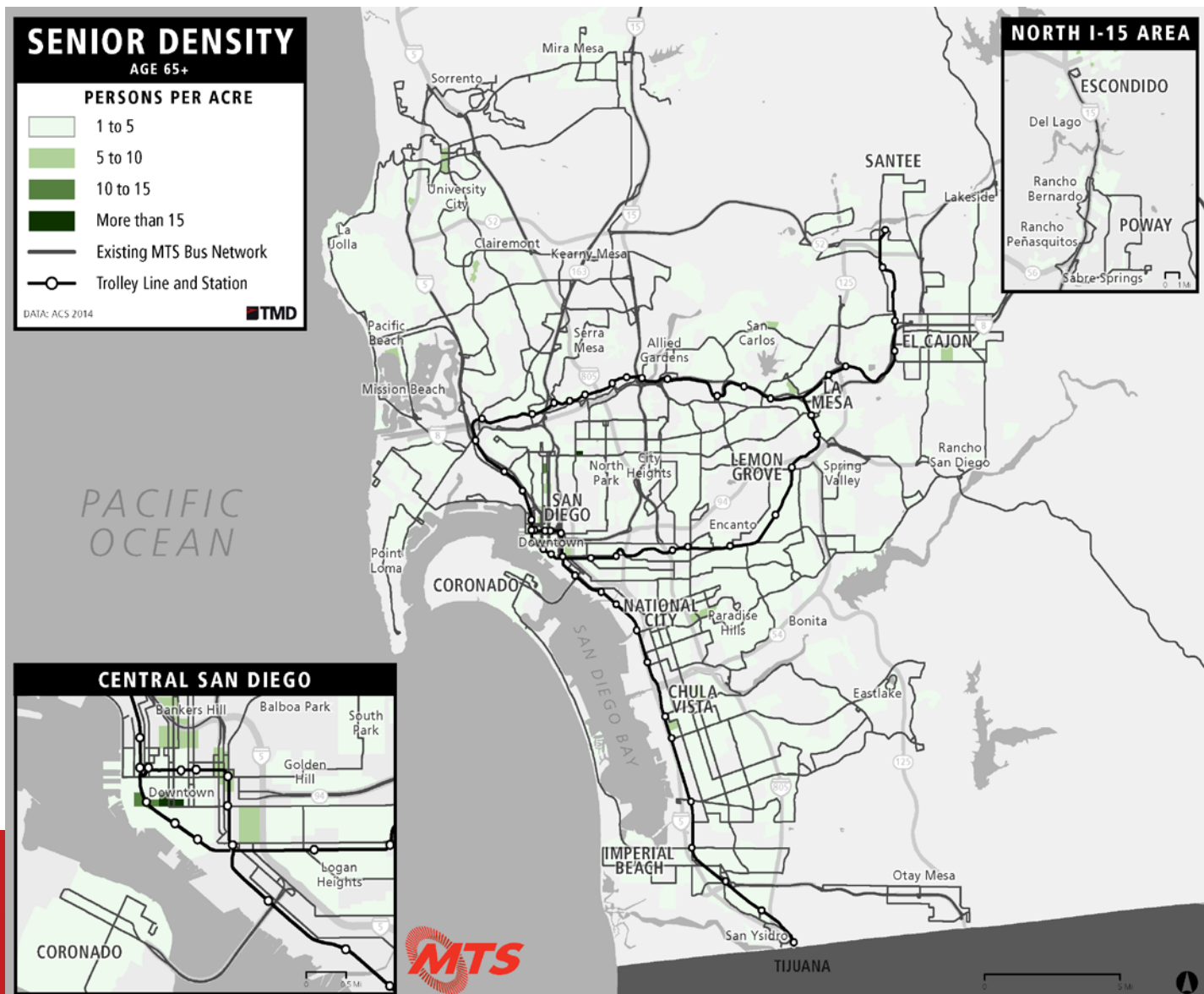
# San Diego Commuters

## Intercity Commute Trends



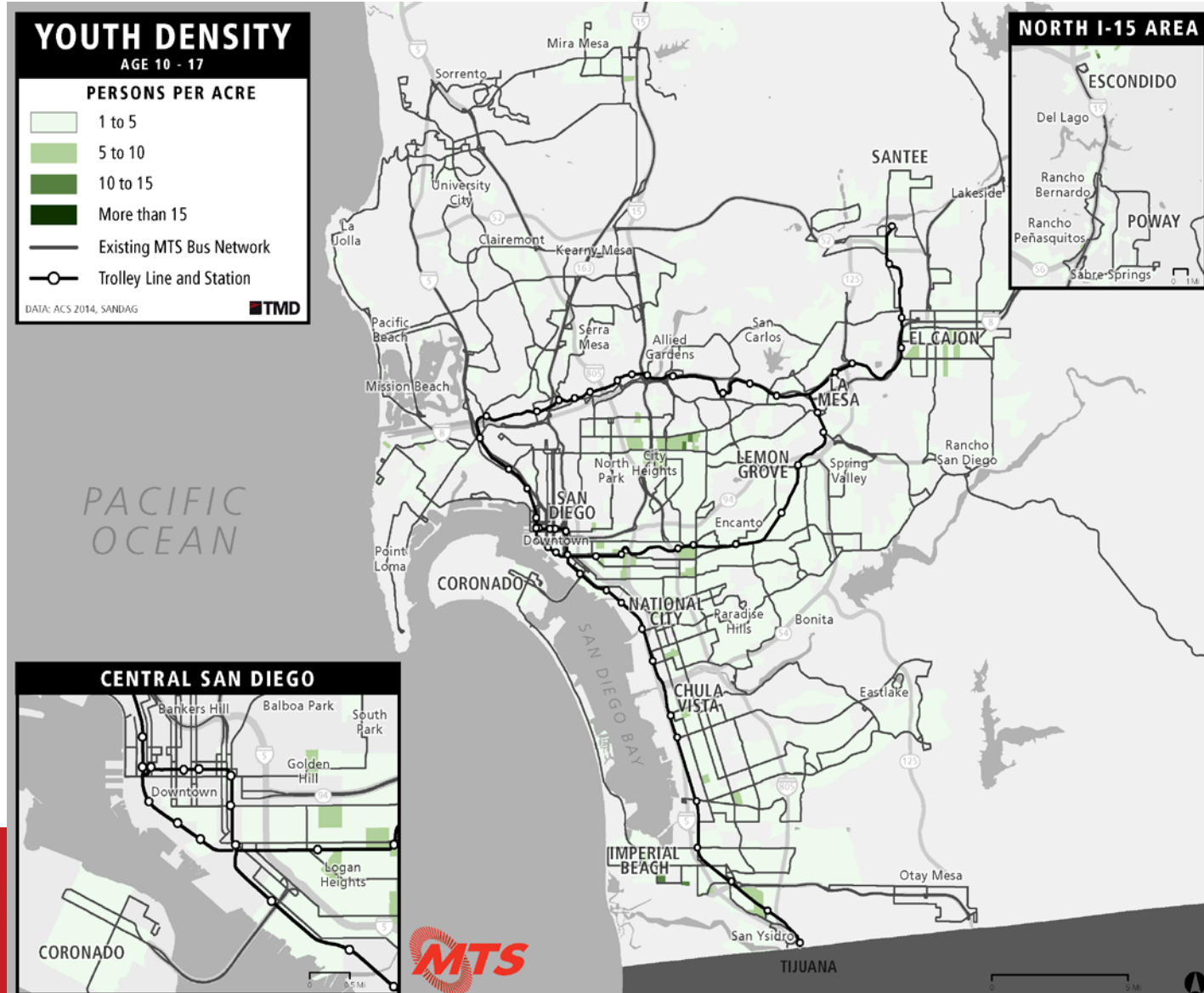
# Senior Density (65+)

- 12% of total population, increase from 8% in 2006.
- By 2050, seniors will account for 20% of population.
- Growing, dispersed senior population will be challenging to serve.



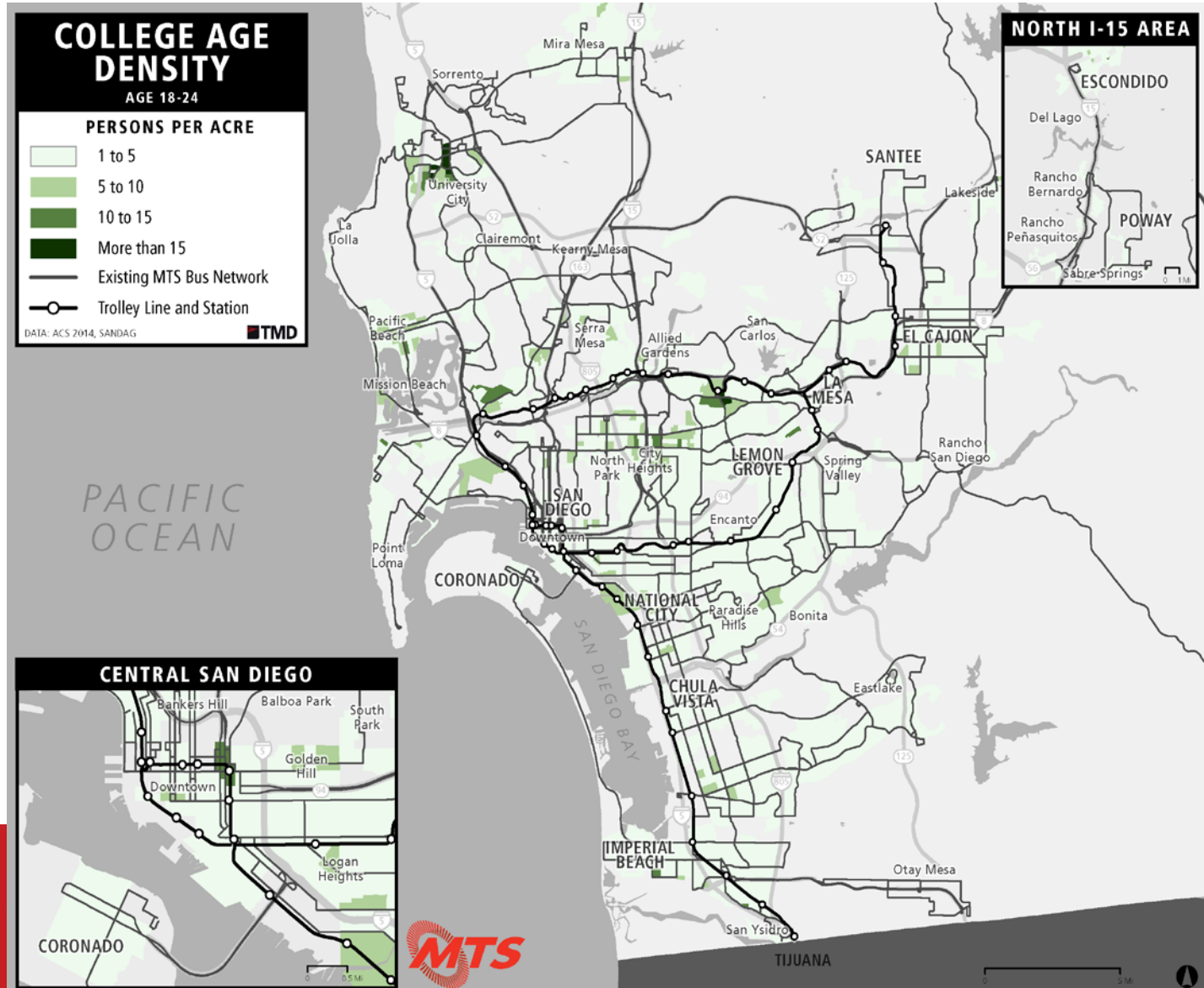
# Youth Density

- Ages 10-17
- 10% of total population.
- Highly dispersed in low densities across the region.



# College-Age Density

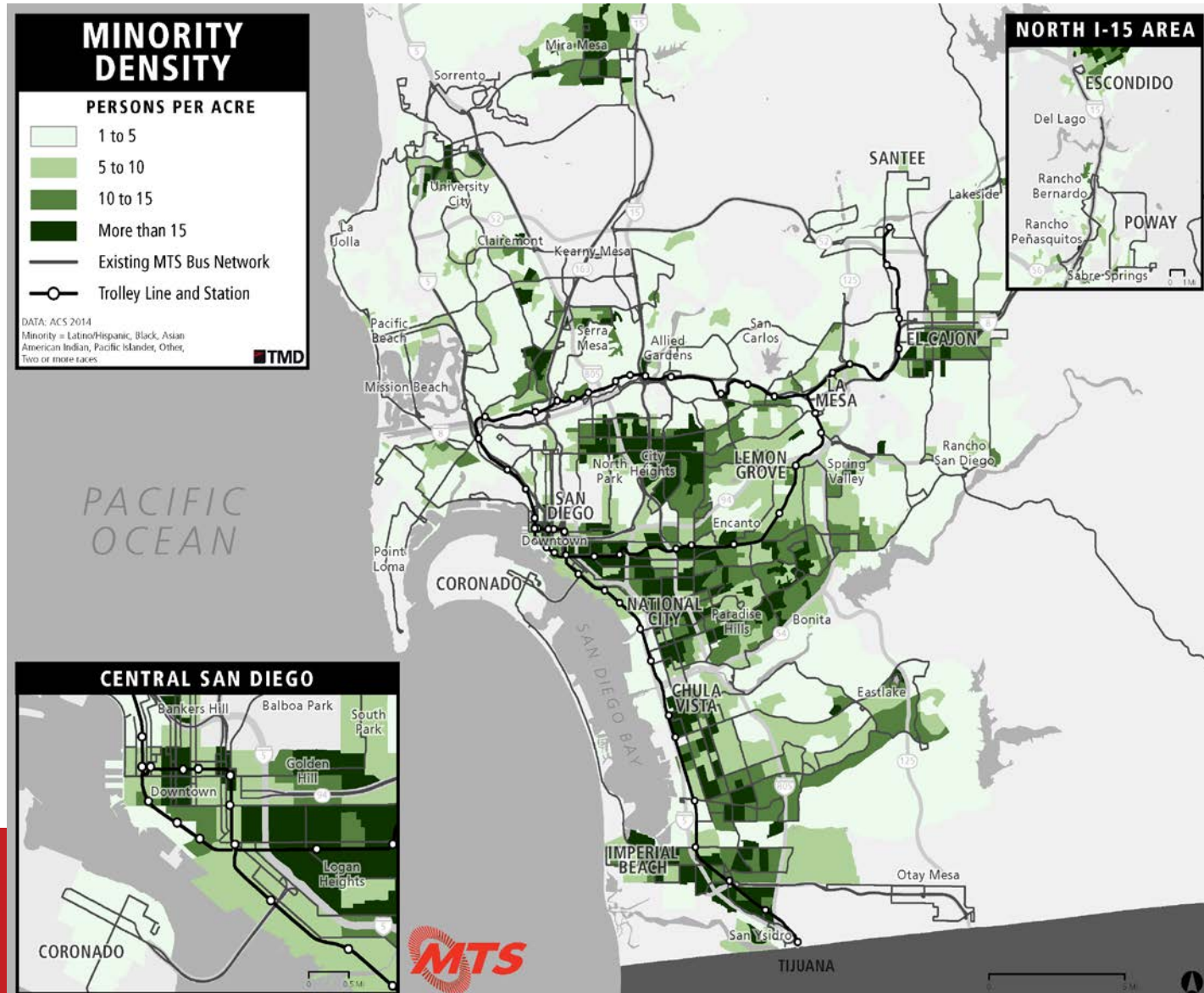
- Ages 18-24
- 12% of total population.
- Concentrated around UCSD, SDSU, and USD:
  - University City (UCSD)
  - Mid-City/ College Area (SDSU)
  - Linda Vista (USD)





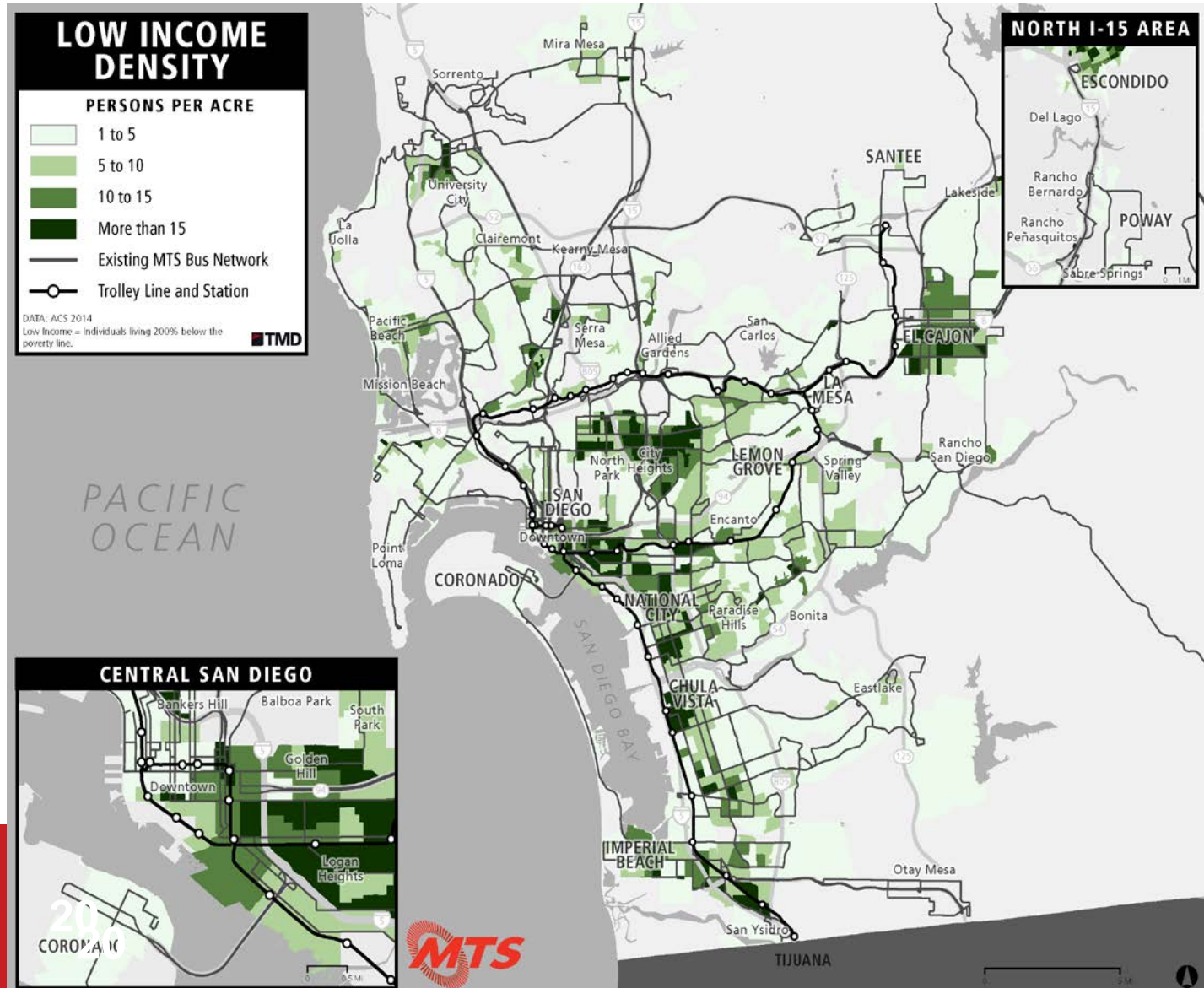
# Minority Density

- 55 percent of total population.
- Majority minority.
  - 32 percent Hispanic
  - 13 percent Asian
  - 5 percent African-American
- Title VI implications.



