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## Agenda

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

June 7, 2018

9:00 a.m.

James R. Mills Building  
Executive Conference Room, 10th Floor  
1255 Imperial Avenue, San Diego

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#### ACTION RECOMMENDED

- |    |   |                    |
|----|---|--------------------|
| A. | ROLL CALL   |                    |
| B. | <a href="#">APPROVAL OF MINUTES - February 1, 2018 &amp; May 3, 2018</a>  | Approve            |
| C. | COMMITTEE DISCUSSION ITEMS  |                    |
| 1. | <a href="#">Update on Innovative Clean Transit Proposal and MTS Zero Emission Bus Pilot (Sharon Cooney and Bill Spraul)</a>   | Informational      |
| 2. | <a href="#">Next Generation Fare Collection Update (Sharon Cooney and Israel Maldonado)</a>   | Informational      |
| 3. | <a href="#">Greystar and Affirmed Grantville Trolley Station Proposal (Tim Allison and Sharon Cooney)</a><br>Action would receive a report on the Grantville Trolley Station Transit Oriented Development opportunities and provide direction.  | Possible<br>Action |
| D. | <a href="#">REVIEW OF DRAFT June 14, 2018 BOARD AGENDA</a>  |                    |
| E. | <a href="#">REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA</a><br>Review of SANDAG Transportation Committee Agenda and discussion regarding any items pertaining to MTS, San Diego Transit Corporation, or San Diego Trolley, Inc. Relevant excerpts will be provided during the meeting. | Possible<br>Action |



- F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS
- G. PUBLIC COMMENTS
- H. NEXT MEETING DATE: July 12, 2018
- I. ADJOURNMENT

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

February 1, 2018

## MINUTES

### A. ROLL CALL

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

### B. APPROVAL OF MINUTES

Ms. Rios moved for approval of the minutes of the January 11, 2018, MTS Executive Committee meeting. Mr. McWhirter seconded the motion, and the vote was 5 to 0 in favor with Ms. Cole absent.

### C. COMMITTEE DISCUSSION ITEMS

#### 1. Quarterly Mid-Coast Transit Project Update (Sharon Humphreys of SANDAG)

John Haggerty of SANDAG provided a brief introduction of the quarterly Mid-Coast Transit Project update. Sharon Humphreys of SANDAG continued the presentation and reviewed the Mid-Coast organization chart, contractors and project alignment. She discussed the details of the project budget; construction progress; DBE participation; project health; and project controls. Ms. Humphreys reviewed the construction elements; construction schedule; and utility relocation. She presented pictures of various construction sites including the LOSSAN San Diego River bridge; Morena Boulevard; Balboa Avenue; flyover columns; Rose Creek LOSSAN bridge; Rose Creek channel under SR-52; Gilman/La Jolla Colony intersection; I-5 crossover; VA Station location; Pepper Canyon Station; UCSD viaduct; and Genesee Avenue widening. Ms. Humphreys reviewed the total Mid-Coast Transit Project property acquisitions; safety and security status update; CPUC grade separations and stations; Light Rail Vehicle purchase status; and provided an update on public involvement. Mr. Haggerty commented that they will come back to this Executive Committee for quarterly meetings and will also come back to discuss station design and finishes.

Ms. Rios inquired if the road closures and detours have been resolved. Mr. Haggerty replied that there has been a lot of outreach for the closures. Mid-Coast Transit Constructors have also been in communication with local businesses and SANDAG has been reaching out to the public to communicate any road closures or detours. He stated that they have put together a website called Shift San Diego ([www.shiftsandiego.com](http://www.shiftsandiego.com)) which details road closures and detours due to projects that are currently underway.

Mr. Arambula commented that the Chancellor at UCSD has expressed concerns regarding traffic issues and congestion in the UTC area. He asked that SANDAG continue to partner with UCSD and communicate during the construction.

Mr. Roberts commented that SANDAG has been working very closely with UCSD throughout this project and has a great working relationship during this process.

Mr. Jablonski commented that MTS has been approached by the US Open, which will be in San Diego in June 2021. He asked if there is any expectation that Mid-Coast would be finished early in order to serve riders for the US Open. Mr. Haggerty said that at this point he does not have the expectation that it would be completed by that date, but he would talk to the constructors again about the timeline.

#### Action Taken

No action taken. Informational item only.

#### 2. AB 805: Ballot Measure (Paul Jablonski)

Mr. Jablonski provided a report on a potential ballot measure for MTS. He stated that AB 805 authorized MTS to seek a quarter or half cent sales tax for transportation purposes. AB 805 also stated that MTS can seek the ability to issue bonds with the sales tax; the tax must include an expenditure plan; and MTS must report to the CA Department of Tax and Fee Administration the affected streets in the unincorporated area of MTS's jurisdiction. Mr. Jablonski stated that there are some broad categories for consideration including the governance of the process; the financial plan; plan development; community involvement; legal ballot measure analysis; and ballot measure campaign. He stated that there needs to be discussion on whether this process should be done in house with consultants vs SANDAG. Mr. Jablonski reviewed next steps going forward including the need to identify/convene a governing group; retaining a consultant; in-house planning for a ballot measure; retaining a consultant for revenue estimate expenditure plan; and retaining legal counsel for ballot measure issues.

#### PUBLIC COMMENTS

*Clive Richard* – Mr. Richard commented that he has been looking forward to a possible ballot measure for MTS. He stated that he would like to see a ballot measure moved quickly and carefully. Mr. Richard said that a local sales tax will be important because he feels the federal government money may not be there as much in the future to support local transit.

#### EXECUTIVE COMMITTEE COMMENTS

Mr. Arambula inquired if the project plan was ready to view. Mr. Jablonski replied that the project plan has not been developed yet. He stated that there will be a community involvement plan that will take place to help assemble and create the project plan.

Chair Gomez commented that this is a great opportunity and we do need to take the time to make sure this is done correctly. She stated that she would like to see a sub-committee created from the MTS Budget Development Committee (BDC) to meet on this matter. Chair Gomez said she would like MTS to work with SANDAG in relation to the proposed projects; however she would like to see MTS work with an outside consultant for the other aspects of the process, such as the financial plan. Chair Gomez suggested that MTS should reach out to Los Angeles since they just recently passed a local ballot

measure for transit. She also stated that if there is any language in AB 805 that needs to be cleaned up to assist in this process, that we can reach out to the author to ask for potential amendments to the bill.

Mr. Jablonski commented that the earliest MTS could be ready for a ballot measure would be in 2020. Chair Gomez stated that she also believes MTS should aim for a 2020 ballot measure. Mr. Jablonski stated that there will be a BDC meeting on February 22<sup>nd</sup> and staff will put this item on the BDC agenda for discussion.

Action Taken

No action taken.

D. REVIEW OF DRAFT February 15, 2018 BOARD AGENDA

Recommended Consent Items

6. Amendment to Chief Executive Officer Employment Agreement  
Action would approve an amendment to the Executive Employment Agreement between MTS and Paul C. Jablonski to provide additional compensation and fringe benefits.
7. Excess Insurance Renewals for Liability and Workers' Compensation Program
8. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratifications of Actions Taken by the SD&AE Board of Directors at its Meeting on January 16, 2018  
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 January 16, 2018.
9. MTS Sale of 2005 New Flyer 40' Bus (No. 2733) to Transdev Services Inc.  
Action would authorize the negotiated sale of MTS Vehicle No. 2733 (2005 40' New Flyer, VIN No. 5FYC4FP125C027970) to Transdev Services, Inc.
10. Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments
11. Communication Equipment Heating Ventilation Air Conditioning (HVAC) Maintenance Services - Contract Award  
Action would: (1) authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG225.0-17 with Comfort Mechanical, Inc. to provide Communication Equipment HVAC Maintenance Services for a three (3) year base term with two (2) one-year options; and (2) authorize the CEO to exercise the option years, at his discretion.
12. San Diego Metropolitan Transit System (MTS) Task Order Contract Approval for Fashion Valley Station Elevator Replacement and Addition Project  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1949-AE-15 for MTS Doc. No. G1949.0-17 with Jacobs Engineering Group, Inc. for \$272,000.00 to perform Design-Engineering Services for the Fashion Valley Station

Second Elevator Project ("Project") and includes design for replacing the existing elevator.

13. Investment Report - December 2017
14. Hazardous Waste and Trauma Scene Clean-Up Services - Contract Award  
Action would authorized the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2029.0-17 with Ocean Blue Environmental Services (Ocean Blue) for the provision of hazardous waste disposal and trauma scene clean-up services for a two (2) year base period with three (3) 1-year options, exercisable at MTS's sole discretion; and (2) Exercise each option year at the CEO's discretion.
15. On-Call General Civil Construction Services - Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL204.3-16 with ABC Construction Company, for an increase to the contract value.
16. Imperial Avenue Division (IAD) Asphalt Repair and Striping - Award Work Order Under a Job Order Contract  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-43 (05), PWL234.0-17 with ABC Construction Co. Inc. (ABC) for IAD Asphalt Repair.

#### COMMENTS

Ms. Landers noted that she is working with Chair Gomez on finalizing agenda item number 6 and it will be provided in the Board meeting packet.

Ms. Rios commented that she would like to receive any items for the Board meetings as early as possible. Ms. Landers replied that all items will be ready and provided to the Board members prior to the Board meeting with their Board meeting binders. The binders will be couriered to their preferred addresses and also posted online on the MTS website.

#### E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Ms. Cooney commented that the SANDAG Transportation Committee agenda will discuss the regional transportation plan (RTP). She stated there is an item on the draft performance measures for the RTP, which will help rank the proposed projects for the RTP. Ms. Cooney stated that they will also be looking at the whitepaper on emerging technologies and how that will impact the RTP.

Ms. Rios asked if the information they will be discussing will go over all of the input from the different cities. Kim Kawada, Deputy Director of SANDAG, stated that they will assemble all of the comments they have obtained from the cities and the public. They will have about eight to ten proposed measures they will be discussing, which have been synthesized from the city and public feedback.

#### F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There was no Committee Member Communications and Other Business discussion.

Executive Committee Meeting – MINUTES

February 1, 2018

Page 5 of 5

G. PUBLIC COMMENTS

There were no Public Comments.

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for March 1, 2018, at 9:00 a.m. in the Executive Committee Conference Room.

I. ADJOURNMENT

Chair Gomez adjourned the meeting at 9:54 a.m.

/s/ Georgette Gómez  
Chairperson

Attachment: Roll Call Sheet

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

ROLL CALL

MEETING OF (DATE) February 1, 2018

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

RECESS \_\_\_\_\_

RECONVENE \_\_\_\_\_

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

RECONVENE \_\_\_\_\_

ADJOURN 9:54 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ARAMBULA	<input checked="" type="checkbox"/>	9:00 a.m.	9:54 a.m.
Transportation Committee Rep.			
COLE	<input type="checkbox"/> (Gomez)		
GOMEZ (Chair)	<input checked="" type="checkbox"/>	9:00 a.m.	9:54 a.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arambula)	9:00 a.m.	9:54 a.m.
RIOS	<input checked="" type="checkbox"/> (Salas)	9:00 a.m.	9:54 a.m.
ROBERTS	<input checked="" type="checkbox"/> (Cox)	9:00 a.m.	9:54 a.m.

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL: Paul Cord



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

May 3, 2018

## MINUTES

### A. ROLL CALL

Vice Chair Rios called the Executive Committee meeting to order at 10:23 a.m. A roll call sheet listing Executive Committee member attendance is attached. It was noted that there was not a quorum of the Executive Committee present to take action on items presented today.

### B. APPROVAL OF MINUTES

Due to lack of a committee member quorum, the approval of the February 1, 2018 Executive Committee minutes was deferred to the next Executive Committee meeting.

### C. COMMITTEE DISCUSSION ITEMS

#### 1. Quarterly Mid-Coast Corridor Transit Project Update (Sharon Humphreys of SANDAG)

Sharon Humphreys, with SANDAG, provided a presentation on the Mid-Coast Corridor Transit Project. She reviewed the Mid-Coast organization chart and project alignment. She discussed the details of the construction progress; DBE utilization; project health; and project controls. Ms. Humphreys reviewed the Mid-Coast construction elements; construction schedule; and utility relocation. She presented pictures of the various construction sites including the LOSSAN San Diego River; San Diego River bridge demolition; future Balboa Avenue Station site; Shoofly 2 milestone; Gilman/La Jolla Colony Drive; Nobel viaduct; Veterans Administration Medical Center Station; Pepper Canyon Station; UC San Diego viaduct; Voigt Drive Station; and Genesee viaduct. Ms. Humphreys reviewed the total Mid-Coast project acquisitions; safety and security status; CPUC grade separations and stations; light rail vehicle status; and public involvement status.

Ms. Rios inquired about how the public can submit their comments related to the project. Ms. Humphreys replied that there is a specific hotline number for the public related to this project as well as information posted online. She noted that the project team will respond to public comments within 24 hours.

[Clerk's note: for information related to the Mid-Coast Corridor Transit Project, please contact the project team at [midcoast@sandag.org](mailto:midcoast@sandag.org) or 877-379-0110 or visit [KeepSanDiegoMoving.com/MidCoastNotices](http://KeepSanDiegoMoving.com/MidCoastNotices)].

#### Action Taken

No action taken. Informational item only.

2. 40-Foot Low-Floor Electric Bus Purchase – New Flyer Contract Award (Bill Spraul)

Bill Spraul, Chief Operating Officer – Transit Services, provided an update on the Zero Emission Bus (ZEB) pilot project and bus procurement. Mr. Spraul provided a brief update on the pilot project and reviewed the battery electric bus procurement priorities. He reviewed the details of the Commonwealth of Virginia contract which allows for non-Virginia agencies to purchase battery electric buses. He reviewed the New Flyer battery electric bus specifications. Mr. Spraul discussed Phase I of the pilot bus project strategy and Phase II of the pilot bus project strategy. Ms. Landers noted that there will be no action on this item today; however there will be an action item taken to the Board meeting next week to ask for approval of this New Flyer contract.

Ms. Rios inquired about the range of the buses related to the bus routes. Mr. Spraul replied that about half of our buses on a daily basis go 150 miles or less, and the other half travel more than 150 miles. He stated that these buses will cover about half of our bus assignments on a daily basis with a range of approximately 150 miles.