# Low-Income Density

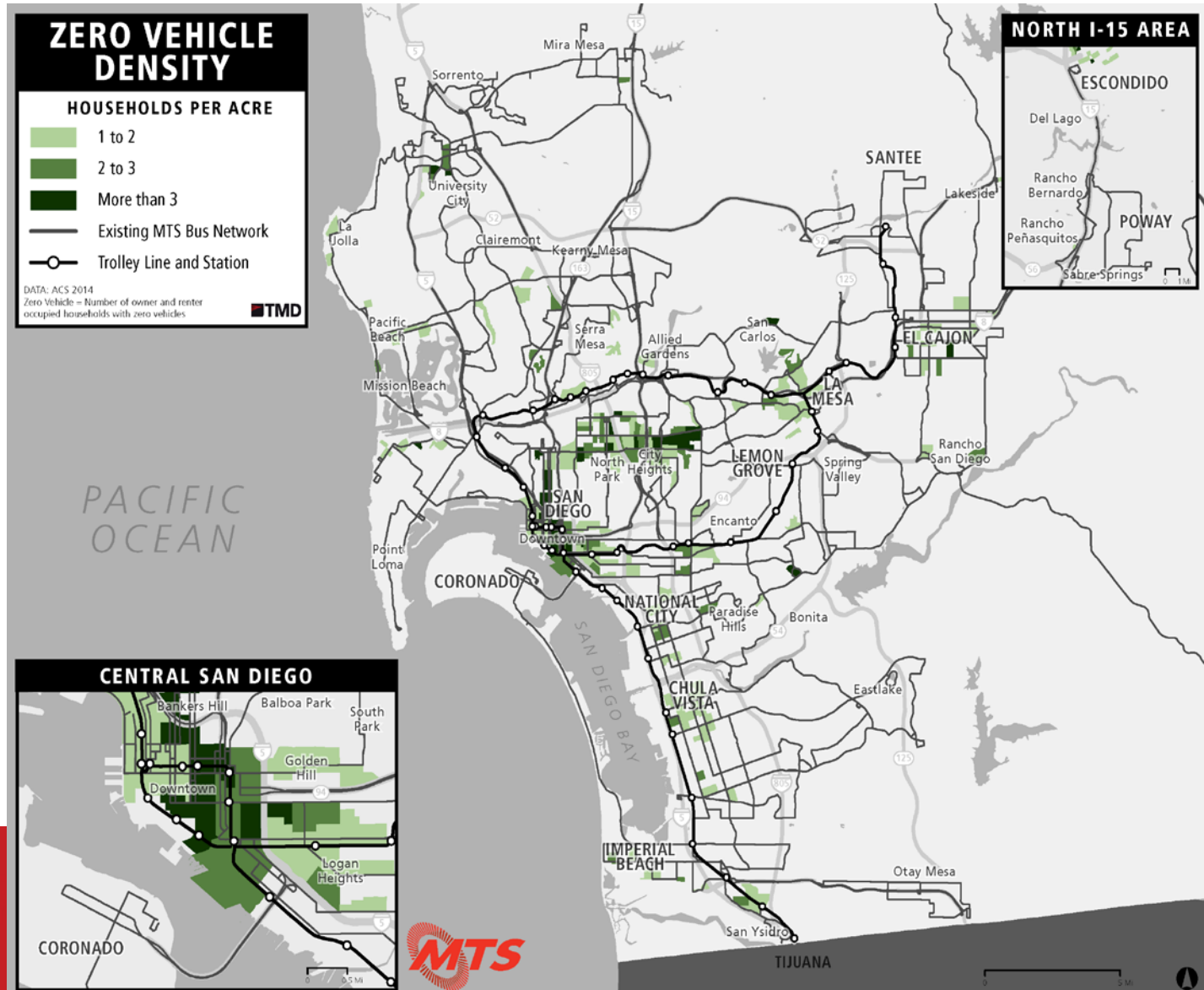
- 14% of total population in poverty (13% in 2006).
- Concentrations in City Heights, El Cajon, San Ysidro, Downtown, National City, and western Chula Vista.
- College areas – may be students with less income.





# Zero-Vehicle Households

- 2% of regional population.
- Denser, mixed-use communities.
  - Downtown, North Park
- Need for affordable travel.
  - City Heights, El Cajon
- College students.
  - UCSD and SDSU



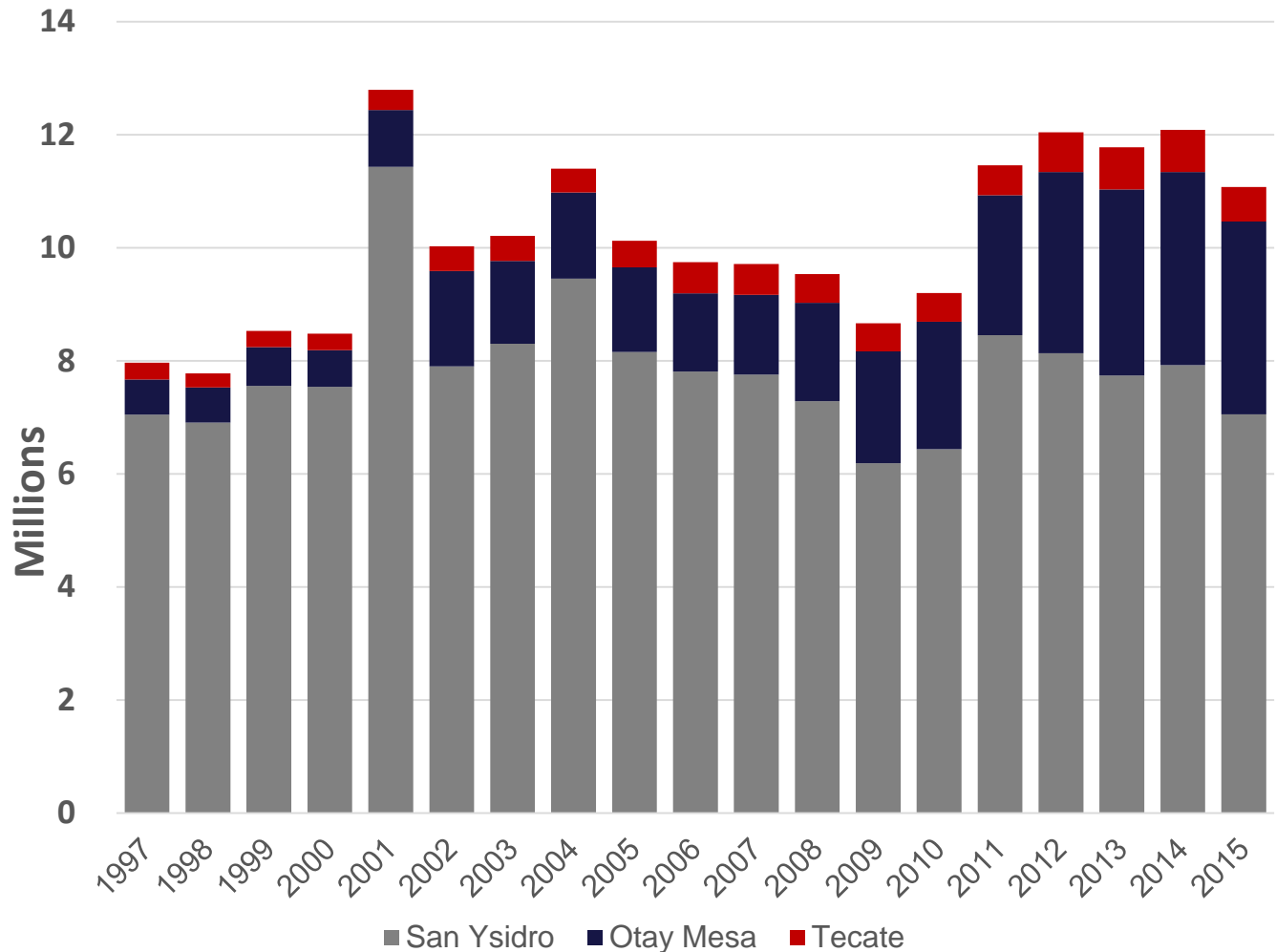
# Population Growth – Past & Projected

	2000	2010	2015	2000-2015	2020	2030	2050	2020-2050
Chula Vista	173,556	243,916	257,989	33%	287,173	326,625	345,586	20%
San Diego	1,223,400	1,301,617	1,368,061	11%	1,453,267	1,665,609	1,777,936	22%
National City	54,260	58,582	59,827	9%	62,342	73,329	85,121	37%
La Mesa	54,749	57,065	58,813	7%	61,102	70,252	77,881	27%
El Cajon	94,869	99,478	101,444	6%	102,761	109,383	115,465	12%
Lemon Grove	24,918	25,320	26,199	5%	26,884	28,673	30,903	15%
Santee	52,975	53,413	55,805	5%	64,551	69,843	72,554	12%
Poway	48,044	47,811	50,157	4%	54,054	57,898	59,756	11%
Imperial Beach	26,992	26,324	26,761	-1%	27,506	30,369	31,691	15%
Coronado	24,100	24,697	23,497	-3%	23,634	24,165	24,219	2%
<b>Region</b>	<b>1,729,819</b>	<b>1,890,412</b>	<b>1,978,396</b>	<b>14%</b>	<b>2,061,168</b>	<b>2,346,728</b>	<b>2,507,372</b>	<b>22%</b>



# Northbound Pedestrian Border Crossings

- 47% of pedestrians crossing the border take MTS service.
- Increase in percentage of crossings occurring at Otay Mesa.



# Market Analysis

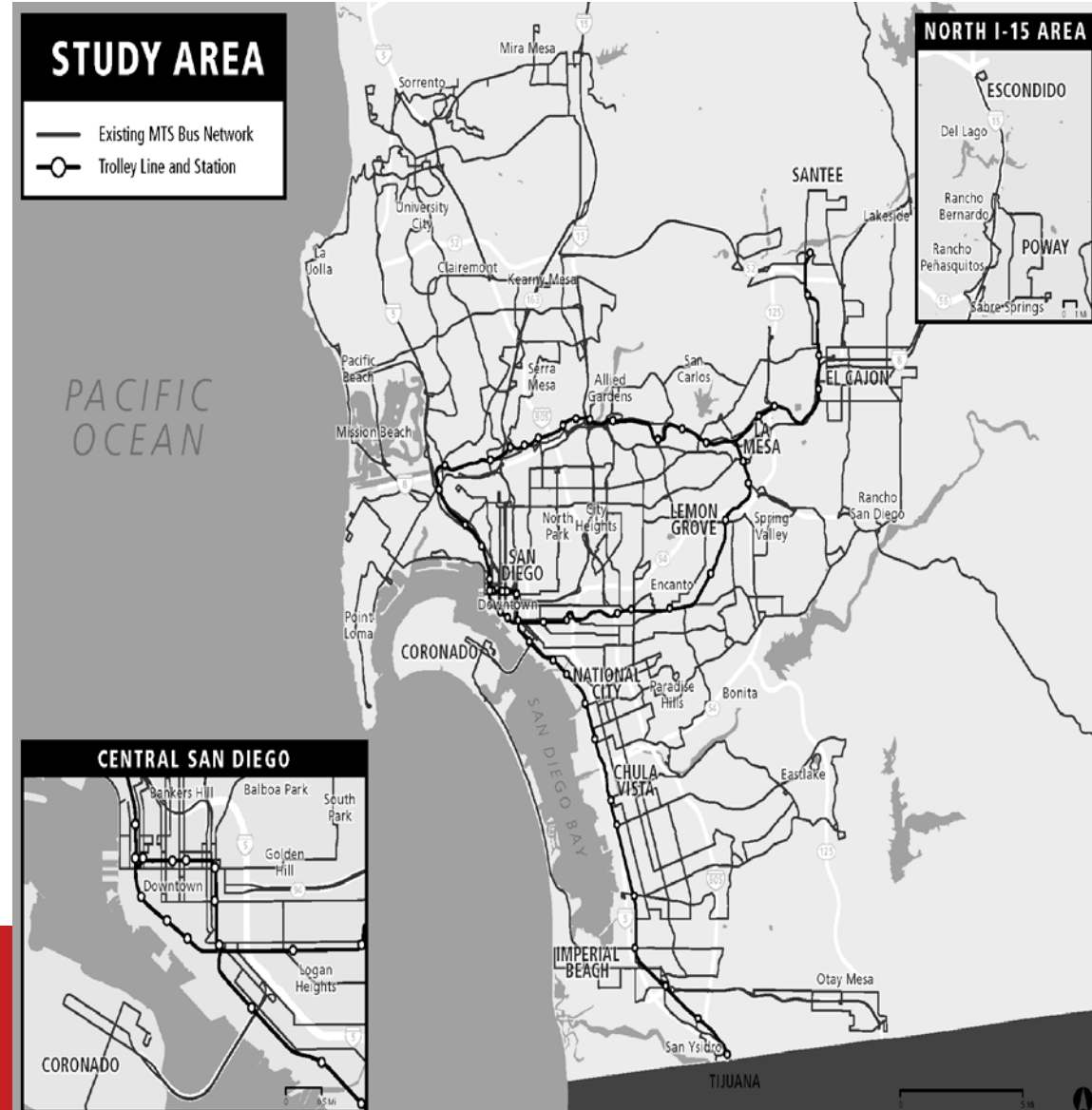
## Some key findings:

- Regional growth patterns now expected to be more dense and concentrated than predicted during COA
- Low jobs-to-population ratios for most cities indicates long commutes and lack of land use diversification
- Youth and Senior Densities are highly dispersed throughout the region – challenging to offer tailored services
- Areas of high transit propensity have not substantially shifted since the COA

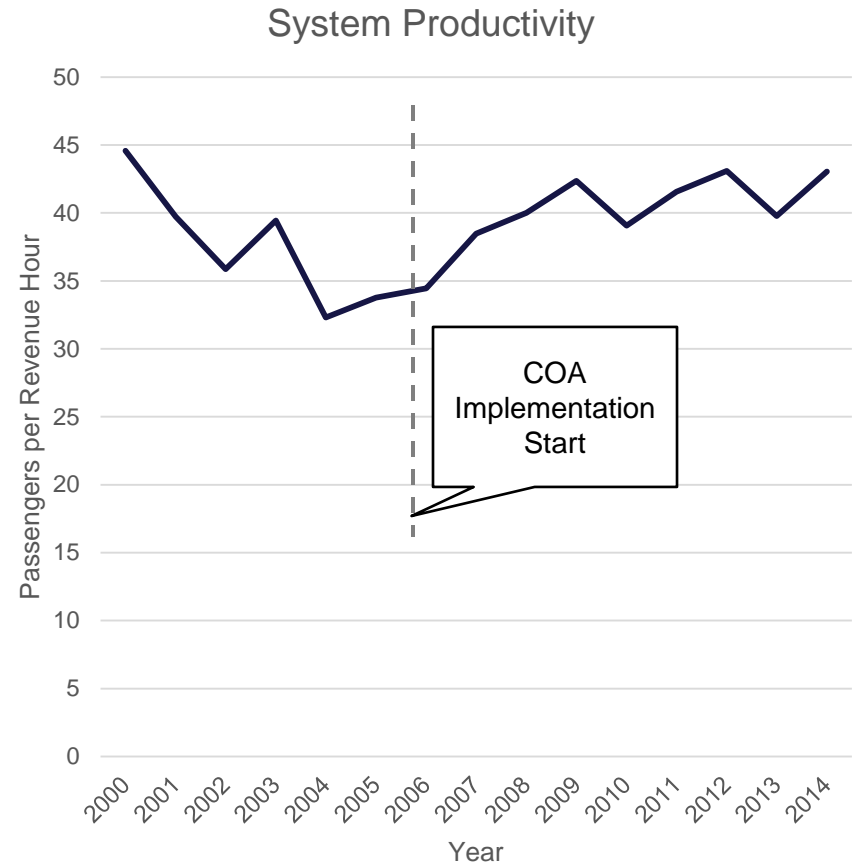
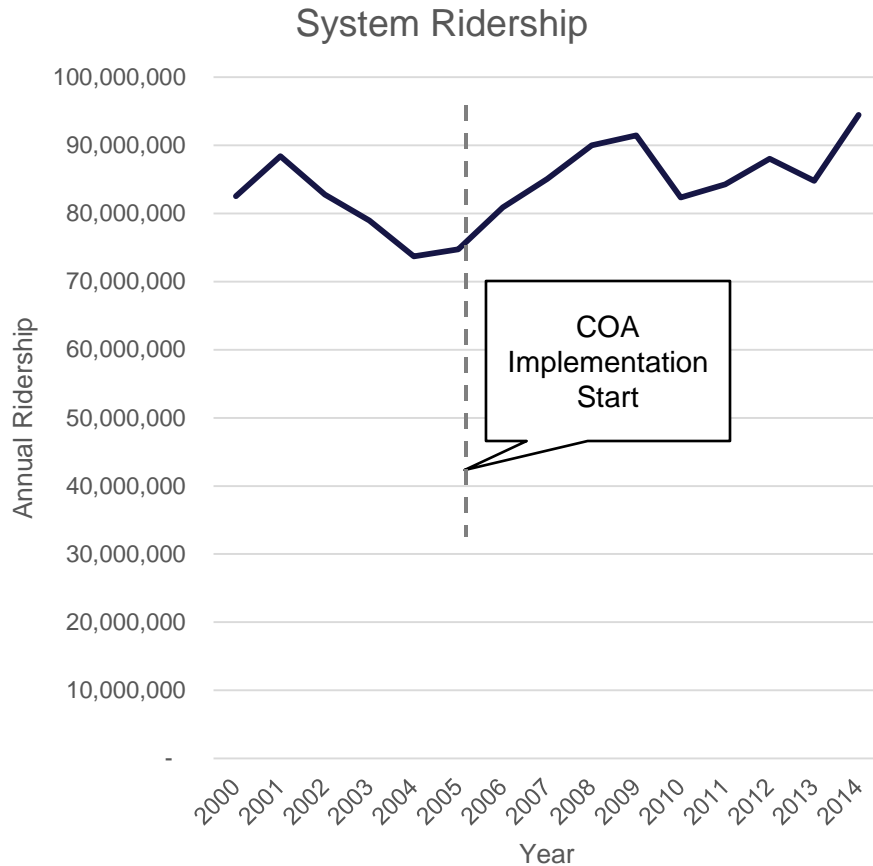
# Service Evaluation

## Goals

- Summarize historical ridership and performance trends.
- Provide context for current services.
- Analyze key performance indicators and resource allocation.
- Discuss operating speeds and on-time performance.
- Brainstorm future opportunities.

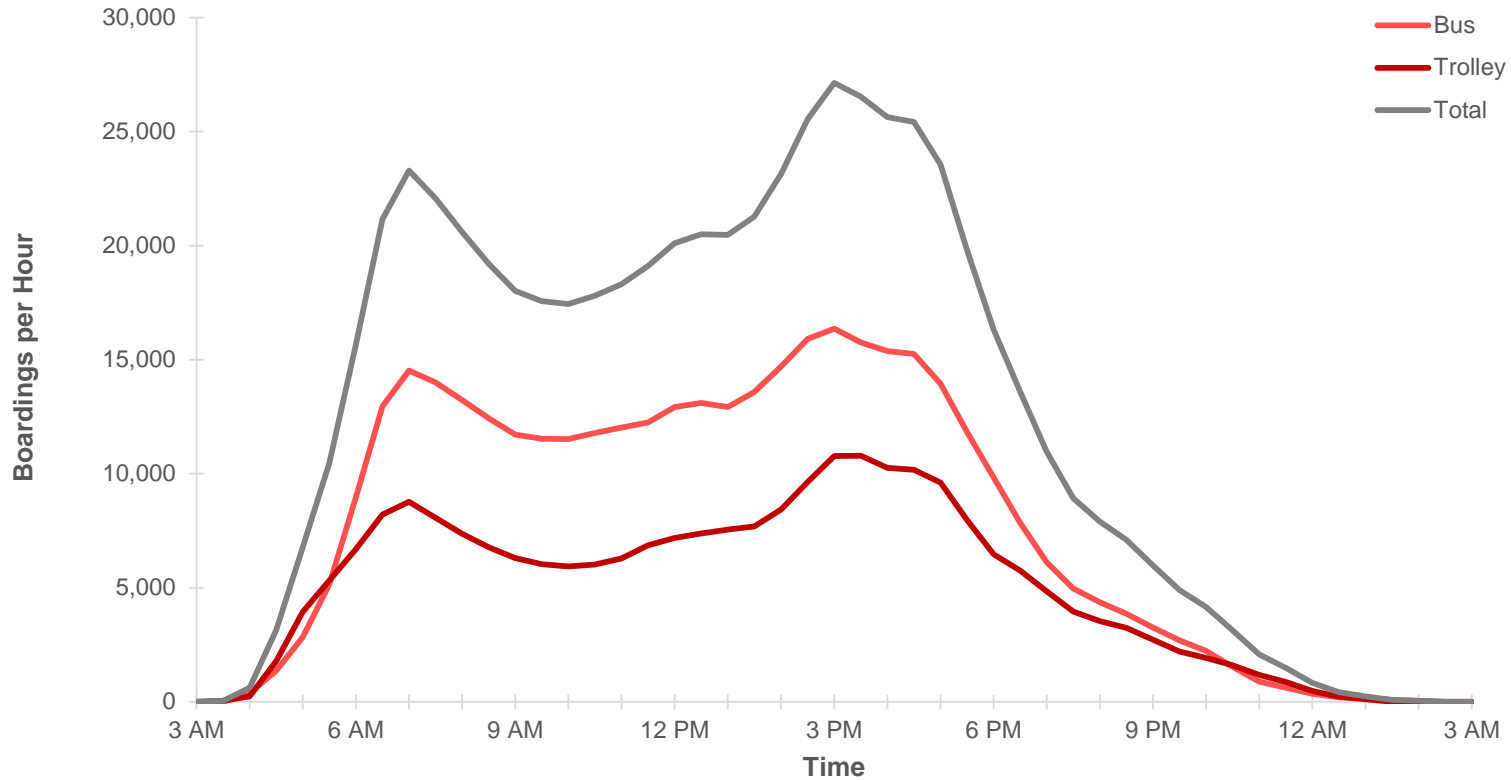


# Historical Trends



# Ridership by Time of Day

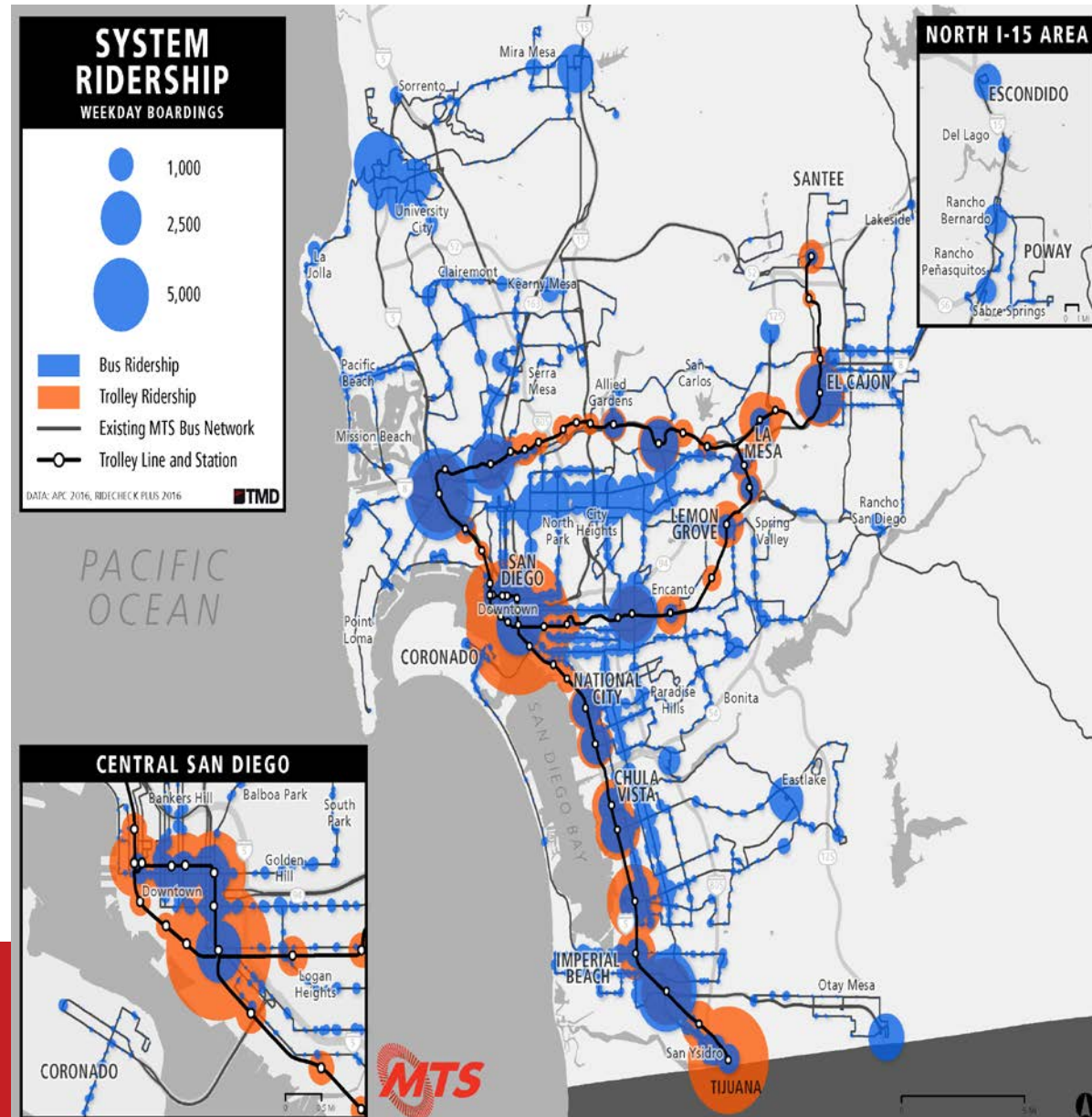
Weekday Boardings by Time of Day





# Weekday Ridership

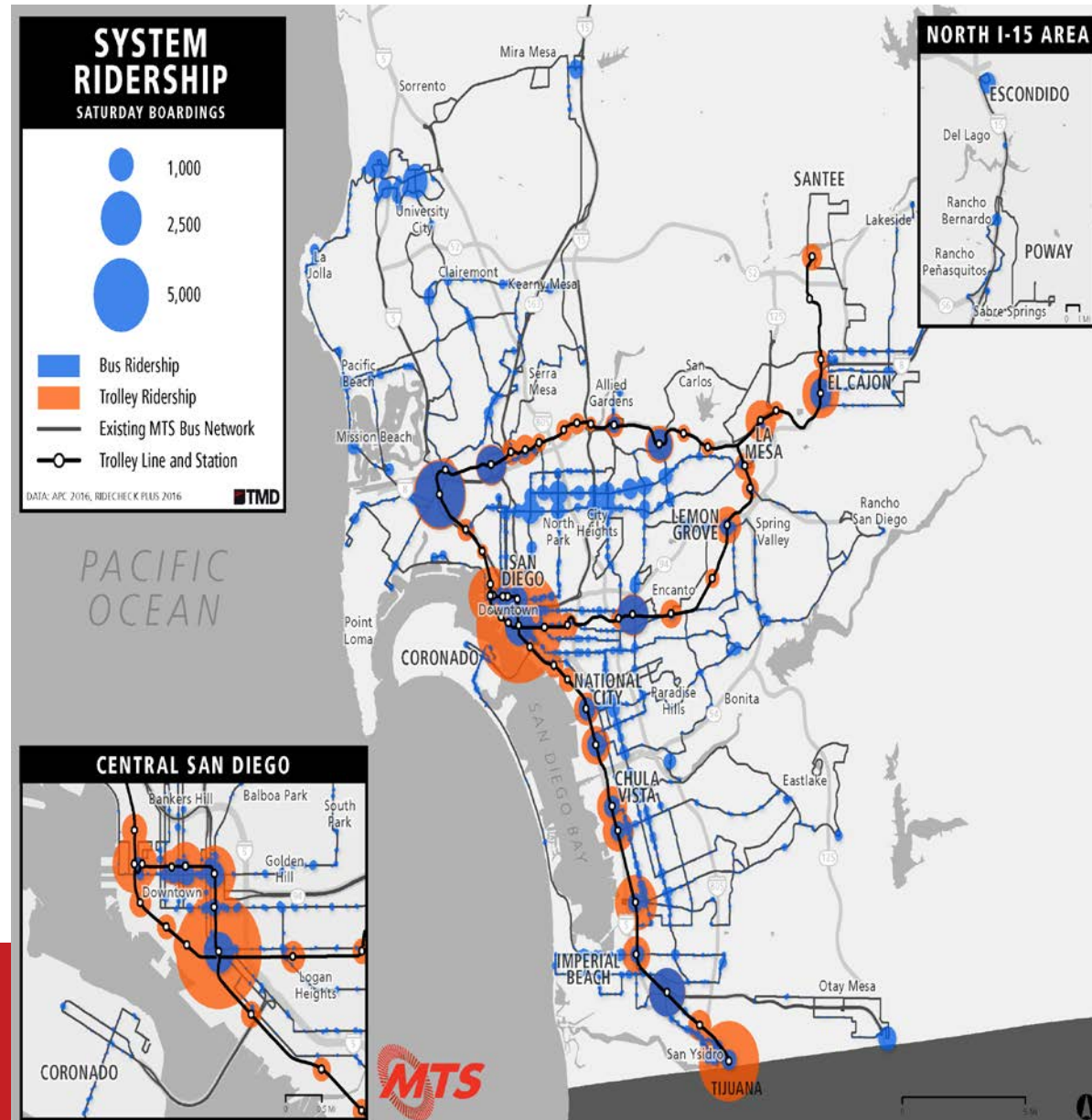
- System Ridership
  - 310,014
- Trolley Ridership
  - 120,630
- Bus Ridership
  - 189,384





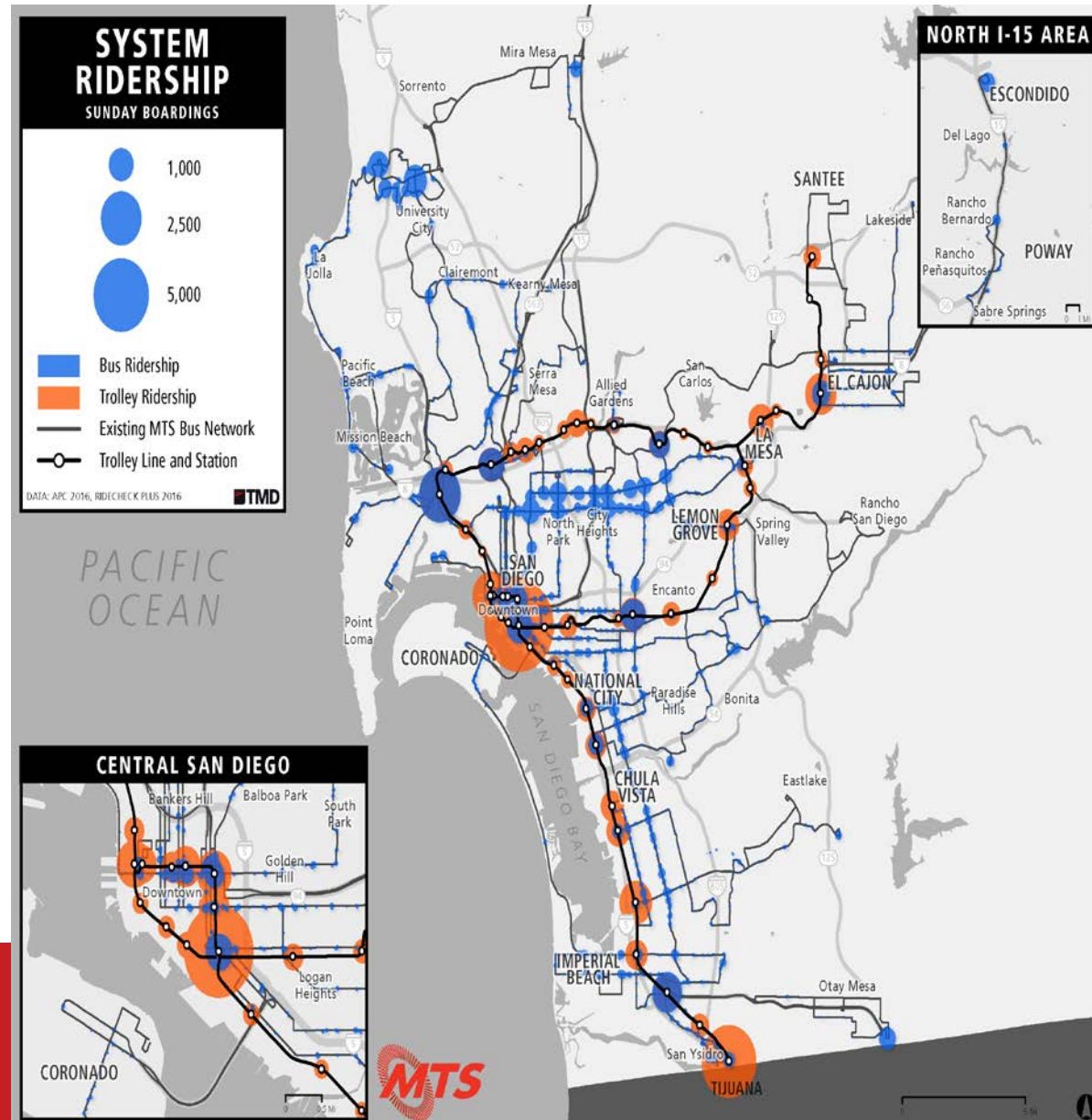
# Saturday Ridership

- System Ridership
  - 169,945
- Trolley Ridership
  - 82,454
- Bus Ridership
  - 87,491



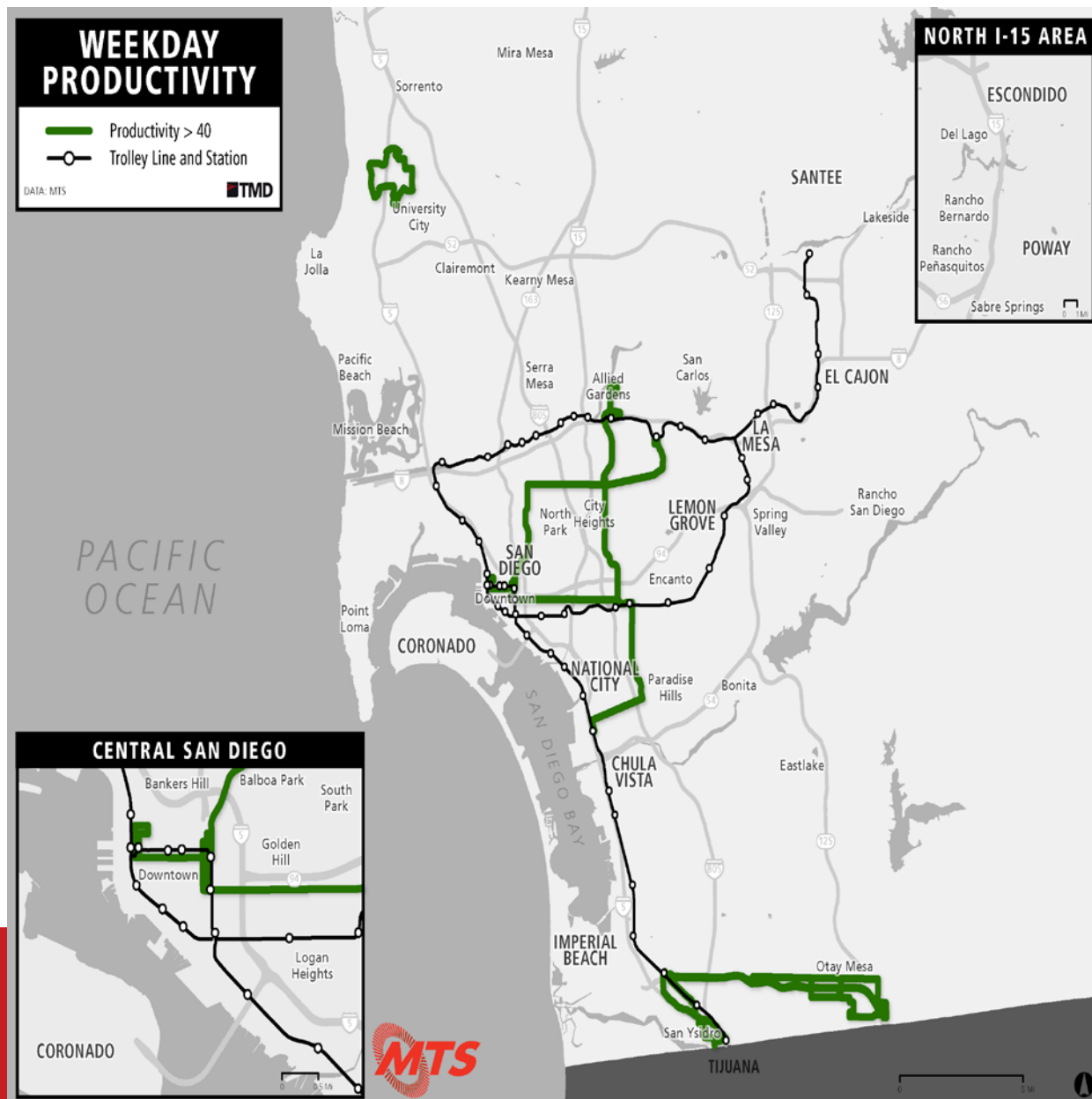
# Sunday Ridership

- System Ridership
  - 115,351
- Trolley Ridership
  - 58,693
- Bus Ridership
  - 56,658



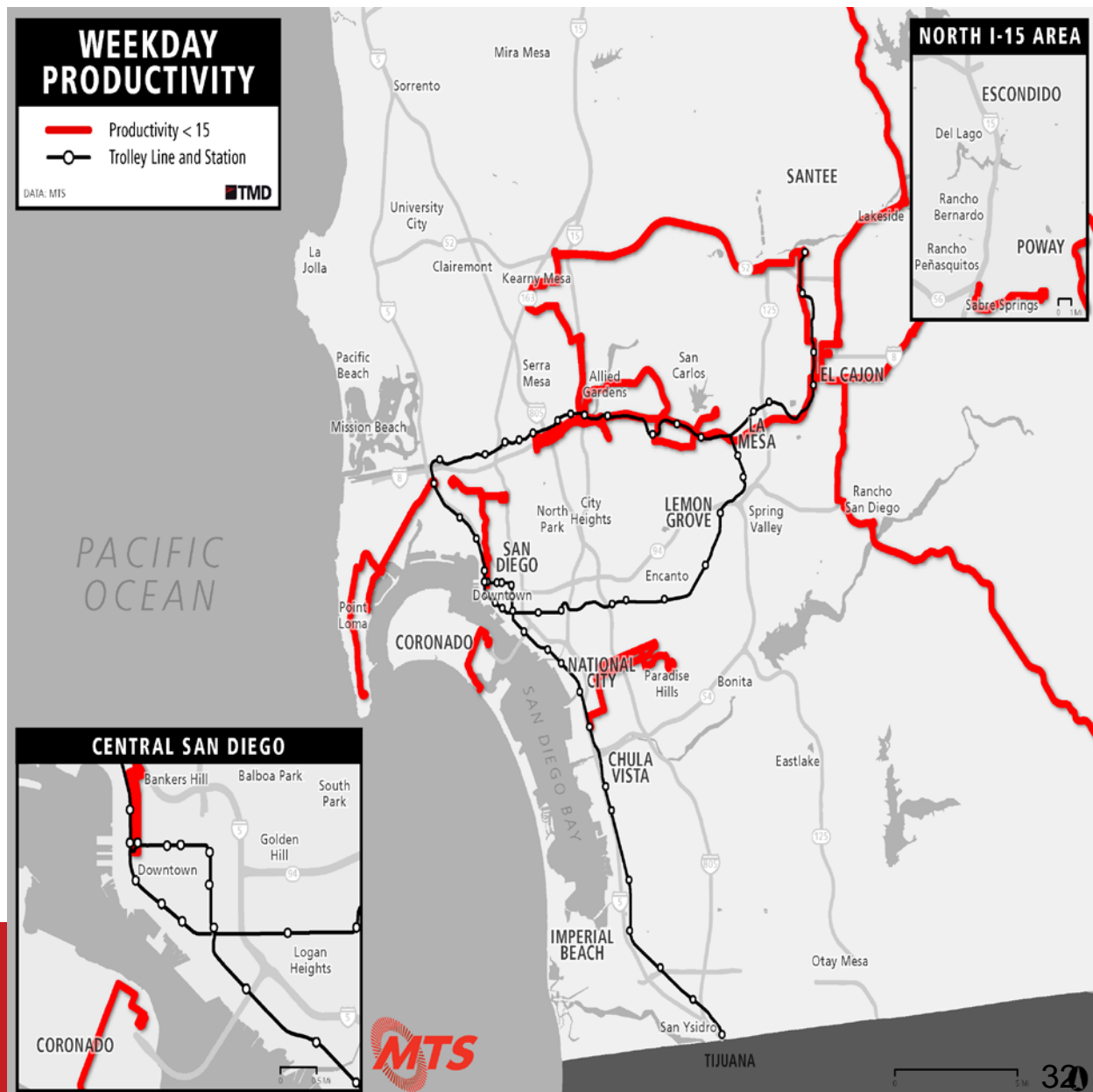
# Productivity

Bus Route	Productivity (Boardings/ Rev. Hour) Spring 2016
5	47.3
13	46.0
201/202	61.6
215	41.6
905	47.5
906/907	42.4
950	44.8