Action Taken

No action taken. Informational item only.

D. REVIEW OF DRAFT May 10, 2018 BOARD AGENDA

Recommended Consent Items

6. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken By the SD&AE Board of Directors at its Meeting on April 10, 2018  
Action would: (1) receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Association Museum (Museum), and Desert Line quarterly reports for information; and (2) ratify actions taken by the SD&AE Board at its quarterly meeting on April 10, 2018.
7. Lease Agreement with Grab & Go at 1255 Imperial Avenue, San Diego  
Action would authorize the Chief Executive Officer (CEO) to execute a Lease Agreement with Grab & Go for a lease at 1255 Imperial Avenue, San Diego (MTS Doc. No. G2144.0-18).
8. Title VI Program Submittal  
Action would adopt Resolution No. 18-3 approving the Title VI Program, including the plans, notices, records, maps, and data that demonstrate MTS's compliance with requirements of Title VI of the Civil Rights Act of 1964 (Title VI), for submittal to the Federal Transit Administration (FTA).
9. Investment Report - March 2018
10. Purchase of 25 Class B Propane Powered Paratransit Buses - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0689.0-18, (in substantially the same format as Attachment A) with Creative Bus Sales, for the purchase of up to twenty-five (25) propane powered Class B paratransit buses.

11. SAP Training Services - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to: (1) Executive MTS Doc. No. G2081.0-18 with ExitCertified Corp, for up to a three (3) base years period with two (2) one-year options to provide SAP Training Services; and (2) Exercise each option year at the CEO's discretion.
12. Temporary Staffing Services - Purchase Order Amendment  
Action would authorize the Chief Executive Officer (CEO) to amend Purchase Order # 4500011566, with Modis for temporary staffing services for a Senior Application Developer.
13. Number Not Used
14. Anti-Graffiti Window Film (Materials and Installation) - Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1319.1-16 with NMS Management, Inc. (NMS) for \$201,551.94.
15. On-Board Video Surveillance System (OBVSS) Vehicle Upgrades and External Camera Replacement - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute a contract amendment to MTS Doc. No. B0685.1-18 with Apollo Video Technology ("Apollo") for camera replacement refresh for MTS's fixed route bus fleets.
16. San Diego Metropolitan Transit System Heavy Duty Service Trucks - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0680.0-18 with Raceway Ford Inc. (Raceway Ford), for the purchase of five (5) heavy duty service trucks and (1) power washing utility truck to support MTS's transit operations and passenger facility maintenance.
17. San Diego Metropolitan Transit System (MTS) Task Order Contract Approval for Engineering and Right of Way Services for MTS Land Management Department  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1947-AE-16 for MTS Doc. No. G1947.1-17 with HDR Engineering, Inc. (HDR) for \$419,367.74 to perform Engineering and Right of Way Services for a period of four (4) base years for the MTS Land Management Department.
18. Train Number Signs, Brackets and Support - Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1456.0-18, a Sole Source agreement, with Woojin IS America, Inc. (Woojin), to provide train number signs, brackets and support.
19. Uninterruptible Power Supply (UPS) and Batteries Purchase and Replacements - Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Contract Amendment to MTS Doc. No. G2009.1-17, with Schneider Electric, for UPS and batteries purchase and replacements for all trolley stations and some BRT stations.
20. On-Call Card Access Reader Services - Contract Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute a contract amendment to MTS Doc. No. PWG168.2-15 with Electro Specialty Systems (ESS) for \$256,615.20.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

Ms. Cooney commented that item 4 on the SANDAG Transportation Committee agenda has a great explanation of how they estimate construction costs for projects. She stated that we will also have to go through a similar exercise for the projects that will be proposed for the MTS Ballot Measure. Ms. Cooney also stated that there will be a call for projects for the Specialized Transportation Grant Program, which is listed in item 5 of the agenda. She noted that MTS typically does not qualify based on certain restrictions; however we will still apply for the program.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There were no committee member communications.

G. PUBLIC COMMENTS

*Michelle Krug* – Ms. Krug commented that there will be upcoming changes to Route 962 in June 2018. She stated that Route 962 will be streamlined past Paradise Valley and will instead be supplemented with Route 963; however Route 963 does not operate on the weekends. She recommended for better proactive announcements regarding upcoming changes to riders who are blind.

[Clerk's note: the following information regarding the changes to Routes 962 and 963 were clarified to the public speaker after the meeting. The changes include: Route 962 frequency will be increased to 15 minutes on weekdays and 30 minutes on weekends. Also, the route is streamlined to Plaza Blvd. and Paradise Valley Rd., instead of Harbison Ave., Reo Dr., Cumberland St. and Potomac St. Local Paradise Hills service is mostly replaced by a realigned Route 963. Route 963 is changed on the east end to continue east on Plaza Blvd. to Harbison Ave., and replace the Paradise Hills portion of Route 962, via a loop of Reo Dr., Cumberland St., Saipan Dr., and Alleghany St. Service operates every 30 minutes on weekdays and hourly on Saturday/Sunday. Service south along Euclid Ave. to Plaza Bonita is replaced by a realigned Route 968. However, Route 968 will remain on Euclid Ave., with service along the Granger Ave./24<sup>th</sup> St. loop discontinued].

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for June 7, 2018, at 9:00 a.m. in the Executive Committee Conference Room.

I. ADJOURNMENT

Vice Chair Rios adjourned the meeting at 10:58 a.m.

/s/ Georgette Gómez

Chairperson

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

ROLL CALL

MEETING OF (DATE) May 3, 2018

CALL TO ORDER (TIME) 10:23 a.m.

RECESS \_\_\_\_\_

RECONVENE \_\_\_\_\_

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

RECONVENE \_\_\_\_\_

ADJOURN 10:58 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ARAMBULA	<input checked="" type="checkbox"/>	10:23am	10:58am
Transportation Committee Rep.			
COLE	<input type="checkbox"/> (Gomez) <input type="checkbox"/>		
GOMEZ (Chair)	<input type="checkbox"/>		
MCWHIRTER	<input checked="" type="checkbox"/> (Arambula) <input type="checkbox"/>	10:23am	10:53am
RIOS	<input checked="" type="checkbox"/> (Salas) <input type="checkbox"/>	10:23am	10:58am
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		

SIGNED BY THE CLERK OF THE BOARD:

Julia Turner

CONFIRMED BY THE GENERAL COUNSEL:

Kan Card



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## Agenda Item No. C1

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

June 7, 2018

#### SUBJECT:

UPDATE ON INNOVATIVE CLEAN TRANSIT PROPOSAL AND ZERO EMISSION BUS  
PILOT (SHARON COONEY AND BILL SPRAUL)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

The California Air Resources Board (CARB) included in its Fleet Rule for Transit Agencies a requirement that transit operators with fleets larger than 200 buses fulfill specific Zero Emission Bus (ZEB) purchase requirements. ZEBs are urban buses that produce zero-exhaust emissions of any pollutant. The types of vehicles that qualify under this definition include hydrogen fuel-cell buses, electric trolley buses with overhead twin-wire power supply, and battery-electric buses. However, CARB delayed implementation of this requirement because it was determined to be infeasible.