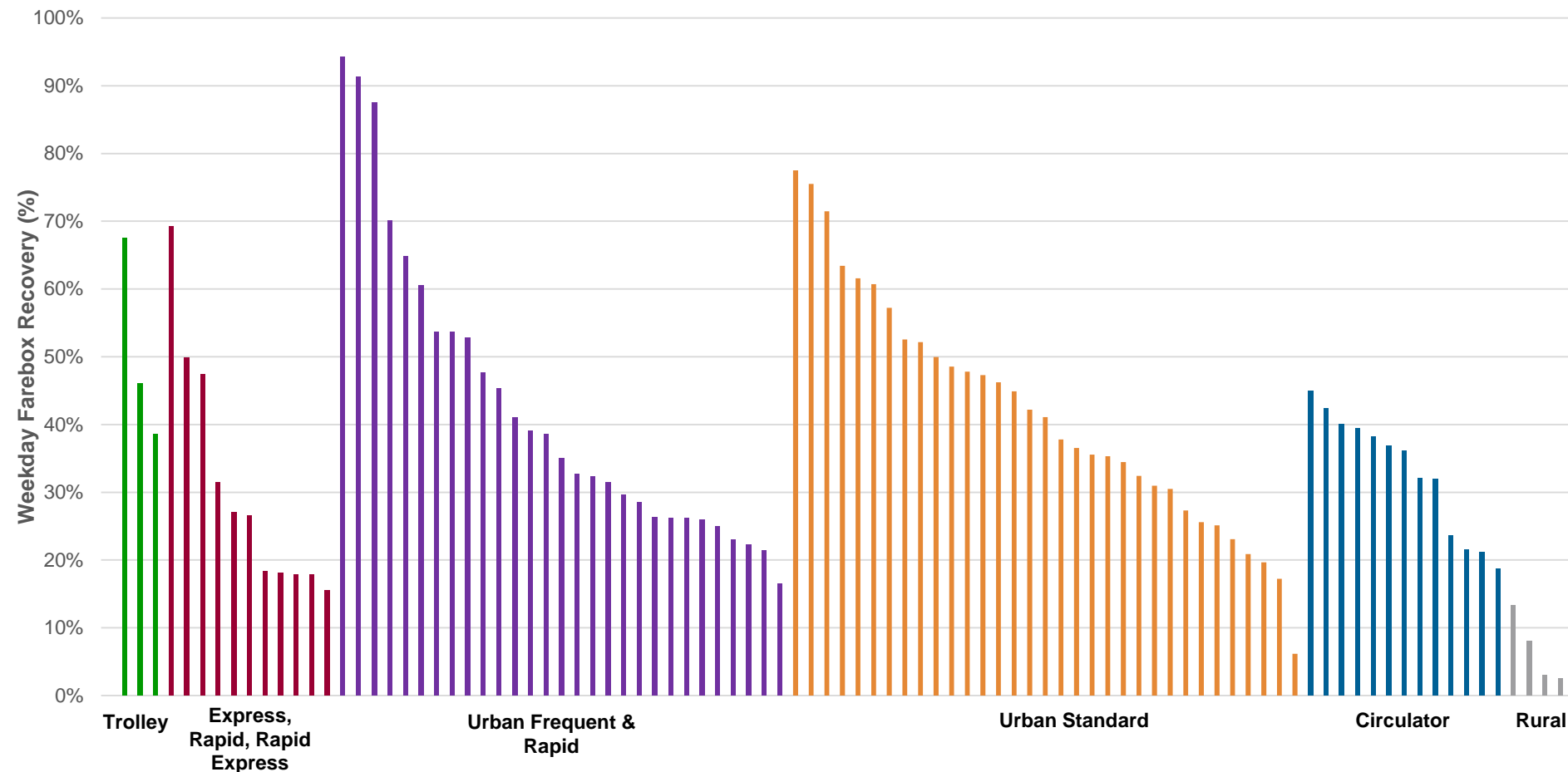


# Productivity

Bus Route	Productivity (Boardings/ Rev. Hour) Spring 2016
14	10.3
18	12.4
83	10.7
84	10.1
870	10.2
904 Winter	12.0
944	10.8
967	13.7
968	14.4
Rural Routes 888-892	Below 8

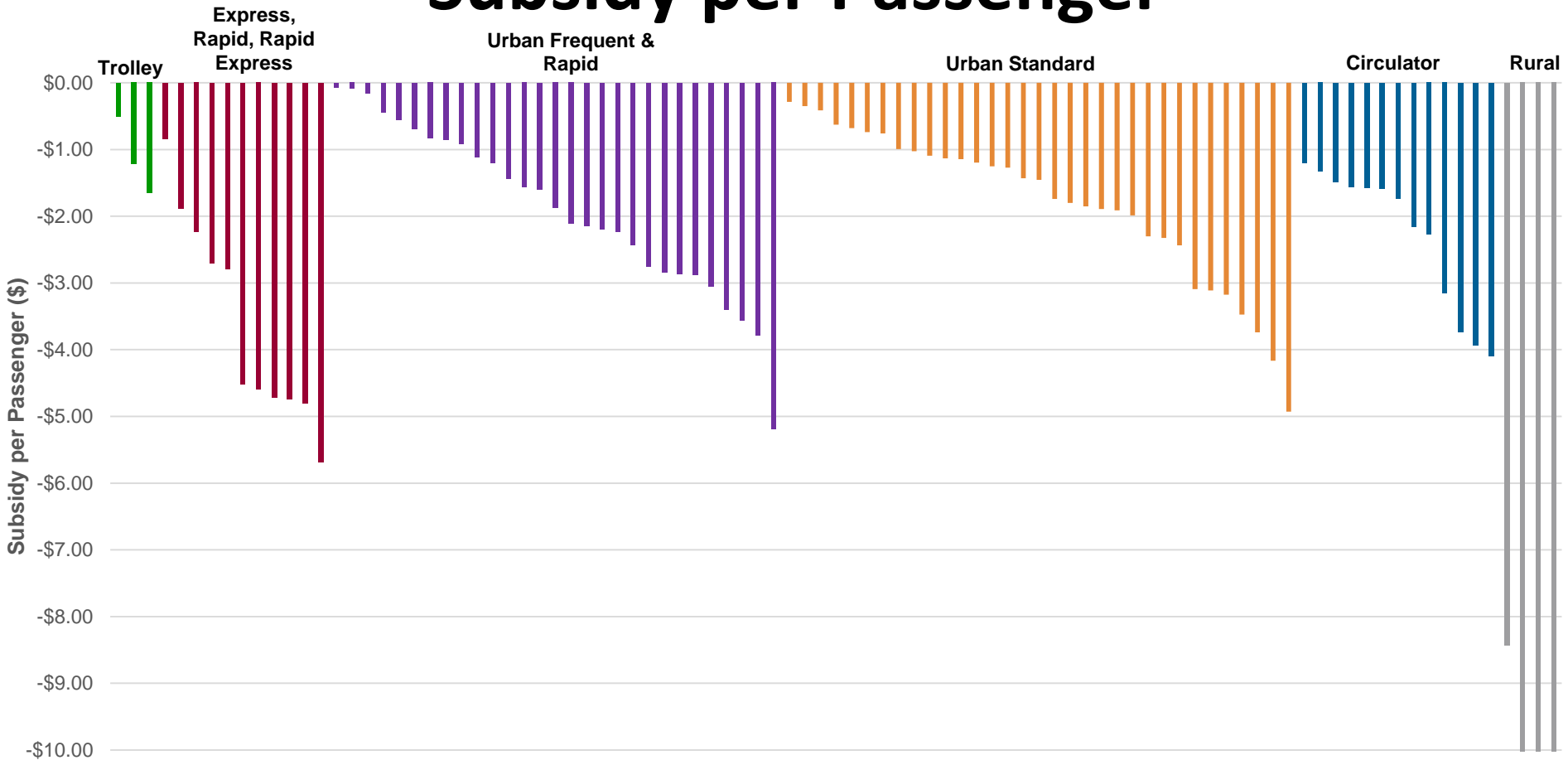


# Farebox Recovery





# Subsidy per Passenger



# Service Analysis

## Some key findings:

- 8 bus routes above 40 P/RH; 12 routes below 15 P/RH
- Ridership patterns have remained similar over last ten years, with some specific markets showing notable expansion (UC San Diego, Otay Mesa POE)
- 6 bus routes with weekday average speeds below 10 mph (4 are Urban Frequent routes)
- 19 MTS bus routes are below 80% OTP
- Service Implementation strategy is to address market and performance issues

# Service Implementation Plan

## Approach:

- Policy 42 principles
- **Reinvestment in network**
- Utilize data from public outreach & survey results
- Robust data and market analysis

## Concept Development:

- Strengthen the core frequent service network
- Simplify the system
- Increase reliability
- Neutral resource impacts



# Ridership versus Coverage Strategies

MTS Board policy emphasizes resource investment to maximize ridership over coverage. (sustainability, productivity)

- **Maximize Ridership**: Requires investment in high ridership and productivity routes...at the expense of service in areas that are less productive.

*Focused investment in specific corridors maximizes resource effectiveness in the system core with a tradeoff of slightly less network reach.*

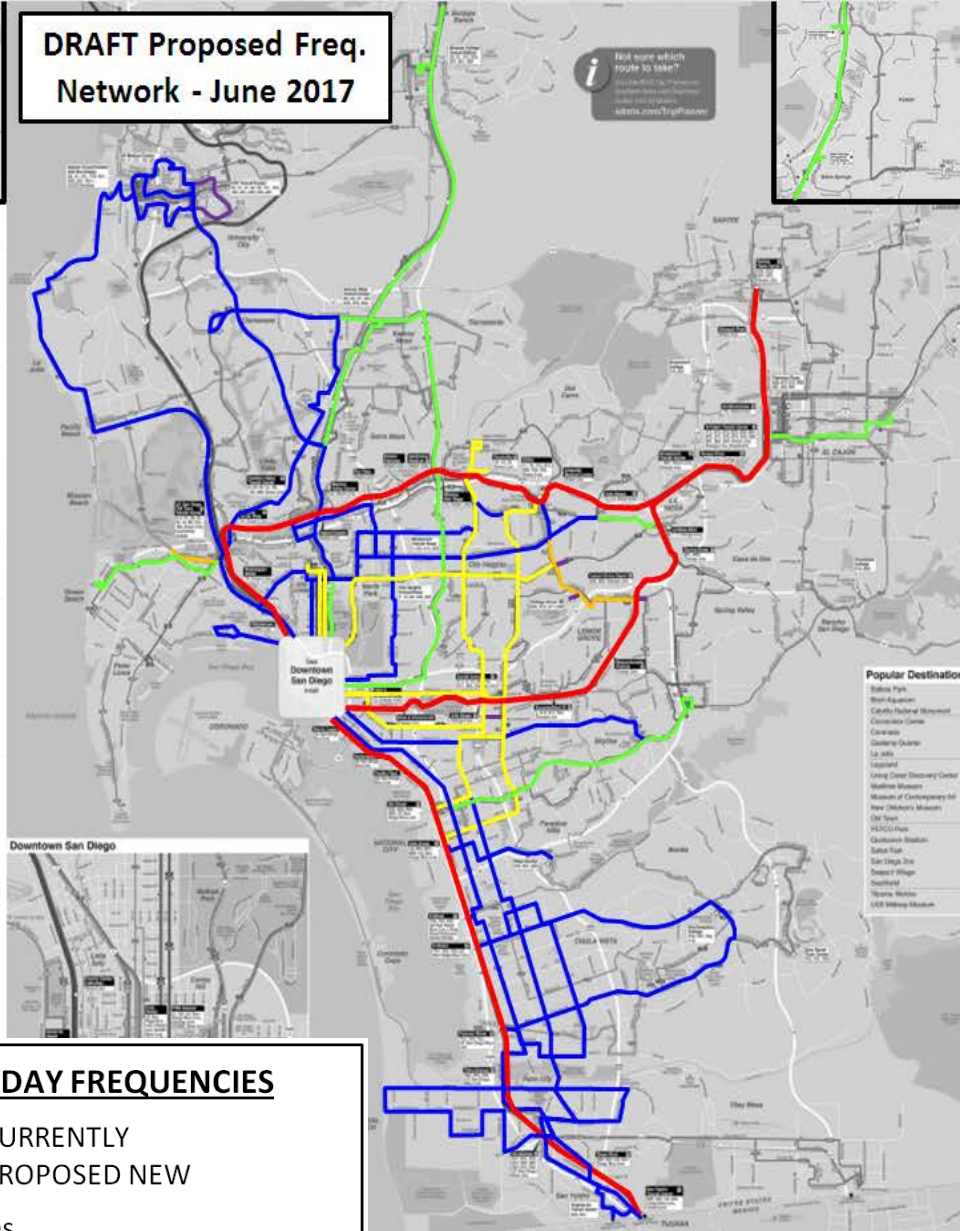
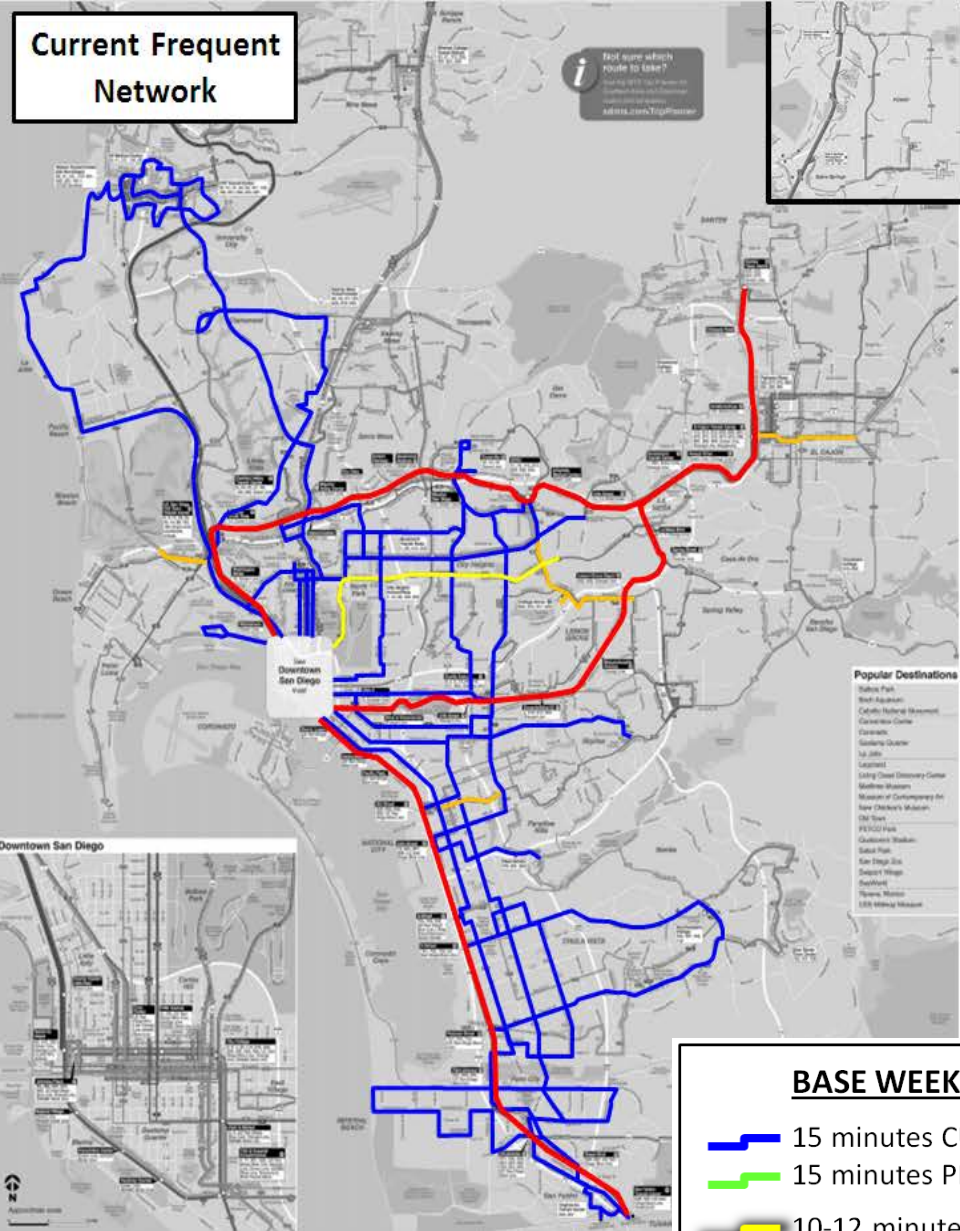
*Results in more overall system ridership and farebox revenue, and more operating resources for reinvestment into more service.*

- **Maximize Coverage**: Gives more market areas access to the transit network; however, resources are spread across more routes, resulting in a lower service frequencies and a less attractive transit network that generates fewer riders and less farebox revenue.



# Current Frequent Network

# DRAFT Proposed Freq. Network - June 2017



## BASE WEEKDAY FREQUENCIES

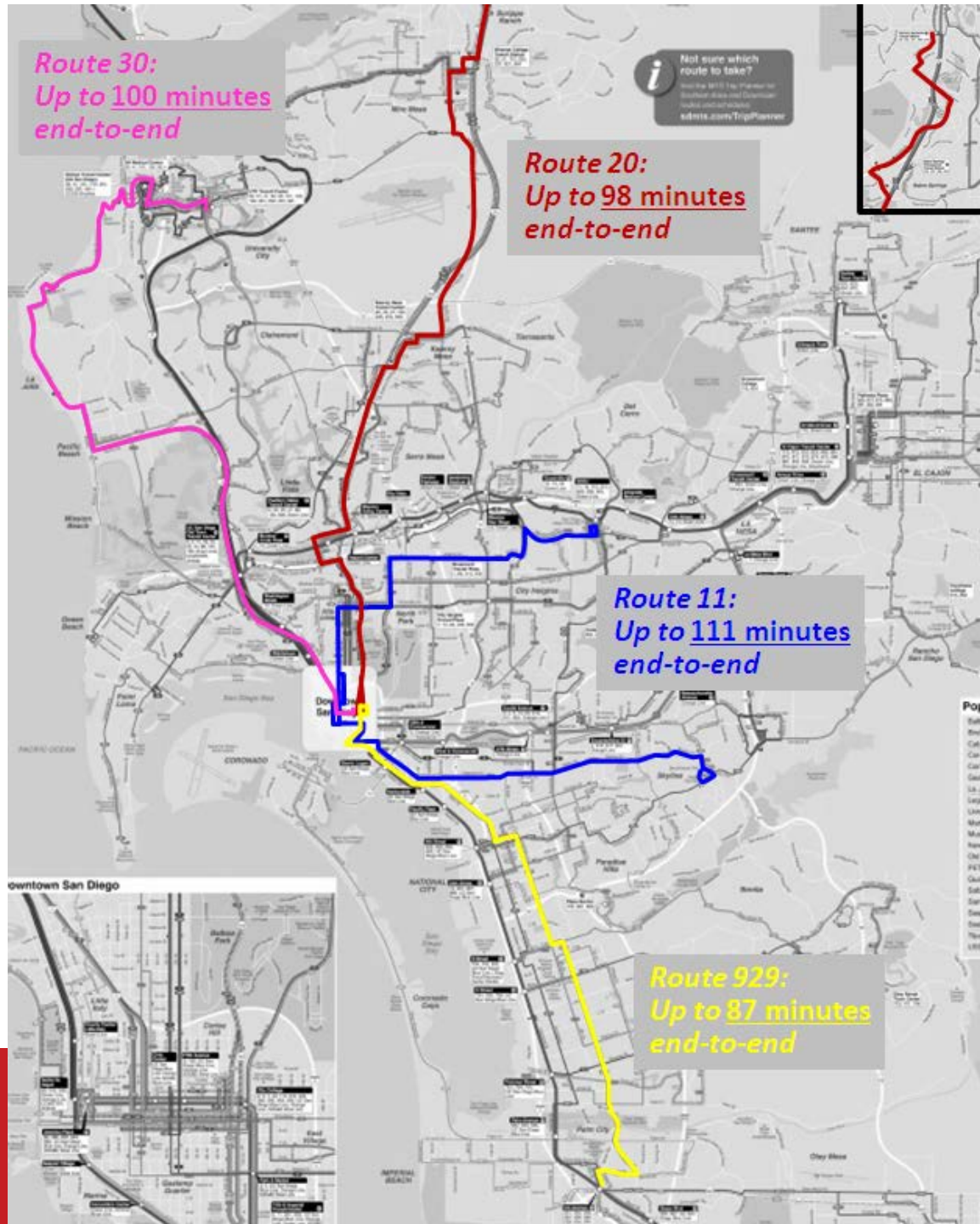
- 15 minutes CURRENTLY
- 15 minutes PROPOSED NEW
- 10-12 minutes
- Dovetailed to 15 minutes or better
- Proposed reduction of current frequent
- Trolley lines





# Long Routes:

- Very few riders travel end-to-end
- Length makes reliability challenging
  - Issue on one end affects entire route
  - Long span between recovery points
- On-Time performance and downline transfers



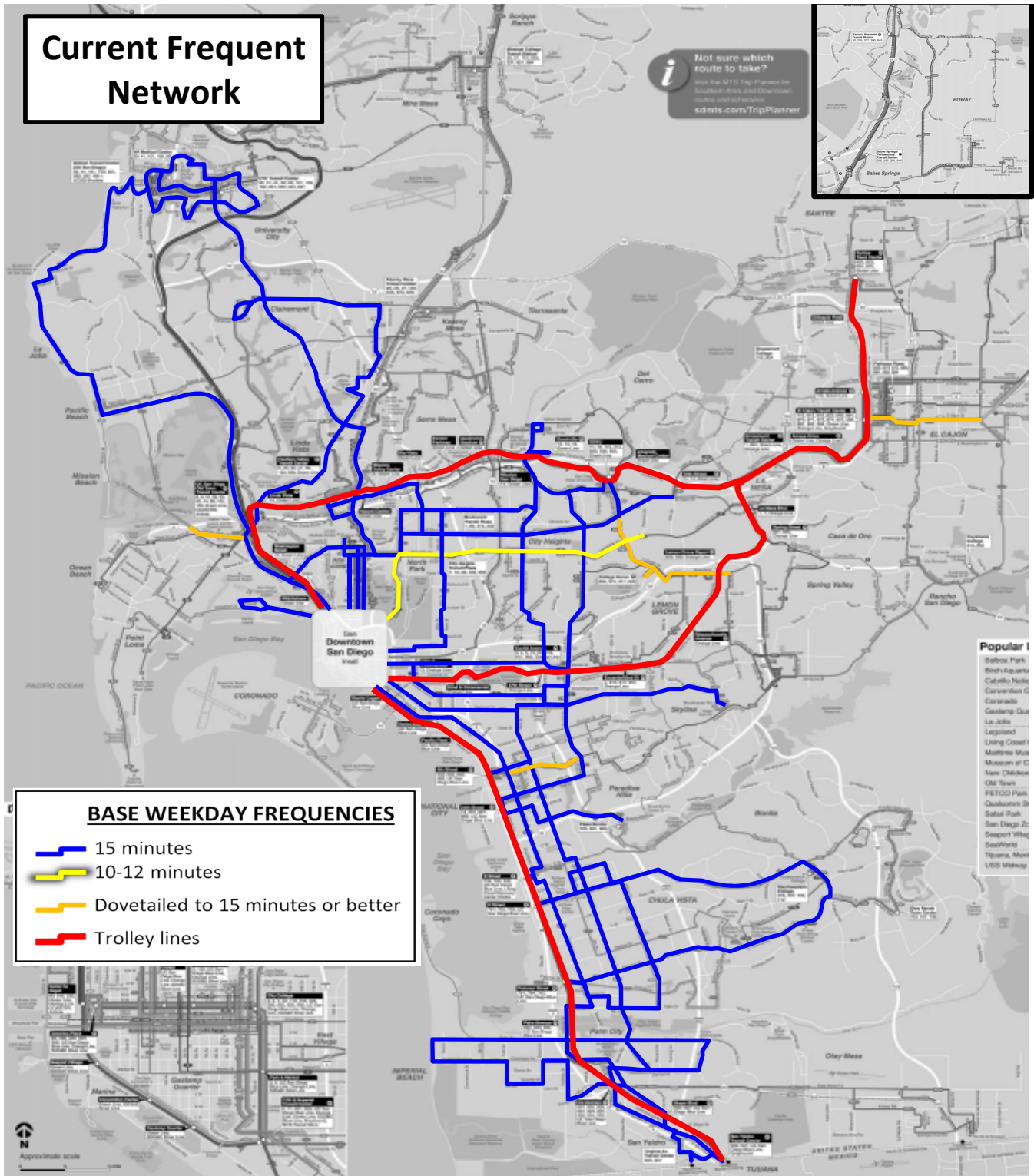
# Vehicle Assignment:

- Routes being optimized by garage location and capacity
  - New CNG capability at East County garage enables greater flexibility
- New articulated buses being delivered for busy South Bay services
- Minibuses deployed on lower ridership routes; some routes use minibuses on weekends only

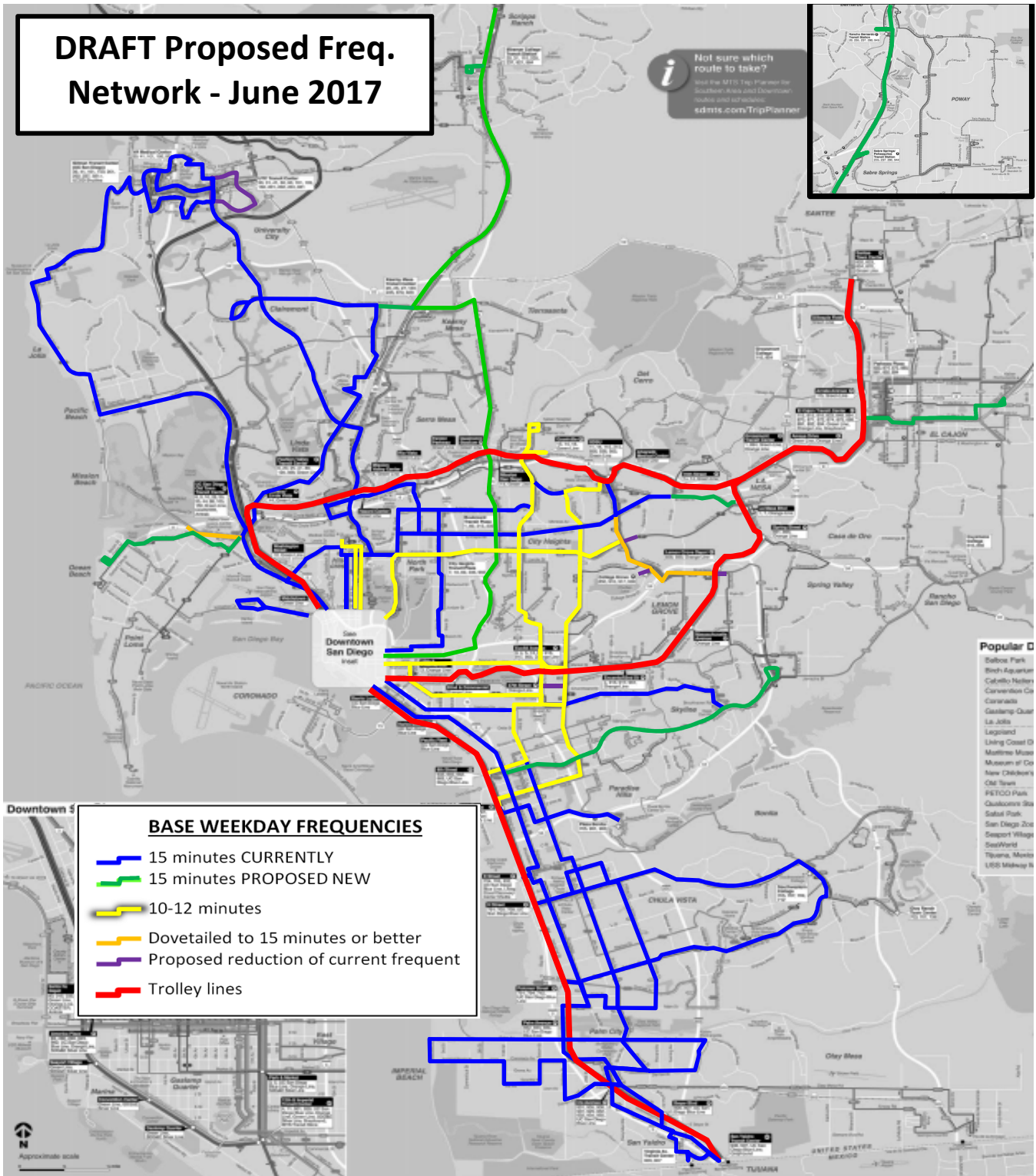
# TOP Project Schedule

- **Fall 2016 :**
  - Public outreach and survey
    - Survey Results
  - Data collection and review
  - Market & Service Analyses
- **Winter 2016/Spring 2017:**
  - Develop service proposals
  - Service implementation plan
- **Summer 2017:**
  - Major Service Change Process
  - Title VI Analysis
  - Public Hearing
- **2018:** Implement major changes











## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

## 1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	6-8-17
Name	Jacqueline Brown
Address	
Telephone	(619) 408-7947
Email	jaki - moviegirl@live.com
Organization Represented	
Subject of Your Remarks	#83 BUS Discontinuation
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

## 4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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(PLEASE PRINT)

DATE			
Name	LOUIS PARMIGIANI		
Address			
Telephone			
Email			
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.	# 83		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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AGENDA ITEM NO.

46

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

3

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(PLEASE PRINT)

DATE	6-8-17		
Name	PATRICIA PAYLOR		
Address	808 FORT STOCKTON DR. #3D SD 95103		
Telephone	619-838-1156		
Email			
Organization Represented			
Subject of Your Remarks			
Regarding Agenda Item No.	# 83 Cancel		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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PATRICIA L. PAYLOR  
808 Fort Stockton Drive, Apt. 3D  
San Diego, California 92103  
(619) 838-1126  
ppaylor@klinedinstlaw.com

June 8, 2017

Dear Sirs and Mesdames:

I live in Mission Hills. I am a single, senior citizen who's still working full time. I have worked full time downtown at law firms for over 40 years. I, like many, have been using the 83 bus for over 10 years on a weekly basis. About 7 years ago, I campaigned heavily to keep this bus route when it was being threatened at that time. I communicated with Peter Casellini in the MTS planning department. He is the same person I have been communicating with this time around as well.

As always, the 83 bus transports many domestic workers up to Arista Street and then back down to catch their buses and trolleys on Washington Street or to the trolley downtown at America Plaza. It travels southbound to downtown on Columbia Street/Reynard Way. It returns northbound via State Street/Reynard Way. Many riders who live on Reynard Way depend on that bus to get to their jobs, to their doctor appointments, and to Vons on Washington Street to buy groceries.

**Reynard Way is not serviced by any other public transit.** In addition, along Reynard Way, **there is a group home for mentally disabled people. They can't drive and need that bus.** There is also a facility called The Meeting Place on Reynard Way, which is used by mentally disabled people in the area.

An argument was brought up about the disabled using the para transit service (Access bus). Many disabled do not qualify for using that service. I used it myself when recovering from two knee replacement surgeries. I know firsthand that it is a **highly unsatisfactory** way to get somewhere. I have often boarded and rides are added on. It has taken me from 90 minutes to 2 hours to get to places that would have been a 15-minute ride in a car. Many of the people who depend on the 83 do not have the mental capacity or ability to schedule their rides on an Access bus. They can barely deal with just getting on the bus, placing the fare in the box, and remembering to get off at the correct stop.

Apparently, the heaviest usage is in the morning and late afternoon hours, when people are getting to and from work. Ridership in the middle of the day is usually sparse. I've been polling drivers. We see no use for the bus circling into Hillcrest, along a route that is serviced by three other buses. Many of us agree that the route should be shortened to begin and end farther west

up on Washington Street, and then keep the same route from that point. Both drivers and riders agree wholeheartedly.

I proposed to Peter Casellini that they just modify the route to run during peak times, much like commuter buses. He sent an apologetic e-mail telling me they considered that and, basically, the route doesn't make money, so it needs to go. **I've been strongly urging him to reconsider that the opposite needs to be done, that the route needs to be improved, not cancelled.**

**Rather than simply modifying the service to run only during peak hours, the Transit Optimization Plan proposes that the route be ended entirely. That is like throwing the baby out with the bath water, as the saying goes.**

Here are some of the people whose lives will be affected if the 83 bus is discontinued:

- A neighbor of mine, Charles Tate, is a retired veteran who lives at Green Manor at Ibis and Fort Stockton. Charles is 91 years old and still going strong. He gets his medical care at the VA hospital and travels up there regularly. That is a long trip. He told me that losing the 83 will make it difficult to get to all of his other doctors and to the dentist.
- A neighbor who lives on Hortensia Street called me. He and his wife are 86 years old. Their caregiver comes to their house via the 83 bus. They are very concerned.
- Lisa Makarushka is a disabled young woman who lives on Reynard Way. If the bus is taken away, she told me it will take an hour to walk up the hill to get the #10 bus on Washington Street.
- Imelda, a single mother who lives on Reynard Way with her two children. Her daughter is attending UCSD and travels a long distance to get to school every week. Imelda told me she can't afford to get a cab or an Uber every time she needs to get to a store for her kids or to an appointment.
- Caleigh McCullough is a facilitator at The Meeting Place on Reynard Way. She spoke to the Board on May 11 on behalf of the disabled people who depend on the bus to get to The Meeting Place. She is very concerned for the people in her care.
- Kaye Davis, a long-time Mission Hills resident, is a widowed senior citizen and depends on the 83 bus to get everywhere.
- Several residents of the group home for mentally disabled on Reynard Way.
- Dozens of Latina women, some young, some senior, take the bus into Mission Hills every week to get to their jobs and then back down to go home, or to go to their second jobs. I've seen many of these ladies using that bus for over 10 years.
- Louie and Gary, who live on Reynard Way. Louie is disabled and is unable to

walk north up the steep hill to get to the bus, or walk south for 20 minutes south to the nearest trolley station.

- A senior citizen and veteran gentleman travels to Mission Hills twice a week to assist Bethann Valine. He walks her dogs. Bethann told me he appreciates the time with their dogs and the additional money.
- Several senior citizen Mission Hills residents who use the 83 bus to get to jury duty downtown, as well as to errands in the area.
- A senior citizen, Joan Braumstein, just called me to say that when she comes to Mission Hills, she uses that bus to visit her daughter.

This is not an easy town to live in. People are stuck where they are. I am one of them. Rents have become astronomical. Many are living in places where, fortunately, they are paying manageable rent in a safe and desirable neighborhood. But if they had to move just to get near public transportation, it would be mostly impossible to find the same rental situations that they enjoy now.

I have spoken to Brittany Bailey, a representative at Councilman Chris Ward's office and they are aware of the situation.

I have been in contact with Mission Hills Town Council members, as well as many residents who employ the domestic workers who rely on that bus to get to the residents' houses. The whole neighborhood is aware of the impact. We've been expressing our concerns to each other for months. People are contacting me every week to discuss their concerns. We are all fearful.

I refer everyone to Julia Tuer, who then passes on the rider information to you on the Board of Directors.

Thank you very much for your time and consideration. **We all urge you to move to have this route re-examined and revamped. NOT discontinued. The impact to our neighborhood will be devastating if this route is discontinued.**

Sincerely,

  
Patricia L. Paylor

**Patricia L. Paylor**

---

**From:** Peter Casellini <Peter.Casellini@sdmts.com>  
**Sent:** Thursday, April 20, 2017 4:45 PM  
**To:** Patricia L. Paylor  
**Subject:** RE: Proposed bus route changes.....

Ms. Paylor,

Thank you very much for your message. Your comments have been added to our formal comment log for our Transit Optimization Plan (TOP) for consideration. Final recommendations have yet to be presented to the board and the formal public hearing process has yet to begin.

Route 83 is indeed proposed for discontinuation under the TOP. Despite holding service levels constant since at least 2008, we have seen a 43 percent decline in ridership since that year – a drop in performance that staff is hard-pressed to find matched by any other route. (I am attaching a chart below showing Route 83's historical performance alongside our systemwide bus ridership.) This past year, Route 83's farebox recovery rate fell to 22.2 percent, meaning that for every dollar we spend operating Route 83, we only see 22 cents return from passenger fares. It is difficult for us to recommend peak hour-only service either as you have suggested, although it has been considered. The challenge lies in our labor agreements, since we would still have to pay our operators for a full shift despite reduced hours of service.

It's regrettable to recommend the discontinuation of any service, but the guidance we received from our board for the TOP effort was to look for services that were not performing to expectations for the potential to reinvest those resources into services that would see a greater return. Unfortunately, Route 83 has been consistently failing to meet the ridership levels we would need to see in order to maintain service.

Thank you again for your input,  
Peter Casellini

**Peter Casellini, AICP**

Associate Transportation Planner

**San Diego Metropolitan Transit System**

1255 Imperial Avenue, Suite 1000

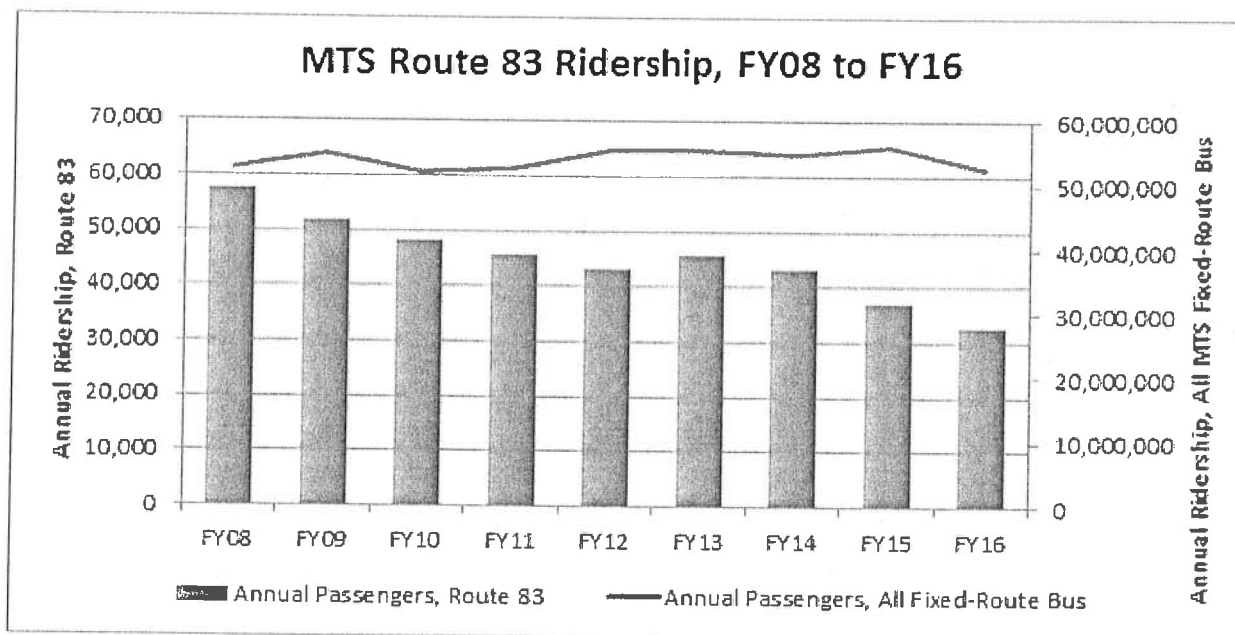
San Diego, CA 92101

(619) 446-4951

peter.casellini@sdmts.com







**From:** Patricia L. Paylor [mailto:PPaylor@Klinedinstlaw.com]  
**Sent:** Wednesday, April 19, 2017 2:07 PM  
**To:** Peter Casellini  
**Cc:** Patricia L. Paylor  
**Subject:** Proposed bus route changes.....

Hello! I live at 808 Fort Stockton Drive in Mission Hills. I, like many, have been using that bus for over 10 years on a weekly basis. The route 83 bus is once again up on the chopping block. About 7 years ago, I campaigned heavily to keep this bus route when it was being threatened at that time. I believe you and I communicated back then. I remember that I was very happy when you informed me that the route would stay intact for the time being.

As always, the 83 bus transports many domestic workers all the way up to Arista Street and then back down to catch their buses and trolleys on Washington Street and downtown at America Plaza. It also serves the corridor of Reynard Way, through Little Italy to downtown. **This area is not serviced by any other public transit.** In addition, along Reynard Way, **there is a halfway house for disabled people. They can't drive and need that bus.**

Apparently, the heaviest usage is in the morning and late afternoon hours, when people are getting to and from work. Ridership in the middle of the day is usually sparse. I've been polling drivers. Also, I see no use for the bus circling into Hillcrest, along a route that is serviced by three other buses. I would have proposed that the route be shortened to begin and end farther west up on Washington Street. The drivers and riders I've spoken to agree wholeheartedly.

**BUT -- Rather than simply modifying the service to run only in the morning and late afternoon hours, and modify the route, San Diego Metropolitan Transit System simply proposes to throw the baby out with the bath water???**

In the meantime, as I did 7 years ago, I am preparing another letter for each of the domestic workers to give to their employers in Mission Hills, notifying them of the proposed cancellation of the bus route. Also, I hope to be attending the monthly Mission Hills Town Council meeting. Also, once again, I've contacted several TV channels and I'm waiting to hear back about an interview.

One more thing that concerns me is that I've heard from three different 83 riders that Channel 10, in the early morning news a few weeks ago, interviewed a man who had nothing but negative comments about the 83 bus. Was he planted there? I would like to talk to that man. Does he have any idea of how people's livelihoods would be affected if this route is cancelled?