More recent developments in battery electric technology have led to renewed interest in converting transit fleets to zero emission technology, and CARB and the transit operators have been collaborating on a plan for moving toward one hundred percent electrification. CARB's most recent iteration of this plan is outlined in the "Innovative Clean Transit Regulation Discussion Document" (Attachment A). MTS staff will provide an update on the proposal and our efforts to influence the final program.



In addition, staff will provide an update on the MTS ZEB pilot.

/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. Innovative Clean Transit Regulation Discussion Document

**Public Workshop on the Proposed**

**Innovative Clean Transit Regulation**

**Discussion Document**

**December 15, 2017**



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## Executive Summary

The California Air Resources Board (CARB or Board) is developing strategies to transition the heavy-duty mobile source sector to zero and near-zero emission technologies to meet air quality, climate, and public health protection goals. The long-term vision of the Innovative Clean Transit (ICT) effort is to achieve a zero emission transit system by 2040 as a key step in that transition. The following are key goals we seek to achieve:

- Support the near-term deployment of zero emission buses (ZEB) where the economics are viable and where transit service can be maintained or expanded.
- Improve transit service while working towards meeting a long-term vision for transitioning to zero emission technologies across all transit modes.
- Partner with transit agencies to pilot innovative approaches to improve access to transit systems with zero emission first- and last-mile solutions.

Transit agencies have often been leaders in facilitating the introductions of new technologies and have been partners in addressing air quality by continuing to be instrumental in leading adoption of low nitrogen oxide (NOx) engines, zero emission technology deployment in heavy duty vehicle applications, and in addressing barriers. This document describes a proposal for a complete transition of public transit fleets to zero emission technologies and includes safeguards to allow for adjustments if needed. This regulatory strategy is intended to complement other existing State policies while encouraging transit agencies to act early to take advantage of existing and potentially new incentive programs that improve transit services and reduce emissions, and provides transit agencies the flexibility to continue to evolve to meet expanding needs for effective, efficient, and affordable regional transit services across California.

The proposal is generally consistent with normal purchase schedules and would not require any accelerated purchases. It is structured to allow transit agencies to take advantage of incentive programs by acting early, proposing that purchases made before they are required can be used to meet future obligations. All fleets would need to report bus information annually to demonstrate compliance, and agencies that use other proposed compliance options would need to report additional information. We are also proposing to conduct periodic informational updates to the Board. The first informational update to the Board would be around 2022 to assess zero emission technology, fleet experiences, costs, and to evaluate the regulatory structure for achieving mobility improvements and a complete transition to a zero emission future. The informational updates to the Board would provide an opportunity to discuss any needed adjustments.

Please send any comments about this discussion draft to Shirin Barfjani at [Shirin.Barfjani@arb.ca.gov](mailto:Shirin.Barfjani@arb.ca.gov) by January 12, 2018. Comments received on or after the December 15, 2018 public meeting will be considered in preparing draft regulatory language to be discussed at another workshop in spring of 2018 before taking a proposed recommendation to Board in June 2018.

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## I. Overview

California faces very challenging mandates to reduce air pollution in order to meet the health-based federal ambient air quality standards and State climate protection goals. To date, California has made significant progress and is on track to meet the Assembly Bill 32 goals of reducing greenhouse gas (GHG) emissions to the 1990 level by 2020. However, we need to continue making progress beyond 2020 to meet the following goals:

- Federal health-based ambient air quality standards (key milestones in 2023 and 2031).
- 40 percent reduction in GHG emissions from 1990 levels by 2030.
- 80 percent reduction in GHG emissions from 1990 levels by 2050.
- 50 percent petroleum reduction target by 2030.
- Continued reductions in criteria pollutants and toxic air contaminants to protect public health.

Meeting all of these goals requires evolution wherever possible to zero emissions technologies in all sectors including industrial, residential, electricity, and transportation.

Substantial progress has been made in reducing emissions from all mobile sources, mainly by replacing older vehicles/engines with newer vehicles/engines that are subject to more stringent emission standards. Transit agencies have been partners in leading efforts to introduce new technologies to reduce emissions in California. Despite this progress, the transportation sector remains a major contributor to statewide emissions of NO<sub>x</sub>, GHG, and particulate matter (PM). The transportation sector accounts for 39 percent of the total GHG emissions statewide.<sup>1</sup> New technologies, integrating renewable energy, and innovative ways to improve transportation efficiencies are needed to achieve established goals. Zero emission trucks and buses have a fuel efficiency two to five times as great as conventional internal combustion engines, and are one of the most promising technologies to lead the transportation sector in reducing petroleum use, reducing total energy consumption and eliminating tailpipe emissions from heavy duty vehicles.

ZEBs are the beachhead of heavy duty zero emission vehicle (ZEV) technologies and are resulting in technology transfer to other heavy duty truck applications. In addition, the deployment of ZEBs is part of the 2016 ZEV Action Plan that supports the governor's Executive Order B-16-12, which calls for 1.5 million ZEVs (including heavy duty vehicles) in California by 2025 and establishes several milestones on the pathway toward this target.

The Transit Fleet Rule was originally adopted in 2000 and includes a 15 percent ZEB purchase requirement for fleets with 200 or more buses. Transit fleets were one of the first to achieve significant reductions in NO<sub>x</sub> and PM by retrofitting existing engines or by switching to alternative fuels from 2002 to 2010. Several agencies also worked together on an early demonstration of zero emission buses to gain experience with the technology. However, in

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<sup>1</sup> California Greenhouse Gas Emission Inventory, <https://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed 11/25/2017

2009, staff presented a ZEB technology evaluation to the Board and concluded that the technology was not commercially ready at that time. The Board, through Resolution 09-49,<sup>2</sup> directed staff to withhold the ZEB purchase requirement through a rule amendment and report back to the Board regarding technology readiness.

Staff conducted another technology evaluation in 2015 and concluded the ZEB technologies are in their early commercialization stage and published an initial discussion paper on the plan to develop amendments to the regulation. Staff updated the Board in early 2016 at a public hearing about the status of ZEB technology, price, and deployment. Since that update a lot has changed, for example:

- Dozens of transit fleets have purchased ZEBs as well as committed to significantly converting their fleet to ZEBs over the next several years
- Multiple ZEB models and configurations have become available from several manufacturers
- A fuel cell bus power plant exceeded 25,000 hours of operation, which is U.S. Department of Energy's ultimate performance target
- Several manufacturers now offer battery electric buses (BEB) with a nominal range exceeding 200 miles and at least one with 300 miles per charge
- Proterra set a world record by operating its commercially available battery electric bus for 1,100 miles on a test track
- Cummins announced it would produce electric drivetrains for transit buses by 2019 and for trucks by 2020
- GILLIG partnered with Cummins to power their zero-emissions transit buses
- New funding opportunities are becoming available

Despite their higher capital costs, today, when BEBs (with a nominal range of 150 miles) are replaced on a one-for-one basis in California, the operational savings can make the total cost of ownership comparable to conventional buses even without incentives. Incentives can offset some of the initial capital costs and reduce the early financial risks for transit agencies. With more experience, and a successful market expansion, cost should continue to decline to a point where incentives won't be needed.