I thank you for your time, Mr. Casellini.

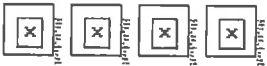
**Patricia L. Paylor**

Word Processor  
Klinedinst PC

**San Diego**

(619) 239-8131 Ext. 2251 Phone  
(619) 238-8707 Fax

[vCard](#) | [Biography](#) | [Website](#) | [Locations](#)



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## Patricia L. Paylor

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**From:** Patricia L. Paylor  
**Sent:** Friday, April 21, 2017 1:04 PM  
**To:** Peter Casellini (Peter.Casellini@sdmts.com)  
**Subject:** Information to share regarding the 83 bus....

I rode the bus to work this morning. A single mother who lives on Reynard Way was very distressed when I told her what the possible outcome will probably be re the 83 bus. She has two young teenagers. She told me can't afford to get an Uber every time she goes to the grocery store.

A neighbor of mine who lives at Green Manor at Ibis and Fort Stockton, who is a retired veteran, is 91 years old. He goes up to the VA hospital regularly. A long trip. He gets around very well for his age. But he said that losing the 83 is going to affect him from getting to his other doctors.

An elderly gentleman and his wife, both 86 years old, have a woman who uses the bus to come to their house on Hortensia Street in Mission Hills. She provides help for his wife. He is very concerned.

Drivers I've talked with are very concerned about how they are going to manage when three routes they are assigned to are being discontinued. This is not an easy town to live in. People are stuck where they are. Rents are astronomical. Many are living in places where, fortunately, they are paying manageable rent. But if they had to move just to get near public transportation, it would be mostly impossible to find the same rental situations that they enjoy now.

There are many people that will be affected. Please, please, please I urge you to propose another way to deal with this bus route. I believe it's totally an if they build it, they will come sort of a situation. The opposite needs to happen from discontinuing the route. More service needs to be added, with a modification of the route so it doesn't do a circle onto University Avenue into Hillcrest and back. That is not needed. Many who are getting to work can transfer on West Washington from the #10 bus.

I urge you to keep this bus route intact, and work towards improving the route. And MTS needs to provide functioning compass card scanners so people aren't riding around for free.

**Patricia L. Paylor**

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**From:** Patricia L. Paylor  
**Sent:** Thursday, May 18, 2017 6:03 PM  
**To:** 'Peter Casellini'  
**Subject:** RE: Route 83 bus in Mission Hills and Downtown.....

I am afraid you can never convince me, Mr. Casinelli, that this route would not be profitable if it was re-examined and improved. Routes that run hourly can die out. Did you also factor in for your 2016 computations that the drivers had a 9-day strike?

And as far as your statement about your duty to be responsible stewards of the public resources, what about riders?

A neighbor of mine, Barrie Sanders, sits on the Grand Jury and rides the bus every day to America Plaza. In her long career as a professor and public worker, she said she once worked as a planner for public transit in Maryland, and the only way a certain train that had low ridership could remain was because a certain Congressman rode that train. That was the only way it stayed in operation. So I don't buy this. I guess we also would have needed a Congressman to keep this bus running.

We'll all keep our fingers crossed and pray for a good outcome. Thanks again for your time.

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**From:** Peter Casellini [mailto:Peter.Casellini@sdmts.com]  
**Sent:** Thursday, May 18, 2017 5:49 PM  
**To:** Patricia L. Paylor  
**Subject:** RE: Route 83 bus in Mission Hills and Downtown.....

Ms. Paylor,

Thanks again for reaching out. Your campaign has been very effective, as I have received countless e-mails and phone calls from the community. Unfortunately, the ultimate decision on the full package of service changes is now out of the hands of agency staff and now rests with our board – there is nothing more that I am able to do. I have tried to explain this to as many people as I have been able to contact throughout the day, but I'm afraid I have found it impossible to make time to reply to everybody on top of my regular daily responsibilities. The best way to be heard at this point is to wait for the official public hearing on the service changes, at which point we will have a specific agenda item to comment upon where we will allow as many people to be heard as possible during the meeting time. As we have not had a board action item regarding the Transit Optimization Plan, we have had to direct people wishing to speak to our general comment portion of the meeting, which is restricted in time. We are not yet certain when the board will elect to hear this item, and I have been urging everybody wishing to make formal comment to check our website or call our front desk for more information in advance of our scheduled board meetings.

I must disagree with your comment on our data reliability: We obtain our data through a variety of means, not solely limited to the farebox, but also including SANDAG surveyors that ride at random times unannounced to each driver. That data runs through SANDAG's outside statistical consultants to eliminate outlying data points, such as days when the farebox shows no Compass Card activity. That data is reported to and audited as standard practice by the Federal Transit Administration, and has been accepted every time. We stand behind our findings, and our findings are clear in that Route 83 is simply carrying far fewer people than it has in the past, and that it has become one of our least-utilized and least efficient services relative to the rest of our system. Given the lower development density and predominantly residential nature of the unique area served by this route and my professional experience planning transit for similar areas across the country, there is unfortunately very little that can be done to make this service flourish again.

It is a difficult and unfortunate situation for us to recommend any reduction in service, as we very much understand that many people have come to rely upon our services as they are operated today. I can absolutely empathize with what this particular service proposal would result in for many people. However, in order for our agency to continue to be able to provide and improve upon the quality and efficiency of service we offer to our region, it is our duty to be responsible stewards of the public resources with which we have been entrusted and to maximize the benefit that we are able to provide to the people of San Diego and southern San Diego County.

I would urge you and all members of your community that would wish to have their voices heard to please keep an eye out for the public hearing on our service changes, either by visiting our website or contacting our administrative office by phone. This hearing may come as early as June or as late as September, and will afford all concerned parties adequate time to speak on the issue. Per the Brown Act, our agendas are posted at least one week in advance of each scheduled meeting.

Sincerely,

**Peter Casellini, AICP**

Associate Transportation Planner

**San Diego Metropolitan Transit System**

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

(619) 446-4951

[peter.casellini@sdmts.com](mailto:peter.casellini@sdmts.com)



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**From:** Patricia L. Paylor [<mailto:PPaylor@Klinedinstlaw.com>]

**Sent:** Thursday, May 18, 2017 5:02 PM

**To:** Julia Tuer

**Cc:** Peter Casellini

**Subject:** RE: Route 83 bus in Mission Hills and Downtown.....

Thank you!

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**From:** Julia Tuer [<mailto:julia.tuer@sdmts.com>]

**Sent:** Thursday, May 18, 2017 4:57 PM

**To:** Patricia L. Paylor

**Cc:** Peter Casellini

**Subject:** FW: Route 83 bus in Mission Hills and Downtown.....

Good afternoon,

Thank you for your comments regarding the Route 83 bus. I am forwarding your email along to the appropriate staff.

Julia Tuer

Executive Assistant to CEO Paul Jablonski and

Clerk of the Board

San Diego Metropolitan Transit System

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

Phone: (619) 557-4515

[www.sdmts.com](http://www.sdmts.com)



**From:** Patricia L. Paylor [<mailto:PPaylor@Klinedinstlaw.com>]  
**Sent:** Thursday, May 18, 2017 4:48 PM  
**To:** Julia Tuer  
**Subject:** Route 83 bus in Mission Hills and Downtown.....

**Good Afternoon, Julia. Would you be so kind as to please pass this on to the Board Members?**

Dear Sirs and Mesdames:

I live at 808 Fort Stockton Drive in Mission Hills. I have been working downtown in law firms for over 40 years. I am a single, senior citizen. I still work full time. I commute by public transportation. Like many, I have been using the 83 bus for over 10 years on a weekly basis. Before that, I rode the buses that preceded the Route 83. About 7 years ago, I campaigned heavily to keep the Route 83 when it was being threatened at that time. Fortunately, the plans to cancel the route were tabled at that time.

As always, the 83 bus transports many domestic workers all the way up to Arista Street and then back down to catch their buses and trolleys on Washington Street and downtown at America Plaza. It also serves the corridor of Reynard Way, through Little Italy to downtown. **Reynard Way is a very long, steep hill in most places, and is not serviced by any other public transit.** In addition, along Reynard Way, **there is a group home for disabled people. They can't drive and need that bus.** At the May 11 monthly board meeting last week, Caleigh McLaughlin, who works at The Meeting Place, spoke on behalf of the mentally disabled citizens who will be adversely affected if Route 83 is discontinued.

I have started a campaign once again. Letters and flyers have been circulated to residents of Mission Hills, the Mission Hills Town Council, the media, our Councilman, and as many 83 bus riders as I can reach. I am gathering a lot of feedback, and the entire community is very concerned, as well as the riders who will be stranded if this bus stops running. Many who have contacted me are disabled and senior citizens. Everyone is very worried.

Unfortunately, as indicated by Peter Casellini in the planning dept. at MTS, the ridership was lower in 2016 than it has ever been. He shared a flow chart showing the decrease. That chart was arrived at with **inadequate** information. How can revenues be counted when 20% of the time the compass card scanners on the bus are not working?

Having observed firsthand what is needed with this route, **the exact opposite needs to happen.** A full examination of this route needs to be conducted. Frequency of trips needs to be reinstated and ridership will, in turn, definitely increase. Drivers have recently told me that random surveys are being taken on the bus, but only in the middle of the day. The heaviest ridership is all morning long, when loads of people are taken into Mission Hills from Hillcrest and from America Plaza. Additionally, the late afternoon and rush hour have a much better ridership than in the middle of the day. Plainly put, who wants to wait around in the middle of the day for a bus that only runs every hour?

In addition, the paratransit buses (Access), are not cost efficient for either the riders or for the company. I have used the Access bus after two knee surgeries, and I know what I'm talking about. It's never guaranteed anyone can get anywhere in under an hour, and rides keeping getting added on at the last minute, delaying arrivals even more.

While I appreciate that the board had a heavy agenda last week, only listening to 5 people speak for 3 minutes each to the board was woefully inadequate. I myself was frustrated that the usual people show up from the public who just

want to get in front of a microphone and babble. I guarantee if 15 or 30 minutes more were allowed, I would have time to organize people to sign up and speak, and the Board would have a chance to hear from people who can really get their point across. Alas, I was not able to speak, even though I was there ahead of time.

**The public will be dealt a great disservice if this route is cancelled. Many will suffer as a result. It's wrong to do this and I strongly urge the board to reconsider.**

If you have any questions, I can be reached on my cell phone at 619-838-1126, or at this e-mail address Monday through Friday, 9:00 a.m. to 6:00 p.m. **Thank you so much for your time and your consideration.**

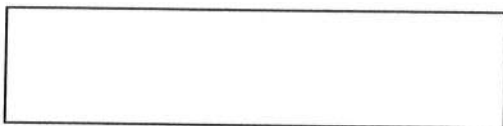
**Patricia L. Paylor**

Word Processor  
Klinedinst PC

**San Diego**

(619) 239-8131 Ext. 2251 Phone  
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## Agenda Item No. 47

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

June 8, 2017

#### SUBJECT:

COMPASS CASH (STORED VALUE) UPDATE (SHARON COONEY)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

The San Diego Association of Governments (SANDAG), MTS, and the North County Transit District transitioned from paper fare products to the Compass Card electronic fare collection system in 2009. MTS assumed responsibility for management of Compass Card from SANDAG in 2014. MTS is working on implementation of Compass Cash, the regional fare collection system's version of stored value. Staff will provide an update on these efforts.

/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)



REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	6/8/2017		
Name	Colin Parent		
Address	1111 6th Ave		
Telephone	858-442-7374		
Email	cparent@circulatsd.org		
Organization Represented	Circulate San Diego		
Subject of Your Remarks	Store Value		
Regarding Agenda Item No.	47		
Your Comments Present a Position of:	<input checked="" type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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



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## Agenda Item No. 61

### Chief Executive Officer's Report

June 8, 2017

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period May 2, 2017 through May 29, 2017.

\*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.

#### CEO Travel Report (since last Board meeting)

May 26: Meeting with CARB re: ZEB MOU Discussion in Sacramento, CA.  
June 1: TOPS Committee Meeting in Woods Hole, MA (paid for by the National Academies of Sciences, Engineering and Medicine)

#### Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
L1032.12-12	SIEMENS INDUSTRY. INC.	ADDITIONAL I/O POINTS & TESTING TPSS	\$67,814.78	5/4/2017
L1367.0-17	BIRD SOLUTIONS INTERNATIONAL	FERAL BIRD TRAPPING & RELOCATING	\$13,875.00	5/9/2017
PWB220.0-17	VERSALITE SYSTEMS	FALL PROTECTION	\$79,008.00	5/10/2017
L1360.0-17	JACOBS ENGINEERING GROUP, INC.	ROADWAY WORKER SAFETY TRAINING	\$32,155.00	5/15/2017
B0669.0-17	EF ENTERPRISES	40FT AND 60FT LOW FLOOR CNG BUS INSPECTION	\$49,790.00	5/16/2017
G2023.0-17	SANDAG	CONSTRUCTION MGMT AWARDS 8 FIRMS	\$0.00	5/16/2017
G1492.1-13	PARSONS BRINKERHOFF	ON-CALL ENGINEERING	\$0.00	5/25/2017
G1493.1-13	KIMLEY-HORN ASSOCIATES, INC.	1 YEAR EXTENSION ON-CALL ENGINEERING	\$0.00	5/25/2017
G1494.1-13	PACIFIC RAILWAY ENTERPRISES, I	1 YR. EXTENSION ON -CALL ENGINEERING	\$0.00	5/25/2017
G1495.1-13	PGH WONG ENGINEERING, INC.	1 YEAR EXTENSION ON-CALL ENGINEERING	\$0.00	5/25/2017
G1496.1-13	RAILPROS, INC.	1 YEAR EXTENSION ON-CALL ENGINEERING	\$0.00	5/25/2017
L1365.1-17	ADVANCED TRANSIT SOLUTIONS	52 RAIL ACCESS BOXES	\$37,287.97	5/25/2017
G1268.10-09	BP ENERGY CORP	UPDATE NATURAL GAS AGREEMENT	\$0.00	5/26/2017
G2010.0-17	SD REGIONAL AIRPORT AUTHORITY	USE & OCCUPANCY PERMIT	\$5.00	5/26/2017

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
L6761.0-17	SECC CORP.	JROE-GENERAL MAINTENANCE MID-COAST	\$1,500.00	5/2/2017
G2013.0-17	NAVY REGION SOUTHWEST	NAVY BAY BRIDGE RUN-WALK ON MAY 21	\$0.00	5/3/2017
S200-17-660	WEST COAST GENERAL CORPORATION	ROE -SEWER PIPE LEMON GROVE REALIGNMENT	\$2,100.00	5/3/2017
G1967.0-17	INTO UNIVERSITY PARTNERSHIP	COMPASS CARD EMPLOYER	\$0.00	5/4/2017
L1377.0-17	SANDAG	ROE -RELOCATE SANDAG BIKE RACKS	\$0.00	5/5/2017
L5796.0-17	CANNON CONSTRUCTORS SOUTH, INC	JROE PACIFIC HWY DEVELOPMENT PROJECT	\$1,500.00	5/9/2017
G1913.0-17	COUNTY OF SAN DIEGO -OES	EMERGENCY TRANSPORTATION SERVICES	\$0.00	5/11/2017
L1372.0-17	COMPETITOR GROUP	JROE 2017 ROCK 'N' ROLL MARATHON	\$750.00	5/11/2017
L6764.0-17	US TELEPACIFIC CORP.	AERIAL FIBER OPTIC CABLE CARROLL CANYON	\$1,500.00	5/12/2017
S200-17-658	PACIFIC BELL TELEPHONE COMPANY	AERIAL TELEPHONE CABLE CAMPO & JACUMBA	\$3,000.00	5/12/2017
B0664.0-17	FIRST TRANSIT, INC.	SALE OF (1) 2014 ADA PARATRANSIT	\$35,000.00	5/13/2017
S200-17-650	CITY OF LEMON GROVE	LICENSE AGREEMENT PIPELINE NORTH AVE	\$0.00	5/17/2017
L1376.0-17	CONVERGEONE, INC.	ROE SIGMAnet SYSTEM WORK	\$0.00	5/19/2017
L6763.0-17	SANDAG	JROE SANDAGs OWN BIKE LOCKERS	\$0.00	5/19/2017

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
S200-970283	AIC INC.	AMENDMENT TO EXTEND LEASE 5 YEARS	\$22,298.40	5/22/2017
G1535.4-13	HOTEL DEL CORONADO	FY18 ECO PASS RENEWAL	\$72,619.20	5/25/2017
G1540.4-13	EVANS HOTELS	FY18 ECO PASS RENEWAL	\$69,891.20	5/25/2017
L0901.01054	BRICEHOUSE STATION, LLC	KIA DRIVE AND RIDE EVENT 2017	\$7,000.00	5/25/2017
S200-17-649	CITY OF LEMON GROVE	NORTH AVENUE REALIGNMENT	\$0.00	5/25/2017
S200-17-663	NAVY REGION SOUTHWEST MORALE &	JROE-30TH ANNUAL BAY BRIDGE RUN/WALK	\$0.00	5/25/2017
L1383.0-17	HP COMMUNICATIONS, INC	ROE - C ST & 6TH, AND C ST & 7TH	\$1,500.00	5/26/2017
L6765.0-17	BRG CONSULTING, INC.	JROE- ARCHITECTURAL, ENGINEERING & ENVIRO	\$750.00	5/26/2017
S200-17-661	KUNZIK & SARA CONSTRUCTION	ROE - TEMPORARY CONSTRUCTION FENCE	\$750.00	5/26/2017

WORK ORDERS				
Doc #	Organization	Subject	Amount	Day
G1494.0-13.07	PACIFIC RAILWAY ENTERPRISES	GENERAL ENGINEERING-COURTHOUSE CONS	\$73,000.00	5/9/2017
G1495.0-13.03	PGH WONG ENGINEERING	DESIGN SVC FOR BROADWAY WYE OCS	\$31,500.00	5/12/2017
G1493.0-13.19.01	KIMLEY HORN & ASSOCIATES	CLEAN UP EUCLID CHANNEL	\$7,200.00	5/16/2017
G0930.17-04.74	SANDAG	2017 CIS MAINTENANCE SERVICE	\$40,000.00	5/17/2017
PWL182.016-12	HERZOG CONSTRUCTION, INC.	MTS JOC7501-12 BROADWAY WYE TIE REP	\$83,561.50	5/25/2017
PWL204.016-750430	ABC CONSTRUCTION	TROLLEY WASH REHAB	\$19,078.17	5/25/2017

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4400000177	5/3/2017	W.W. Grainger Inc	M110-SUB STATION	1,567.98
4400000178	5/11/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	86.50
4400000179	5/23/2017	W.W. Grainger Inc	M110-SUB STATION	1,567.98
4400000180	5/23/2017	W.W. Grainger Inc	M140-WAYSIDE SIGNALS	326.97
4400000181	5/25/2017	W.W. Grainger Inc	B250-BUS REPAIR PARTS	103.06
4400000182	5/25/2017	W.W. Grainger Inc	G180-JANITORIAL SUPPLIES	1,396.70
4400000183	5/25/2017	Mcmaster-Carr Supply Co	B250-BUS REPAIR PARTS	12.34
4500012019	5/2/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	31,707.41
4500012020	5/2/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	10,828.88
4500012021	5/2/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	2,031.47
4500012022	5/2/2017	Culligan of San Diego	C120-SPECIALTY CONTRACTOR	2,211.30
4500012023	5/2/2017	Vern Rose Inc	B250-BUS REPAIR PARTS	286.98
4500012024	5/2/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	517.50
4500012025	5/2/2017	Transit Holdings Inc	B130-BUS BODY	4,463.52
4500012026	5/2/2017	Louis Sardo Upholstery Inc	B130-BUS BODY	1,764.16
4500012027	5/2/2017	Eran Hason	P120-BLDG/FACILITY REPRS	83.10
4500012028	5/2/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,695.38
4500012029	5/2/2017	Los Angeles Rubber Company Inc.	F110-SHOP/BLDG MACHINERY	5,913.92
4500012030	5/2/2017	Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	45.69
4500012031	5/2/2017	Gillig LLC	B250-BUS REPAIR PARTS	941.39
4500012032	5/2/2017	Praxair Distribution Inc.	G130-SHOP TOOLS	137.10
4500012033	5/2/2017	Pacific Rigging Loft Inc	G130-SHOP TOOLS	114.56
4500012034	5/2/2017	National Railway Supply LLC	M140-WAYSIDE SIGNALS	614.18
4500012035	5/2/2017	Daniels Tire Service	A140-AUTO/TRUCK REPAIR	200.70
4500012036	5/2/2017	W.W. Grainger Inc	P120-BLDG/FACILITY REPRS	70.20
4500012037	5/3/2017	Flyers Energy LLC	A120-AUTO/TRUCK GASOLINE	18,593.64
4500012038	5/3/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,584.38
4500012039	5/3/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	443.63
4500012040	5/3/2017	Gillig LLC	B130-BUS BODY	2,963.04
4500012041	5/3/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	134.00
4500012042	5/3/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	1,975.77
4500012043	5/3/2017	Kidde Technologies Inc	B200-BUS PWR TRAIN EQUIP	993.28
4500012044	5/3/2017	Golden State Supply LLC	G140-SHOP SUPPLIES	335.66
4500012045	5/3/2017	Western Lift Inc	F110-SHOP/BLDG MACHINERY	709.54
4500012046	5/3/2017	TK Services Inc	INSURANCE-Insurance Stock	14,831.02
4500012047	5/3/2017	R.S. Hughes Co Inc	G140-SHOP SUPPLIES	415.89
4500012048	5/3/2017	Kaman Industrial Technologies	B200-BUS PWR TRAIN EQUIP	183.61
4500012049	5/3/2017	Buswest LLC	B160-BUS ELECTRICAL	172.64
4500012050	5/3/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	1,285.69
4500012051	5/3/2017	Muncie Transit Supply	B140-BUS CHASSIS	195.29
4500012052	5/3/2017	Kaman Industrial Technologies	F110-SHOP/BLDG MACHINERY	180.11
4500012053	5/3/2017	Mohawk Mfg & Supply Co	B110-BUS HVAC SYSTEMS	787.90
4500012054	5/3/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	1,346.15
4500012055	5/3/2017	Airgas Inc	G140-SHOP SUPPLIES	77.04
4500012056	5/3/2017	Kurt Morgan	G200-OFFICE SUPPLIES	696.94
4500012057	5/3/2017	Lucerix International Corporation	B130-BUS BODY	308.93
4500012058	5/3/2017	OneSource Distributors, LLC	B160-BUS ELECTRICAL	158.40
4500012059	5/3/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	232.04
4500012060	5/3/2017	Neopart	B130-BUS BODY	288.60
4500012061	5/3/2017	Rick Busch	G180-JANITORIAL SUPPLIES	145.47
4500012062	5/3/2017	Jeyco Products Inc	G130-SHOP TOOLS	14.96
4500012063	5/3/2017	Mcmaster-Carr Supply Co	B160-BUS ELECTRICAL	273.58
4500012064	5/3/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	211.30
4500012065	5/3/2017	Acuity Specialty Products Inc	G180-JANITORIAL SUPPLIES	770.09
4500012066	5/3/2017	AxleTech LLC	B140-BUS CHASSIS	240.61
4500012067	5/3/2017	TK Services Inc	B200-BUS PWR TRAIN EQUIP	157.79
4500012068	5/3/2017	Delphin Computer Supply	G200-OFFICE SUPPLIES	598.13
4500012069	5/3/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,713.87



Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500012070	5/3/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	8,137.28
4500012071	5/3/2017	Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	445.84
4500012072	5/3/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	954.10
4500012073	5/3/2017	Genuine Parts Co	B250-BUS REPAIR PARTS	68.67
4500012074	5/3/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,075.34
4500012075	5/3/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	743.64
4500012076	5/3/2017	Benold Construction Co. Inc.	C110-GENERAL CONTRACTORS	6,000.00
4500012077	5/4/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	8,486.82
4500012078	5/4/2017	Steven Timme	G230-PRINTED MATERIALS	286.68
4500012079	5/4/2017	Superion LLC	I120-INFO TECH, SVCS	8,270.90
4500012080	5/4/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,701.54
4500012081	5/4/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	18,683.03
4500012082	5/4/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	364.82
4500012083	5/4/2017	David Bueltel	G230-PRINTED MATERIALS	540.91
4500012084	5/4/2017	Allied Refrigeration Inc	R170-RAIL/LRV HVAC	1,786.12
4500012085	5/4/2017	Optimum Floorcare	P130-EQUIP MAINT REPR SVC	990.08
4500012087	5/4/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	3,113.00
4500012088	5/4/2017	American Battery Corporation	M110-SUB STATION	494.96
4500012089	5/4/2017	Allied Electronics Inc	M150-PWR SWITCHES/LOCKS	669.95
4500012090	5/4/2017	Western Sierras Inc	G130-SHOP TOOLS	538.75
4500012091	5/4/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	1,013.90
4500012092	5/4/2017	California Air Compressor Company	G140-SHOP SUPPLIES	2,059.11
4500012093	5/4/2017	Mcmaster-Carr Supply Co	G130-SHOP TOOLS	574.83
4500012094	5/4/2017	OneSource Distributors, LLC	M110-SUB STATION	2,764.96
4500012095	5/4/2017	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	320.99
4500012096	5/5/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	249.67
4500012097	5/5/2017	CDW LLC	I110-INFORMATION TECH	1,525.08
4500012098	5/5/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	2,154.88
4500012099	5/5/2017	CDW LLC	I110-INFORMATION TECH	110.95
4500012100	5/5/2017	Advertising Concepts Inc	P370-RISK MANAGEMENT	897.65
4500012101	5/5/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	519.15
4500012102	5/5/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,218.14
4500012103	5/5/2017	Home Depot USA Inc	F180-BUILDING MATERIALS	309.27
4500012104	5/5/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	74.60
4500012105	5/5/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,510.43
4500012106	5/5/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	838.90
4500012107	5/5/2017	Office Solutions	G200-OFFICE SUPPLIES	221.52
4500012108	5/5/2017	Eran Hason	P120-BLDG/FACILITY REPRS	85.86
4500012109	5/5/2017	Protrak Service Ltd	P540-MAINTENANCE TRAINING	6,145.00
4500012110	5/5/2017	Home Depot USA Inc	G140-SHOP SUPPLIES	702.89
4500012111	5/5/2017	Professional Contractors Supplies	G180-JANITORIAL SUPPLIES	417.05
4500012112	5/5/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	533.56
4500012113	5/8/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,434.59
4500012114	5/8/2017	Delphin Computer Supply	G200-OFFICE SUPPLIES	468.28
4500012115	5/8/2017	Transit Holdings Inc	B120-BUS MECHANICAL PARTS	2,099.88
4500012116	5/8/2017	Transit Holdings Inc	B160-BUS ELECTRICAL	3,976.42
4500012117	5/8/2017	APD Incorporated	G140-SHOP SUPPLIES	279.18
4500012119	5/8/2017	CDW LLC	G200-OFFICE SUPPLIES	671.61
4500012120	5/8/2017	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	337.52
4500012121	5/8/2017	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	1,590.04
4500012122	5/8/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,041.05
4500012123	5/8/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	521.71
4500012124	5/8/2017	Mission Janitorial Supplies	G180-JANITORIAL SUPPLIES	1,499.13
4500012125	5/8/2017	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	2,672.12
4500012126	5/8/2017	Jeyco Products Inc	G170-LUBRICANTS	982.02
4500012127	5/8/2017	Mohawk Mfg & Supply Co	B200-BUS PWR TRAIN EQUIP	1,255.76
4500012128	5/8/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,005.68
4500012129	5/8/2017	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	1,476.94



Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500012130	5/8/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	949.39
4500012131	5/8/2017	TK Services Inc	B250-BUS REPAIR PARTS	1,047.57
4500012132	5/8/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	95.74
4500012133	5/8/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,707.71
4500012134	5/8/2017	Kidde Technologies Inc	B250-BUS REPAIR PARTS	2,894.17
4500012135	5/8/2017	SPX Corporation	G290-FARE REVENUE EQUIP	8,018.49
4500012136	5/8/2017	Ismael Frausto	R140-RAIL/LRV DOORS/RAMP	544.89
4500012137	5/8/2017	Machinex, Inc.	R140-RAIL/LRV DOORS/RAMP	1,680.90
4500012138	5/8/2017	Sid Tool Co	G130-SHOP TOOLS	14.52
4500012139	5/8/2017	Chromate Industrial Corporation	G140-SHOP SUPPLIES	1,938.89
4500012140	5/8/2017	Magnetic Ticket & Label Corp	G280-FARE MATERIALS	21,709.47
4500012141	5/8/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	176.39
4500012142	5/8/2017	HI-TEC Enterprises	R140-RAIL/LRV DOORS/RAMP	75,640.50
4500012143	5/8/2017	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	106.98
4500012144	5/8/2017	Heinemann Electric Canada Ltd	R160-RAIL/LRV ELECTRICAL	2,090.14
4500012145	5/8/2017	Kingsbury Uniforms Inc	G240-UNIFORM PROCUREMENT	2,000.00
4500012146	5/8/2017	Bocks Awards Inc	P480-EE MAINTENANCE	2,984.68
4500012147	5/8/2017	F-1 Marketing Group	P310-ADVERTISING SERVICES	283.07
4500012148	5/8/2017	Meeting Services Inc	P160-EQUIPMENT RENTALS	425.51
4500012149	5/8/2017	Office Solutions	G200-OFFICE SUPPLIES	852.64
4500012150	5/8/2017	Home Depot USA Inc	F220-BENCHES, BUS	82.72
4500012151	5/8/2017	Steven Timme	G230-PRINTED MATERIALS	2,251.92
4500012152	5/8/2017	Cembre Inc	M120-OVRHEAD CATENARY SYS	3,824.52
4500012153	5/8/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	331.55
4500012155	5/8/2017	Automated Railroad Maint. Systems	G130-SHOP TOOLS	124.04
4500012156	5/8/2017	JP Morgan Chase Bank	G200-OFFICE SUPPLIES	827.39
4500012157	5/9/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	2,682.98
4500012158	5/9/2017	OneSource Distributors, LLC	G190-SAFETY/MED SUPPLIES	472.15
4500012159	5/9/2017	Culligan of San Diego	G140-SHOP SUPPLIES	1,260.00
4500012160	5/9/2017	Airgas Inc	G190-SAFETY/MED SUPPLIES	328.42
4500012161	5/9/2017	West-Lite Supply Co Inc	R180-RAIL/LRV LIGHTING	319.05
4500012162	5/9/2017	Robcar Corporation	G190-SAFETY/MED SUPPLIES	370.92
4500012163	5/9/2017	California Sheet Metal Works	R160-RAIL/LRV ELECTRICAL	1,030.32
4500012164	5/9/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	230.12
4500012165	5/9/2017	Gillig LLC	B250-BUS REPAIR PARTS	3,008.54
4500012166	5/9/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	1,121.99
4500012167	5/9/2017	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	46.61
4500012168	5/9/2017	Phil's BBQ	P440-CATERING SERVICES	8,482.48
4500012169	5/9/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	15.73
4500012170	5/9/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	46.69
4500012171	5/9/2017	Grah Safe & Lock Inc	F110-SHOP/BLDG MACHINERY	26.94
4500012172	5/9/2017	4One LLC	B250-BUS REPAIR PARTS	2,929.58
4500012173	5/9/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,757.03
4500012174	5/9/2017	Southern Counties Oil Co, LP	G170-LUBRICANTS	5,844.36
4500012175	5/9/2017	Sid Tool Co	F110-SHOP/BLDG MACHINERY	299.55
4500012176	5/9/2017	American Battery Corporation	G290-FARE REVENUE EQUIP	1,253.29
4500012177	5/9/2017	Cummins-Allison	G290-FARE REVENUE EQUIP	220.00
4500012178	5/9/2017	Genuine Parts Co	G270-ELECTRICAL/LIGHTING	44.83
4500012179	5/9/2017	P & R Paper Supply Company Inc	G180-JANITORIAL SUPPLIES	50.72
4500012180	5/9/2017	Transwest San Diego LLC	B140-BUS CHASSIS	2,347.16
4500012181	5/9/2017	Gillig LLC	B250-BUS REPAIR PARTS	2,603.56
4500012182	5/9/2017	CDW LLC	I110-INFORMATION TECH	2,605.99
4500012183	5/9/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	164.32
4500012184	5/9/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,040.60
4500012185	5/9/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	510.91
4500012186	5/9/2017	Sid Tool Co	G130-SHOP TOOLS	405.08
4500012187	5/10/2017	G & A Auto Air Conditioning	C120-SPECIALTY CONTRACTOR	200.60
4500012188	5/10/2017	CDW LLC	I110-INFORMATION TECH	215.91

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PO Number	PO Date	Name	Material Group	PO Value
4500012189	5/10/2017	Raphael's Party Rentals Inc	P160-EQUIPMENT RENTALS	759.90
4500012190	5/10/2017	Erica Aspinwall Brown	P440-CATERING SERVICES	400.00
4500012191	5/10/2017	Golden Star Technology Inc	I110-INFORMATION TECH	2,216.64
4500012192	5/10/2017	NS Corporation	F110-SHOP/BLDG MACHINERY	71.11
4500012193	5/10/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	2,152.50
4500012194	5/10/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,750.86
4500012195	5/10/2017	The Lawton Co Inland Empire Inc	P370-RISK MANAGEMENT	707.20
4500012196	5/10/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	846.75
4500012197	5/10/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,076.37
4500012198	5/10/2017	FinishMaster Inc	F120-BUS/LRV PAINT BOOTHS	6,035.02
4500012199	5/10/2017	Cummins Pacific LLC	B120-BUS MECHANICAL PARTS	758.68
4500012200	5/10/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	19,219.39
4500012201	5/10/2017	Neopart	B160-BUS ELECTRICAL	943.89
4500012202	5/10/2017	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	389.45
4500012203	5/10/2017	W.W. Grainger Inc	G140-SHOP SUPPLIES	674.77
4500012204	5/10/2017	Charter Industrial Supply Inc	G130-SHOP TOOLS	756.72
4500012205	5/10/2017	Stotz Equipment	A110-AUTO/TRUCK TIRES	178.61
4500012206	5/10/2017	SHI International Corp	I110-INFORMATION TECH	20,268.15
4500012207	5/11/2017	Baker Capital Limited	R160-RAIL/LRV ELECTRICAL	4,986.67
4500012208	5/11/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	381.62
4500012209	5/11/2017	Patco Industries Inc	M180-STATION ELECTRICAL	482.78
4500012210	5/11/2017	Westair Gases & Equipment Inc	G140-SHOP SUPPLIES	50.23
4500012211	5/11/2017	San Diego Union Tribune LLC	G230-PRINTED MATERIALS	457.86
4500012212	5/11/2017	San Diego Earth Day	P310-ADVERTISING SERVICES	2,500.00
4500012213	5/11/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,763.19
4500012214	5/12/2017	Kaman Industrial Technologies	B250-BUS REPAIR PARTS	626.63
4500012215	5/12/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	247.83
4500012216	5/12/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	1,626.64
4500012217	5/12/2017	Transit Holdings Inc	B140-BUS CHASSIS	573.87
4500012218	5/12/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	138.94
4500012219	5/12/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	762.47
4500012220	5/12/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	2,224.13
4500012221	5/12/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,525.32
4500012222	5/12/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,341.44
4500012223	5/12/2017	Transit Holdings Inc	B140-BUS CHASSIS	814.43
4500012224	5/12/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	378.68
4500012225	5/15/2017	Gillig LLC	B140-BUS CHASSIS	2,830.32
4500012226	5/15/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	2,787.62
4500012227	5/15/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	2,543.20
4500012228	5/15/2017	R.S. Hughes Co Inc	G160-PAINTS & CHEMICALS	650.54
4500012229	5/15/2017	Nth Generation Computing Inc	I110-INFORMATION TECH	9,142.61
4500012230	5/15/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	483.29
4500012231	5/15/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	258.54
4500012232	5/15/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	212.24
4500012233	5/15/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52
4500012234	5/15/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	19,130.00
4500012235	5/16/2017	Airgas Inc	G140-SHOP SUPPLIES	498.42
4500012236	5/16/2017	Citywide Auto Glass Inc	B250-BUS REPAIR PARTS	678.83
4500012237	5/16/2017	Jack Nadel Inc.	P280-GENERAL SVC AGRMNTS	6,753.20
4500012238	5/16/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500012239	5/16/2017	TK Services Inc	B250-BUS REPAIR PARTS	93.96
4500012240	5/16/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,781.69
4500012241	5/16/2017	Chromate Industrial Corporation	G130-SHOP TOOLS	138.95
4500012242	5/16/2017	B.C. Inspections Inc.	P210-NON-REV VEH REPAIRS	2,900.00
4500012243	5/16/2017	JKL Cleaning Systems	P130-EQUIP MAINT REPR SVC	553.19
4500012244	5/16/2017	Optimum Floorcare	P130-EQUIP MAINT REPR SVC	357.10
4500012245	5/16/2017	Team One Repair Inc	G290-FARE REVENUE EQUIP	1,129.91
4500012246	5/16/2017	Muncie Transit Supply	B140-BUS CHASSIS	610.02

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PO Number	PO Date	Name	Material Group	PO Value
4500012247	5/16/2017	Automated Railroad Maint. Systems	M140-WAYSIDE SIGNALS	662.97
4500012248	5/16/2017	Machinex, Inc.	R160-RAIL/LRV ELECTRICAL	3,249.74
4500012249	5/16/2017	NS Corporation	F110-SHOP/BLDG MACHINERY	284.45
4500012250	5/16/2017	OneSource Distributors, LLC	G180-JANITORIAL SUPPLIES	2,499.11
4500012251	5/16/2017	W.W. Grainger Inc	G130-SHOP TOOLS	905.26
4500012252	5/16/2017	Culligan of San Diego	G140-SHOP SUPPLIES	1,183.00
4500012253	5/16/2017	Priority Mailing Systems	G200-OFFICE SUPPLIES	267.97
4500012254	5/16/2017	Total Filtration Services Inc	R230-RAIL/LRV MECHANICAL	1,305.53
4500012255	5/16/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	793.73
4500012256	5/17/2017	Romaine Electric Corporation	B250-BUS REPAIR PARTS	528.49
4500012257	5/17/2017	Quality Technology Services Inc	I110-INFORMATION TECH	264.95
4500012258	5/17/2017	Quality Technology Services Inc	I110-INFORMATION TECH	119.00
4500012259	5/17/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	874.34
4500012260	5/17/2017	Quality Technology Services Inc	I120-INFO TECH, SVCS	123.05
4500012262	5/17/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,775.52
4500012263	5/18/2017	Mohawk Mfg & Supply Co	B110-BUS HVAC SYSTEMS	485.07
4500012264	5/18/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	271.53
4500012265	5/18/2017	Romaine Electric Corporation	B130-BUS BODY	667.84
4500012266	5/18/2017	W.W. Grainger Inc	G160-PAINTS & CHEMICALS	163.57
4500012267	5/18/2017	Barry Sandler Enterprises	G180-JANITORIAL SUPPLIES	1,308.54
4500012268	5/18/2017	OPW Fueling Components	B200-BUS PWR TRAIN EQUIP	1,870.17
4500012269	5/18/2017	Charter Industrial Supply Inc	G140-SHOP SUPPLIES	602.75
4500012270	5/18/2017	Aslan Capital Inc	G180-JANITORIAL SUPPLIES	567.21
4500012271	5/18/2017	Robert Costanzo	B140-BUS CHASSIS	144.39
4500012272	5/18/2017	Accurate Elastomer Products Inc	B130-BUS BODY	218.92
4500012273	5/18/2017	Allied Refrigeration Inc	G140-SHOP SUPPLIES	178.06
4500012274	5/18/2017	Harbor Diesel & Equipment	B200-BUS PWR TRAIN EQUIP	1,513.23
4500012275	5/18/2017	Reefco LLC	B110-BUS HVAC SYSTEMS	1,043.50
4500012276	5/18/2017	Curbell Plastics Inc	B130-BUS BODY	890.19
4500012278	5/18/2017	Kidde Technologies Inc	B200-BUS PWR TRAIN EQUIP	2,783.82
4500012279	5/18/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	2,171.76
4500012280	5/18/2017	Southern Counties Lubricants LLC	G170-LUBRICANTS	1,017.36
4500012281	5/18/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	302.26
4500012282	5/18/2017	Cubic Transportation Systems	B190-BUS FARE EQUIP	5,298.75
4500012283	5/18/2017	Airgas Inc	G140-SHOP SUPPLIES	77.04
4500012284	5/18/2017	TK Services Inc	B110-BUS HVAC SYSTEMS	109.64
4500012285	5/18/2017	Buswest LLC	B160-BUS ELECTRICAL	147.97
4500012286	5/18/2017	Lucerix International Corporation	B130-BUS BODY	337.60
4500012287	5/18/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	817.83
4500012288	5/18/2017	Genuine Parts Co	B200-BUS PWR TRAIN EQUIP	660.70
4500012289	5/18/2017	Midwest Bus Corporation	B130-BUS BODY	141.83
4500012290	5/18/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	403.85
4500012291	5/18/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,194.44
4500012292	5/18/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	2,463.10
4500012293	5/18/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.85
4500012294	5/18/2017	Neopart	B130-BUS BODY	421.09
4500012295	5/18/2017	AxleTech LLC	B140-BUS CHASSIS	218.74
4500012296	5/18/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	101.50
4500012297	5/18/2017	Ismael Frausto	R160-RAIL/LRV ELECTRICAL	536.60
4500012298	5/18/2017	Allied Electronics Inc	R160-RAIL/LRV ELECTRICAL	66.44
4500012299	5/18/2017	Daniels Tire Service	P210-NON-REV VEH REPAIRS	667.66
4500012300	5/18/2017	Vinyard Doors	P120-BLDG/FACILITY REPRS	145.00
4500012301	5/18/2017	M Power Truck & Diesel Repair	P210-NON-REV VEH REPAIRS	1,345.00
4500012302	5/18/2017	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	1,497.74
4500012303	5/18/2017	Carlson & Beauloye Machine Shop	R160-RAIL/LRV ELECTRICAL	1,745.56
4500012304	5/18/2017	Saft America Inc	R160-RAIL/LRV ELECTRICAL	1,374.40
4500012305	5/18/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	20,612.58
4500012306	5/18/2017	Gillig LLC	B130-BUS BODY	15,410.69