The ICT measure is part of CARB's holistic approach to transform the transportation sector. ICT focuses on a long-term goal of transforming the public transit sector to zero emission modes. The overall strategy includes a combination of incentives and regulatory measures to provide a strong market signal for zero emission technology deployment, utilization of low NOx engines where zero emission technologies are unavailable, the use of renewable fuels, and encouraging innovative transit solutions. The concept considers flexibility to allow transit fleets to implement zero emission technologies in a way that is synergistic with their operation, recognizes early actions to reduce emissions, and encourages innovative mobility options.

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<sup>2</sup> <https://arb.ca.gov/board/res/2009/res09-49.pdf>, last accessed 11/25/2017

This proposal starts in 2020 with requirements for large transit agencies (with 100 or more buses) to begin phasing-in ZEBs when bus purchases are made and would encourage fleets to act early to maximize funding opportunities. Smaller fleets would have more time before the ZEB purchase requirements would begin. The proposal would also recognize innovative zero emission mobility options that would count towards meeting the ZEB purchase requirement. All fleets in more polluted regions of the State would be required to purchase low-NOx engines, and larger transit agencies would also be required to use renewable fuels when diesel or natural gas contracts are renewed. The proposal recognizes that all transit fleets may deploy different infrastructure solutions to meet their own operational needs and builds in a procedural method to avoid unintended consequences or potential barriers that are beyond an individual transit agency's control. Staff is also discussing how to add a fleet wide performance-based option that could be used in lieu of meeting future bus purchase requirements beginning in 2023 to provide transit agencies more flexibility in providing new and innovative transportation services while continuing progress towards meeting a mutual goal of providing the cleanest and most effective transportation services. Details of the proposal and rationale are in Section V.

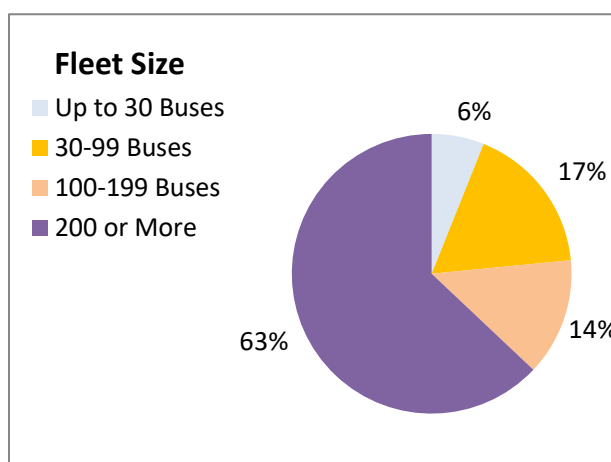
## II. Role of California Transit Systems

Transit fleets operate in local communities and have a key role, not only in helping transit-dependent riders, but also in helping to shape transportation systems. Public transit agencies are our clean air partners and have played, and will continue to play, an important role in helping California meet air quality standards and GHG emissions reduction goals; namely, by employing the cleanest technologies, providing safe and reliable public transit services to reduce light-duty passenger vehicle miles traveled and single occupancy trips, and reducing congestion on roadways.

Transit agencies are diverse. There are currently over 200 public transit agencies in California operating more than 14,000 transit buses, including cutaways and trolley buses. They provide different modes of transportation, including buses, passenger rail, shuttles, vanpools, demand response paratransit services, and bus rapid transit systems with differing fleet sizes, composition, terrain, weather, route length, and other factors. Some agencies are small, operate in rural areas, and provide service with only one or two modes of transportation, such as vans and buses with few staff.

Other agencies are big, serving dense urban areas with various modes of transportations and have complex service schedules and hundreds of staff. Figure 1 shows the percent of buses in California based on bus fleet size.

**Figure 1 Bus Fleet Size Distribution**



Transit agencies are not only coping with continued change of environment and demands, but they are also adapting to new and transformative transportation innovations that are changing rapidly. Examples include new shared mobility services, autonomous vehicles, and electric vehicles that are significantly changing customer's behaviors, reshaping the communities, and redefining transportation services. Shared mobility services, such as Uber, Lyft and micro-transit systems are available on demand, can be more convenient than traditional transit services, and in some cases could have lower fares.

### III. Zero Emission Bus Market

California has the most ZEBs deployed in the United States. To date, multiple fleets already operating ZEBs in regular revenue service. As of September 2017, there are 107 ZEBs in operation in California and an additional 340 are on order from transit agencies and universities<sup>3</sup>. To put this in context, nearly 1000 transit buses are purchased in California annually. Figure 2 identifies the transit agencies that are implementing zero emission technologies.

**Figure 2 Battery and Fuel Cell Electric Buses in California**

(107 in operation and 340 on order/awarded as of September 2017)



<sup>3</sup> Battery and Fuel Cell Electric Buses in California, last accessed 11/25/2017, <https://arb.ca.gov/msprog/ict/zbusmap.pdf>

Seven transit agencies with over 3,400 buses, representing about 25 percent of all buses in California, have committed to fully electrify their fleets (Table 1). Six of these agencies have set a goal of making the transition long before 2040.

**Table 1 Transit Agencies Committed to 100% ZEB Target**

Agency	Total Buses	All ZEB Target
Antelope Valley Transit Authority	77	2018
Porterville Transit	15	2018*
San Joaquin Regional Transit District	111	2025
Los Angeles County Metropolitan Transportation Authority	2,457	2030
Foothill Transit	327	2030
Los Angeles Department of Transportation	326	2030
Santa Cruz Metro Transit District	98	2040
Total	3,411	

\* No Board resolution, but stated goal of transforming the active fleet to ZEB by 2018.

These early deployment strategies have included fuel cell electric buses (FCEB) and BEBs charged in the depot, on-route and combinations of depot charging with on-route charging for extending daily range. FCEB fueling and range is similar to existing compressed natural gas (CNG) buses, but still has a high upfront cost for buses and infrastructure. Depot charging for BEBs is similar to current operations, but bus range needs to be considered in providing daily service. Longer range buses provide more operational flexibility, but have additional upfront costs for a larger battery. According to recent CARB survey<sup>4</sup> a majority of California transit standard buses drive less than 150 miles per day. Most of transit agencies have parking, maintenance, and fueling facilities at their depot yards with different capacities, and available space. Though transit agencies provide similar services, their operations could be quite different. A technology that works for one transit may not work for the other.

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<sup>4</sup> Transit Agency Survey Preliminary Results, August 29, 2016, [https://www.arb.ca.gov/msprog/bus/transit\\_survey\\_summary.pdf](https://www.arb.ca.gov/msprog/bus/transit_survey_summary.pdf)



California is now home to ZEB manufacturing that is creating high quality jobs for standard bus manufacturing and small bus manufacturing. Six standard bus original equipment manufacturers (OEM), including BYD, Complete Coach Works, El Dorado National-California, GILLIG, GreenPower, and Proterra, are all manufacturing BEBs or FCEBs in California. BYD and Proterra exclusively manufacture battery electric buses and have battery production plants in California. Greenpower is locating a battery electric bus manufacturing plant in Porterville and plans to begin production in 2018. The other manufacturers also produce buses with internal combustion (IC) engines. Table 2 shows the locations of these OEMs, their production capacity. These manufacturers are offering ZEBs in different sizes and configurations, including standard buses, motor coaches, articulated buses, double deckers and other configurations. There are multiple bus models and manufacturers available in the market.