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PO Number	PO Date	Name	Material Group	PO Value
4500012307	5/18/2017	Transit Holdings Inc	B200-BUS PWR TRAIN EQUIP	36,353.60
4500012308	5/19/2017	CDW LLC	I110-INFORMATION TECH	131.63
4500012309	5/19/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	95.43
4500012310	5/19/2017	F-1 Marketing Group	P310-ADVERTISING SERVICES	3,198.00
4500012311	5/19/2017	CDW LLC	G260-MEDIA	173.01
4500012312	5/19/2017	Gillig LLC	B250-BUS REPAIR PARTS	932.71
4500012313	5/19/2017	Buswest LLC	B250-BUS REPAIR PARTS	1,328.91
4500012314	5/19/2017	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	101.29
4500012315	5/19/2017	B&H Photo & Electronics Corp	G260-MEDIA	79.20
4500012316	5/19/2017	Capital One National Association	G200-OFFICE SUPPLIES	1,673.83
4500012317	5/19/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	1,598.15
4500012318	5/19/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	61,409.51
4500012319	5/19/2017	Louis Sardo Upholstery Inc	B130-BUS BODY	1,345.54
4500012320	5/19/2017	Sutherland Enterprises Inc.	C120-SPECIALTY CONTRACTOR	3,071.77
4500012321	5/21/2017	Advance Blueprint & Digital Copy In	C140-CONSTRUCTION MGT SRV	986.39
4500012322	5/22/2017	TK Services Inc	B250-BUS REPAIR PARTS	1,307.43
4500012323	5/22/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,646.06
4500012325	5/22/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,526.38
4500012326	5/22/2017	Vinyard Doors	F150-DOORS, OVERHEAD	990.00
4500012327	5/22/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	3,029.51
4500012328	5/22/2017	San Diego Union Tribune LLC	P280-GENERAL SVC AGRMNTS	635.57
4500012329	5/22/2017	Gillig LLC	B250-BUS REPAIR PARTS	2,125.67
4500012330	5/22/2017	Circle Graphics, Inc.	P310-ADVERTISING SERVICES	1,005.02
4500012331	5/22/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	703.03
4500012332	5/22/2017	Uline	G140-SHOP SUPPLIES	1,095.83
4500012333	5/22/2017	Conduent Transport Solutions, Inc.	B150-BUS COMM EQUIP.	372.79
4500012334	5/22/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,800.18
4500012335	5/22/2017	Office Depot	G200-OFFICE SUPPLIES	301.69
4500012336	5/22/2017	Howard E Nyhart Co Inc	P450-PERSONNEL SVCS	295.00
4500012337	5/22/2017	Greater SD Chamber of Commerce	P280-GENERAL SVC AGRMNTS	1,920.00
4500012338	5/22/2017	Steer Davies & Gleave Inc	I120-INFO TECH, SVCS	31,500.00
4500012339	5/22/2017	W.W. Grainger Inc	F110-SHOP/BLDG MACHINERY	591.24
4500012340	5/22/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	999.81
4500012341	5/22/2017	San Diego Friction Products, Inc.	B250-BUS REPAIR PARTS	152.06
4500012342	5/22/2017	Gillig LLC	B250-BUS REPAIR PARTS	2,265.69
4500012343	5/22/2017	Sherwin Williams Company	B250-BUS REPAIR PARTS	1,550.27
4500012344	5/22/2017	JKL Cleaning Systems	F110-SHOP/BLDG MACHINERY	79.48
4500012345	5/22/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	791.43
4500012346	5/22/2017	Paradigm Mechanical Corp	P140-MAINTENANCE, HVAC	628.77
4500012347	5/22/2017	United Fastener Inc	B250-BUS REPAIR PARTS	54.96
4500012348	5/22/2017	Kaman Industrial Technologies	G140-SHOP SUPPLIES	1,569.74
4500012349	5/22/2017	Drain Medic Inc	P120-BLDG/FACILITY REPRS	997.50
4500012350	5/22/2017	Transit Holdings Inc	P190-REV VEHICLE REPAIRS	1,738.95
4500012351	5/22/2017	Staples Contract & Commercial Inc	G220-OFFICE EQUIPMENT	385.75
4500012352	5/22/2017	Airgas Inc	G140-SHOP SUPPLIES	520.43
4500012353	5/22/2017	Kiel NA LLC	P190-REV VEHICLE REPAIRS	2,498.07
4500012354	5/23/2017	Intelligence Press, Inc.	P400-FINANCIAL & AUDIT	1,500.00
4500012355	5/23/2017	Transportation Power Inc	B250-BUS REPAIR PARTS	530.05
4500012356	5/23/2017	4One LLC	B250-BUS REPAIR PARTS	1,080.26
4500012357	5/23/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	758.73
4500012358	5/23/2017	Home Depot USA Inc	F110-SHOP/BLDG MACHINERY	204.46
4500012359	5/23/2017	Kiel NA LLC	B250-BUS REPAIR PARTS	323.25
4500012360	5/23/2017	Cummins Pacific LLC	P190-REV VEHICLE REPAIRS	924.95
4500012361	5/23/2017	San Diego Community College Distric	P540-MAINTENANCE TRAINING	420.00
4500012362	5/23/2017	Wesco Distribution Inc	F110-SHOP/BLDG MACHINERY	77.58
4500012363	5/23/2017	Robert Michael McKittrick	G130-SHOP TOOLS	370.66
4500012364	5/23/2017	San Diego Pump, Inc.	F110-SHOP/BLDG MACHINERY	522.59
4500012365	5/23/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	88.99

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PO Number	PO Date	Name	Material Group	PO Value
4500012366	5/23/2017	Vinyard Doors	F110-SHOP/BLDG MACHINERY	270.00
4500012367	5/23/2017	Neyenesch Printers Inc	G230-PRINTED MATERIALS	5,236.65
4500012368	5/23/2017	South Bay Fence Inc	F190-LANDSCAPING MAT'LS	177.53
4500012369	5/23/2017	Office Depot	G200-OFFICE SUPPLIES	346.38
4500012370	5/23/2017	California Stamp Company	G140-SHOP SUPPLIES	84.90
4500012371	5/23/2017	Sid Tool Co	G130-SHOP TOOLS	138.91
4500012372	5/23/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,794.02
4500012373	5/23/2017	Steven Timme	G110-BUS/TROLLEY SIGNAGE	145.47
4500012374	5/23/2017	Mersen Usa Bn Corp	R160-RAIL/LRV ELECTRICAL	604.87
4500012375	5/23/2017	Loadbalancer.org Inc	I140-IT CAPITAL SOFTWARE	1,126.25
4500012376	5/23/2017	TK Services Inc	R170-RAIL/LRV HVAC	2,315.11
4500012377	5/23/2017	General Supply & Services Inc	R160-RAIL/LRV ELECTRICAL	243.85
4500012378	5/23/2017	Allied Building Products Corp.	F110-SHOP/BLDG MACHINERY	343.00
4500012379	5/23/2017	West-Lite Supply Co Inc	R180-RAIL/LRV LIGHTING	316.79
4500012380	5/23/2017	Staples Contract & Commercial Inc	G200-OFFICE SUPPLIES	42.19
4500012381	5/23/2017	Don Oleson Inc	B200-BUS PWR TRAIN EQUIP	12,095.22
4500012382	5/23/2017	The Gordian Group Inc	M180-STATION ELECTRICAL	33,422.77
4500012383	5/23/2017	Norman Industrial Materials	B250-BUS REPAIR PARTS	397.69
4500012384	5/23/2017	Mcmaster-Carr Supply Co	G140-SHOP SUPPLIES	43.70
4500012385	5/23/2017	Bud Miller Associates Inc	G250-NOVELTIES & AWARDS	406.87
4500012386	5/23/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	363.58
4500012387	5/23/2017	Trentman Corporation	F110-SHOP/BLDG MACHINERY	371.21
4500012388	5/23/2017	Gillig LLC	G140-SHOP SUPPLIES	2,607.85
4500012389	5/23/2017	Dimensional Silk Screen Inc	G230-PRINTED MATERIALS	32,712.90
4500012390	5/23/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	2,022.23
4500012391	5/23/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	1,968.12
4500012392	5/23/2017	San Diego Friction Products, Inc.	B140-BUS CHASSIS	1,648.58
4500012393	5/23/2017	Neopart	B160-BUS ELECTRICAL	299.23
4500012394	5/23/2017	Delphin Computer Supply	G200-OFFICE SUPPLIES	184.90
4500012395	5/23/2017	Jeyco Products Inc	G130-SHOP TOOLS	531.46
4500012396	5/23/2017	Office Depot	G200-OFFICE SUPPLIES	113.02
4500012397	5/23/2017	Charter Industrial Supply Inc	B250-BUS REPAIR PARTS	235.82
4500012398	5/23/2017	R.S. Hughes Co Inc	G190-SAFETY/MED SUPPLIES	733.83
4500012399	5/23/2017	Kurt Morgan	G200-OFFICE SUPPLIES	1,366.81
4500012400	5/23/2017	United Refrigeration Inc	G170-LUBRICANTS	162.76
4500012401	5/23/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	355.58
4500012402	5/23/2017	Industrial Maintenance Supply LLC	G150-FASTENERS	103.24
4500012403	5/23/2017	Mohawk Mfg & Supply Co	B120-BUS MECHANICAL PARTS	361.68
4500012404	5/23/2017	Waxie Sanitary Supply Inc	G140-SHOP SUPPLIES	502.39
4500012405	5/23/2017	HI-TEC Enterprises	R160-RAIL/LRV ELECTRICAL	2,761.36
4500012406	5/23/2017	Selective Transit Parts Inc	R220-RAIL/LRV TRUCKS	13,298.51
4500012407	5/23/2017	Jankovich Company	G170-LUBRICANTS	158.11
4500012408	5/23/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	1,729.41
4500012410	5/23/2017	Controlled Motion Solutions Inc	R220-RAIL/LRV TRUCKS	4,117.09
4500012411	5/23/2017	Willy's Electronic Supply Co	G290-FARE REVENUE EQUIP	851.19
4500012412	5/23/2017	Western-Cullen-Hayes Inc	M130-CROSSING MECHANISM	245.69
4500012413	5/23/2017	Siemens Industry Inc	R120-RAIL/LRV CAR BODY	2,792.88
4500012414	5/23/2017	ISC Applied Systems Corp	R150-RAIL/LRV COMM EQUIP	7,111.50
4500012415	5/24/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,036.15
4500012416	5/24/2017	Muncie Transit Supply	B140-BUS CHASSIS	142.21
4500012417	5/24/2017	Kaman Industrial Technologies	R170-RAIL/LRV HVAC	1,065.26
4500012418	5/24/2017	California Air Compressor Company	P120-BLDG/FACILITY REPRS	360.00
4500012419	5/24/2017	San Diego Compressed Air Power LLC	F180-BUILDING MATERIALS	262.91
4500012420	5/24/2017	Eran Hason	P130-EQUIP MAINT REPR SVC	110.56
4500012421	5/24/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	31,707.41
4500012422	5/24/2017	Teknoware Inc	R160-RAIL/LRV ELECTRICAL	1,129.93
4500012423	5/24/2017	Cembre Inc	M120-OVRHEAD CATENARY SYS	3,274.64
4500012424	5/24/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.85

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500012425	5/24/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	80.00
4500012426	5/24/2017	Daniels Tire Service	A110-AUTO/TRUCK TIRES	200.71
4500012427	5/24/2017	Carlson & Beauloye Machine Shop	R230-RAIL/LRV MECHANICAL	840.46
4500012428	5/24/2017	Siemens Industry Inc	R160-RAIL/LRV ELECTRICAL	1,682.84
4500012429	5/24/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	20,113.31
4500012430	5/24/2017	General Signals Inc	M130-CROSSING MECHANISM	1,148.07
4500012431	5/24/2017	Gillig LLC	B250-BUS REPAIR PARTS	595.97
4500012432	5/24/2017	Airgas Inc	G140-SHOP SUPPLIES	134.35
4500012433	5/24/2017	Airgas Inc	G140-SHOP SUPPLIES	198.15
4500012434	5/24/2017	Professional Contractors Supplies	G190-SAFETY/MED SUPPLIES	884.07
4500012435	5/24/2017	Decals By Design Inc	R120-RAIL/LRV CAR BODY	4,091.59
4500012436	5/24/2017	Vern Rose Inc	G130-SHOP TOOLS	128.23
4500012437	5/24/2017	Gillig LLC	B140-BUS CHASSIS	1,697.49
4500012438	5/24/2017	Knorr Brake Company	R160-RAIL/LRV ELECTRICAL	21,248.30
4500012439	5/24/2017	TK Services Inc	R170-RAIL/LRV HVAC	16,137.06
4500012440	5/24/2017	Baker Capital Limited	R160-RAIL/LRV ELECTRICAL	5,852.98
4500012441	5/24/2017	Chromate Industrial Corporation	G150-FASTENERS	306.32
4500012442	5/24/2017	Reid and Clark Screen Arts Co	R120-RAIL/LRV CAR BODY	73.54
4500012443	5/24/2017	BJ's Rentals	P160-EQUIPMENT RENTALS	807.12
4500012444	5/24/2017	JP Morgan Chase Bank	G200-OFFICE SUPPLIES	161.63
4500012445	5/24/2017	Waxie Sanitary Supply Inc	G180-JANITORIAL SUPPLIES	255.85
4500012446	5/24/2017	America Fujikura LTD	M120-OVRHEAD CATENARY SYS	509.60
4500012447	5/24/2017	W.W. Grainger Inc	G120-SECURITY	822.02
4500012448	5/24/2017	Smart Car Care Products Inc	R240-RAIL/LRV REPR PARTS	252.07
4500012449	5/25/2017	Optimum Floorcare	F180-BUILDING MATERIALS	281.64
4500012450	5/25/2017	Freeby Signs	B250-BUS REPAIR PARTS	453.62
4500012451	5/25/2017	Romaine Electric Corporation	B250-BUS REPAIR PARTS	393.78
4500012452	5/25/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,769.36
4500012453	5/25/2017	Transit Holdings Inc	B140-BUS CHASSIS	1,253.27
4500012454	5/25/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	10,804.10
4500012455	5/25/2017	Mcmaster-Carr Supply Co	F110-SHOP/BLDG MACHINERY	99.26
4500012456	5/25/2017	San Diego Pump, Inc.	F110-SHOP/BLDG MACHINERY	958.15
4500012457	5/25/2017	Transit Holdings Inc	B250-BUS REPAIR PARTS	1,479.86
4500012458	5/25/2017	Staples Contract & Commercial Inc	G210-OFFICE FURNITURE	1,831.57
4500012459	5/25/2017	Rockwest Technology Group Inc	I120-INFO TECH, SVCS	428.00
4500012460	5/25/2017	General Information Systems Ltd	G120-SECURITY	583.00
4500012461	5/25/2017	Ace Uniforms & Accessories	G240-UNIFORM PROCUREMENT	296.26
4500012462	5/25/2017	Ace Uniforms & Accessories	G120-SECURITY	118.51
4500012463	5/25/2017	San Diego Community College Distric	P540-MAINTENANCE TRAINING	1,474.04
4500012464	5/25/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	175.68
4500012465	5/25/2017	Transit Holdings Inc	B140-BUS CHASSIS	36.63
4500012466	5/25/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	445.49
4500012467	5/25/2017	CDW LLC	I110-INFORMATION TECH	73.04
4500012468	5/25/2017	Reid and Clark Screen Arts Co	G120-SECURITY	107.75
4500012469	5/25/2017	Pressnet Express Inc	G230-PRINTED MATERIALS	1,659.35
4500012470	5/25/2017	Cummins Pacific LLC	B200-BUS PWR TRAIN EQUIP	3,321.94
4500012471	5/25/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	4,068.64
4500012472	5/25/2017	CDW LLC	I110-INFORMATION TECH	1,019.87
4500012473	5/26/2017	Tribologik Corporation	G140-SHOP SUPPLIES	2,243.89
4500012474	5/26/2017	New Technical Solutions, Inc.	I110-INFORMATION TECH	3,131.00
4500012475	5/26/2017	Transwest San Diego LLC	B200-BUS PWR TRAIN EQUIP	1,462.84
4500012476	5/26/2017	Soco Group Inc	A120-AUTO/TRUCK GASOLINE	3,526.38
4500012477	5/26/2017	Supreme Oil Company	A120-AUTO/TRUCK GASOLINE	1,787.85
4500012478	5/26/2017	Prudential Overall Supply	G140-SHOP SUPPLIES	331.44
4500012479	5/26/2017	Annex Automotive and	F120-BUS/LRV PAINT BOOTHS	640.77
4500012480	5/26/2017	A.O. Reed & Co	P120-BLDG/FACILITY REPRS	300.00
4500012481	5/26/2017	Studio C Creative Sound Recorders	I120-INFO TECH, SVCS	595.00
4500012482	5/26/2017	Jeyco Products Inc	G130-SHOP TOOLS	928.65

Purchase Orders				
PO Number	PO Date	Name	Material Group	PO Value
4500012483	5/26/2017	Home Depot USA Inc	G210-OFFICE FURNITURE	1,434.16
4500012484	5/26/2017	General Auto Repair	P210-NON-REV VEH REPAIRS	273.22
4500012485	5/26/2017	Myers & Sons Hi-Way Safety Inc	M140-WAYSIDE SIGNALS	68.43
4500012486	5/26/2017	Knorr Brake Company	R220-RAIL/LRV TRUCKS	427.52
4500012487	5/26/2017	US Mobile Wireless	P210-NON-REV VEH REPAIRS	356.44
4500012488	5/26/2017	Merrimac Petroleum Inc	A120-AUTO/TRUCK GASOLINE	20,560.28
4500012489	5/26/2017	Harbor Diesel & Equipment	B250-BUS REPAIR PARTS	1,449.84
4500012490	5/26/2017	Cummins Pacific LLC	B250-BUS REPAIR PARTS	105.17
4500012491	5/26/2017	Mohawk Mfg & Supply Co	B140-BUS CHASSIS	331.55
4500012492	5/26/2017	A.O. Reed & Co	P120-BLDG/FACILITY REPRS	250.00
4500012493	5/26/2017	Prochem Specialty Products Inc	G180-JANITORIAL SUPPLIES	1,265.84
4500012494	5/26/2017	Kone Inc	P130-EQUIP MAINT REPR SVC	468.00
4500012495	5/26/2017	Ingersoll Rand Co	G130-SHOP TOOLS	393.52
4500012496	5/26/2017	Transit Holdings Inc	B140-BUS CHASSIS	15,101.75



**REQUEST TO SPEAK FORM**

ORDER REQUEST RECEIVED

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

**1. INSTRUCTIONS**

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

(PLEASE PRINT)

DATE	
Name	Gordon Rayner
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	#10 Stops; advertising Bus + trolleys
Your Comments Present a Position of:	<input type="checkbox"/> <b>SUPPORT</b> <input type="checkbox"/> <b>OPPOSITION</b>

**2. TESTIMONY AT NOTICED PUBLIC HEARINGS**

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

**3. DISCUSSION OF AGENDA ITEMS**

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

**4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA**

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

**NOTE: Subjects of previous hearings or agenda items may not again be addressed under General Public Comments.**

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AGENDA ITEM NO. 63

## REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED 2

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(PLEASE PRINT)

DATE	
Name	Janice Goldman
Address	GOLDMAN
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	accident re-opened
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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