**Table 2 Zero Emission Bus Manufacturers in California**

Manufacturer	CA Facilities	Propulsion Technology	Total Bus Production Capacity/Year*
<b>BYD</b>	Lancaster	BEB, BE trucks, and Battery mfr	1500
<b>Complete Coach Works</b>	Riverside, Alameda	BEB and IC	500
<b>El Dorado National</b>	Riverside	FCEB and IC	
<b>GILLIG</b>	Livermore	BEB and IC	
<b>GreenPower**</b>	Porterville	BEB	150
<b>Proterra</b>	Burlingame	(Battery mfr.)	
<b>Proterra</b>	City of Industry	BEB	500

\*Annual production capacity for all types of buses, including IC buses. Areas without public information are left blank.

\*\*Porterville manufacturing plant to begin production in 2018

There are other OEMs that primarily manufacture small ZEBs that are typically shorter than 26-feet, such as Ebus, Phoenix Motorcars, and Zenith. Ford recently expanded its alternative fuel options to include electric drivetrains for some of its chassis that can be used as trucks, shuttle buses or school buses. Motiv Power Systems, based out of Foster City now offers an all-electric powertrain for the Ford E-450 and F-59 chassis in partnership with Ford. These OEMs currently offer buses with a 70-130 kWh battery capacity and 100-145 miles of ranges and some of these same platforms are also used as cargo vans or trucks. Several airports and private companies are operating these vans and buses, and a few are being used by transit fleets. However, at this time, these smaller ZEBs have not been Altoona-tested and are not yet eligible for purchase with federal funds.

## IV. Potential Funding and Incentive Opportunities

The Funding Plan<sup>5</sup> serves as the blueprint for expending Low Carbon Transportation funds appropriated to CARB in the State budget. The plan establishes CARB's priorities for the funding cycle, describes the projects CARB intends to fund, and sets funding targets for each project.

The amount allocated for the Clean Truck and Bus Vouchers (HVIP + Low NOx Engine Incentives) is \$188 million for FY 17-18. The staff proposal includes the base proposed voucher amounts shown in Table 3 with higher amounts for disadvantaged communities (DAC) or low income census tracts. The voucher amounts are intended to fully cover the incremental cost for a low NOx engine, the majority of the incremental cost of a BEB, and about half of the incremental cost of a FCEB. The Funding Plan will be considered at the December 14, 2017 Board Meeting.

**Table 3 Proposed Voucher Amounts**

Category	Base Amount*
<b>Low NOx Engine (8.9 Liter)</b>	\$10,000
<b>Zero Emission Bus (20 ft – 24 ft)</b>	\$80,000
<b>Zero Emission Bus (25 ft – 29 ft)</b>	\$90,000
<b>Zero Emission Bus (30 ft – 39 ft)</b>	\$95,000
<b>Battery Electric Bus (40 ft – 59 ft)</b>	\$150,000
<b>Battery Electric Bus (60 ft)</b>	\$175,000
<b>Fuel Cell Electric Bus (≥ 40 ft).</b>	\$300,000

\* Up to \$15,000 more for use in a DAC.

The Clean Mobility Options for Disadvantaged Communities program offers alternate modes of transportation and encourages use of zero emission and plug-in hybrid vehicles, vanpools, electric and regular bicycle sharing, and other mobility options. Use of advanced technology vehicles instead of conventional vehicles in a car sharing component provides the primary GHG and criteria pollutant emission reductions and increases mobility options. The funding allocation for this program is \$17 million for FY 2017-18 and could be used by transit agencies to implement such a program. More information about the program is at [https://www.arb.ca.gov/msprog/aqip/ldv\\_pilots.htm](https://www.arb.ca.gov/msprog/aqip/ldv_pilots.htm).

The Transit and Intercity Rail Capital Program<sup>6</sup> (TIRCP) provides grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to

<sup>5</sup> [https://www.arb.ca.gov/msprog/aqip/fundplan/1718\\_draft\\_funding\\_plan\\_workshop\\_100417.pdf](https://www.arb.ca.gov/msprog/aqip/fundplan/1718_draft_funding_plan_workshop_100417.pdf)

<sup>6</sup> <http://www.dot.ca.gov/drmt/sptirpc.html>

significantly reduce GHG emissions, vehicle miles traveled, and congestion. The California Department of Transportation, in collaboration with California State Transportation Agency (CalSTA), is responsible for administering this program.

The Low Carbon Transit Operations Program<sup>7</sup> (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce GHG emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing GHG emissions. Five percent of the annual auction proceeds in the GGRF are continuously appropriated for LCTOP. This program is administered by the California Department of Transportation (Caltrans) in coordination with CARB and the State Controller's Office (SCO).

The Congested Corridors Program under SB 1, with an annual budget of \$250 million, also allows projects like ZEB deployment, transit hubs to increase linked trips or multimodal transportation modes, and transit hubs or stations and nearby roadways providing accessibility for first mile and last mile connectivity to public transit systems.

The Volkswagen Environmental Mitigation Trust provides California approximately \$423 million to fund specified eligible actions to mitigate the ~~lifetime~~<sup>lifetime</sup> excess NOx emissions caused by Volkswagen's emissions test defeat device. CARB is the lead agency to administer these funds. CARB staff held the first public workshop on allocation of the Volkswagen Environmental Mitigation Trust (First Partial Consent Decree, Appendix D) on October 9~~26~~<sup>26</sup>, 2017.<sup>8</sup> Transit agencies are potentially eligible to use these funds.

On July 17, 2017, both the California Assembly and Senate passed AB 617. This bill directs CARB to establish community air monitoring plans for toxic air contaminants (TACs) and criteria pollutants, determine communities most affected by high cumulative exposure burden, and develop a strategy to reduce emissions in those communities. \$250 million in Low Carbon Transportation fund is intended to help meet the goals of AB 617 through early action. These funds are to be spent on projects pursuant to the Moyer Program with focus on mobile sources and infrastructure. These funds are distributed through air districts as \$107.5M to South Coast AQMD, \$80M to San Joaquin Valley Unified APCD, \$50M to Bay Area AQMD, and \$12.5M to the remaining districts. Eligible projects should provide targeted reductions of criteria pollutants or air toxics (such as diesel particulate matter) within communities affected by a high cumulative air pollutant exposure burden. What this means in practice in the short-term is that a majority of the funds must be used to aid disadvantaged and low-income communities. Moyer 617 funds are to be distributed as expeditiously as possible to provide immediate emission reductions in impacted communities.

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<sup>7</sup> <http://www.dot.ca.gov/drrmt/splctop.html>

<sup>8</sup> More information on Volkswagen settlement is available at [https://www.arb.ca.gov/msprog/vw\\_info/vsi/vw-mititrust/vw-mititrust.htm](https://www.arb.ca.gov/msprog/vw_info/vsi/vw-mititrust/vw-mititrust.htm). Last accessed 12/1/17.

The Low Carbon Fuel Standard (LCFS) program lowers the carbon intensity of transportation fuels in California and the program results in an incentive for fuel producers or vehicle operators to use a variety of low carbon fuels. The program<sup>9</sup> is currently being updated and changes that have been proposed are scheduled to be considered by the Board in early 2018.

LCFS program staff is proposing to increase the energy efficiency ratio (EER) for heavy-duty battery-electric vehicles to about 5.0 based on new data for battery electric trucks and buses. The EER is currently 4.2 for buses. If the proposed change to the LCFS regulation is approved, a fleet that earns credits worth about \$8,000 for using electricity in a battery electric bus (at a credit value of \$100 per credit, for example) would earn about 20 percent more credits which would increase the value to about \$9,600 per year. Another change the LCFS program staff is proposing is to clarify how hydrogen station operators will receive credits. The change would make it clear that a transit agency that operates a hydrogen fueling station can receive the credits directly from the LCFS program rather than indirectly through the fuel provider.

SB 350 provides a potential opportunity of transportation electrification to transit agencies. Three major investor owned utilities (IOU) together have proposed over \$750 million worth of investment in infrastructure to support transportation electrification that could offset most of the costs of making electrical service upgrades and installing charging infrastructure over a 5 year period. The California Public Utilities Commission (CPUC) issued its first proposed decision approving 15 of the IOUs' transportation electrification "priority review" pilot projects<sup>10</sup> that could be implemented quickly. CPUC is expected to vote on whether to approve the proposed decision at a January 18, 2018 meeting. CPUC also plans on making a decision on the longer term standard projects in the March/April 2018 timeframe.

There are a number of other state funding programs, local air district funds and federal funds that may also be available that are not addressed here.

**Table 4 Incremental Cost Example for a BEB Compared to a CNG Bus Without Infrastructure Service Upgrades (\$2016)**

Category	Upfront Capital Cost	Avg. Annual Operating Costs
<b>40' Bus Price (with charger)</b>	\$235,000	--
<b>Voucher</b>	-\$150,000	--
<b>Maintenance</b>	--	-\$10,000/yr
<b>Fuel</b>	--	-\$5,000/yr
<b>LCFS Credit (@\$100)</b>	--	-\$7,500/yr
<b>Total Bus Costs</b>	\$85,000	-\$22,500/yr

<sup>9</sup> Preliminary draft of potential regulatory amendments to the low carbon fuel standard, [https://www.arb.ca.gov/fuels/lcfs/lcfs\\_meetings/092217\\_draftregtext.pdf](https://www.arb.ca.gov/fuels/lcfs/lcfs_meetings/092217_draftregtext.pdf). Last accessed 12/1/2017.

<sup>10</sup> The full document can be accessed at <http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M198/K874/198874393.PDF>. Last accessed 11/30/2017

Shown in Table 4 is a simple example of how available funding could be used to offset higher capital cost of a BEB purchased today where the average annual savings over the life of the bus would result in about a 4 year payback for the bus purchase (without electrical service upgrades). The actual costs for an individual fleet will vary and could be higher or lower than the values shown in the example and would need to account for needed infrastructure.

For a BEB, associated infrastructure service upgrades will depend on site conditions, charging strategy, number of chargers installed and other factors, but are expected to range from about \$20,000 to 75,000 per bus. Some of or all of the costs of the charger and electrical service upgrades could potentially be offset if the utility proposals are approved by CPUC in April 2018. Similarly, hydrogen station costs likely range from about \$3,000,000 for a 10 bus station to \$5,000,000 for a 50 bus station. Some of these hydrogen station costs could be partially offset by about \$100,000 per bus if the proposed funding plan is approved.

## V. ICT Proposed Regulation

With any strategy, we need to ensure compliance targets are technologically and financially feasible, emission reductions are real and quantifiable, and compliance is straightforward and enforceable. With these overarching criteria in mind, we are proposing to implement an advanced technology purchase requirement when bus purchases are made starting in 2020, and would include a method to recognize the benefits of innovative mobility programs implemented by transit agencies that use other types of ZEVs like micro transit, vans or cars.

The following is a summary of the overall rule proposal with more details and rationale in the subsequent sections:

### January 1, 2020

- Large transit fleets with ( $\geq 100$  buses) would need to:
  - Purchase 25 percent ZEB when bus purchases are made or implement an equivalent innovative zero emissions mobility program.
  - Purchase renewable fuels when diesel or natural gas contracts are renewed.
  - Report fleet wide information for all modes and fuel purchases needed to evaluate their progress in meeting a fleet wide performance-based goal.
- All transit agencies in more polluted areas of California would be required to purchase low NOx engines if available at the time of conventional bus purchases.

### January 1, 2023

- The proposed concept would be expanded to include medium size transit fleets with more than 30 buses.
- Affected transit fleets would need to meet a 50 percent ZEB purchase requirement.

### January 1, 2026

- All transit fleets, including smaller transits would need to meet a 75 percent ZEB purchase requirement.

### January 1, 2029

- All bus purchases would need to be ZEBs.

## VI. Applicability

The regulation would apply to all public transit agencies that own, lease, or operate buses with a gross vehicle weight rating greater than 14,000 lbs. Buses subject to the regulation include cutaway buses, transit buses (including bus rapid transit), articulated buses, double-deckers, commuter coaches, trolley buses and vintage trolley buses. Fleet size would be based on the number of buses in the active fleet in 2019 as follows:

- A large transit agency is a transit agency with 100 or more transit buses.
- A medium transit agency has 30 to 99 transit buses.
- A small transit agency has fewer than 30 transit buses.

With a goal of achieving a zero emission public transit fleet, we are interested in comments as to whether the scope should be expanded to include non-bus modes of passenger transportation including vans, or cars.

## VII. Renewable Fuel Requirements

We are proposing to require large transit agencies with 100 and more transit buses to purchase renewable fuels when diesel or natural gas contracts are renewed. Smaller fleets would be exempt from the renewable fuel requirement. This proposed requirement should result in little or no cost, but would send a market signal that supports California's existing fuel policies to further reduce the carbon intensity of transportation fuels through the LCFS program. However, the GHG emissions benefits of using renewable natural gas or renewable diesel is due to the LCFS program and cannot be counted as new reductions in the ICT because they are already required by the LCFS program.

To date, about 60 percent of California transit buses are operating CNG buses and are the primary users of renewable CNG in California. Renewable CNG producers need to sell the fuel to California fleets to earn LCFS credits. Most renewable CNG is currently produced outside California, but this proposal supports the program and contributes to State efforts to increase in-state production. Renewable fuels are currently commercially available due to the federal Renewable Fuel Standard Program<sup>11</sup> and CARB's LCFS Program.<sup>12</sup> Today, transit agencies can procure renewable natural gas at a price equal to or lower than that of fossil natural gas due to these programs.

Renewable diesel is a drop-in fuel, and is also available at costs to the users that are similar to conventional diesel fuel. However, renewable diesel providers are primarily contracting with larger transit fleets and do not necessarily need to contract with smaller transit agencies to sell the renewable fuel in California and earn credits. Some smaller transit agencies have not received bids for renewable diesel and requiring the use of renewable diesel for these smaller agencies could result in higher costs for them.

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<sup>11</sup> <https://www.epa.gov/renewable-fuel-standard-program>, accessed on 11/22/2017.

<sup>12</sup> <https://www.arb.ca.gov/fuels/lcfs/lcfs.htm>, accessed on 11/22/2017.



## VIII. ZEB Purchase Requirements

Staff is proposing to initially require ZEB purchases for larger transit fleets with deferred compliance for smaller and medium transit agencies. The ZEB purchase requirement would start with larger transit agencies beginning January 1, 2020. Medium size transit agencies (30 to 99 buses) would be exempt from the ZEB purchase requirements until 2023 and the smallest would be exempt until 2026. The purchase requirement applies at time of normal purchase and does not require any accelerated purchases. The proposed ZEB purchase requirement is shown in Table 5.

**Table 5 Zero Emission Bus Purchase Requirement<sup>13</sup>**

Starting January 1	Percent of Bus Purchases	Fleet Size as of 2019
<b>2020</b>	25%	>100 buses
<b>2023</b>	50%	>30 buses
<b>2026</b>	75%	All fleets
<b>2029</b>	100%	All fleets

All purchases made before they are required by the regulation or that exceed the minimum purchase requirement would generate a ZEB credit that could be banked and used for a future purchase date. This approach counts early ZEB purchases towards future obligations, and is intended to be consistent with incentive programs that require early action to be eligible for funding. The ZEB credits also provide transit agencies with more flexibility in how they procure ZEB and utilize infrastructure. For the following example, we will use a fictitious large fleet that has 200 buses and normally contracts to purchase about 40 new buses every 3 years. The fleet is planning its normal bus purchases in 2019 and 2022.

- Since the regulation does not take effect until 2020, the fleet does not need to purchase any ZEB in 2019, but when the fleet makes a 40 bus purchase in 2022, 10 buses would need to be ZEB to meet the 25 percent ZEB purchase requirement. However, these purchases would not qualify for HVIP or other incentive programs because they do not result in early emission benefits.
- If the fleet chose to purchase 10 ZEB in 2019, before any ZEB purchases are required, the 10 ZEB purchase would remain eligible for funding and the fleet would bank 10 ZEB credits. In 2022, when the fleet makes its next 40 bus purchase, the fleet could use the 10 banked ZEB credits to meet the ZEB purchase requirement (25% of the 40 buses or 10 ZEBs) without purchasing any more ZEB that year. Again, the fleet could continue to purchase ZEBs to go beyond the minimum requirement. If they bought 10 more ZEBs in 2020, they would be eligible for funding and would earn credits that could be used for the next planned purchase after 2022.

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<sup>13</sup> Trolley buses operated on a fixed guideway are ZEBs but would not be counted towards the ZEB purchase requirements except when expanding the existing fleet from a 2015 baseline.

The credit mechanism also provides some flexibility in making two separate bids in the same year. For example, if a transit agency is planning one contract for standard buses and a different contract for commuter coaches in the same year, the agency could purchase enough ZEB in the first contract for standard buses so that the credits from the first purchase would meet the minimum ZEB requirement of the second contract for commuter buses. The earned ZEB purchase credit would be void if the contract is cancelled or the bus is not placed in service.

We are also proposing to provide bonus ZEB credits for early actors that are already operating ZEBs or take more risks in deploying early technologies. They have been pioneers in addressing fuel cell maintenance, electricity rates, charging standards, education, training, developing new technologies, and other issues. These pioneers and their experiences in addressing barriers have benefited the broader market for zero emission heavy duty vehicles and for other transit fleets. We believe their actions should be recognized with additional credits; therefore, we are proposing to provide bonus ZEB credits as shown in Table 6.

**Table 6 Bonus ZEB Purchase Credits**

Technology	Placed in Service	Bonus ZEB Credit
<b>FCEB</b>	January 1, 2018 to January 1, 2023	+1
<b>BEB</b>	Before December 31, 2017*	+1
<b>FCEB</b>	Before December 31, 2017*	+2

\* Must still be in service as of January 1, 2018

The bonus credits provide more time for these early actors and give them more flexibility in expanding their ZEB fleets and taking advantage of technology improvements. For example, a BEB that was purchased and placed in service in 2017 would receive a standard purchase credit plus a bonus credit for a total of 2 credits. A fuel cell bus placed in service before 2018 would receive a credit for the purchase and 2 bonus credits for a total of 3 credits.

#### **A. ZEB Purchase Provisions**

Because we recognize that transit fleets are different, we have structured this proposal with significant flexibility to utilize funding. We also are proposing to include some provisions to address individual fleet situations if they occur. The provisions are intended to address uncommon situations that present unintentional adverse impacts for an agency due to factors beyond their control, and to safeguard infrastructure investments that have been made. Compliance is determined when a bus purchase order is placed, so the transit agency would not be out of compliance due to manufacturer delays, but there may be other circumstances that a contract cannot reasonably be executed. The following are proposed conditions that would be approved for temporary delays:

- If the planned bus purchase and deployment at a given depot is delayed because the utility is unable to supply sufficient power to the property in time to place the BEB purchases in service when they are delivered.



- If the planned bus purchase and deployment at a given depot is delayed for reasons outside the transit agency's control and would not be completed on time to place the FCEB purchases in service when delivered. The off-ramp would apply to delays for hydrogen fueling station construction or when expanding an existing hydrogen station's capacity.
- An agency would not be out of compliance for purchasing conventional buses when equivalent ZEB type has not successfully completed Altoona testing. However, this off-ramp would only apply if the transit agency has no other options available to meet the purchase requirement (i.e. if the fleet could meet the ZEB purchase requirement with other bus types included in the purchase contract, there would be no need for an extension. A transit fleet that still chooses to purchase a bus that has not been Altoona-tested could count the bus towards compliance or would receive a ZEB purchase credit to be used at a later date.)
- If the planned ZEB fleet expansion cannot be completed in compliance with local permitting requirements or other safety requirements, could not have reasonably been foreseen, and cannot reasonably be addressed before the planned ZEB purchases would be delivered and placed in service;

The Executive Officer would be able to provide a 1-year extension based on the specific situation. At this time we do not believe off-ramp provisions are needed for small deployments to address battery electric bus range because there are already multiple standard buses available with a 200 mile range and some with more than a 300 mile range that can meet all daily needs. Similarly, concerns about space constraints for charging infrastructure in the depot may not be an issue for smaller or larger deployments because of overhead charging solutions that have minimal impact on congested yards. These issues could be revisited as part of an informational update to the Board before the proposed requirements ramp up.

## B. Joint ZEB Compliance Option

On a case-by-case basis, multiple transit agencies may petition the Executive Officer to implement a joint zero emission bus deployment within a region. If approved, two or more transit agencies would comply as if they were one joint transit agency. The Executive Officer would approve the joint agreement provided the following criteria have been met and would issue a joint agreement number to track annual reporting:

1. Jointly comply with the number of ZEB purchases the partners would be required to purchase individually.
2. Jointly fund bus purchases and infrastructure through a common a metropolitan planning organization or other transportation policy-making organization.
3. Operate the ZEBs at a transit agency affected by the zero emission bus purchase requirement.
4. Show how the deployment prioritizes benefits in DAC.
5. Place the buses in revenue service with the intent of operating them in California for the FTA minimum useful life criteria.
6. Provide appropriate maintenance and storage facilities for the applicable technology.

7. Train bus operators and maintenance personnel from each participating transit agency.
8. If the joint ZEB deployment fails to comply as a group, each participating agency must immediately comply individually.
9. Participating agencies must report annually and identify the joint agreement number.

## IX. Low NOx Engine Purchase Requirement

Staff is proposing to require all transit agencies to include low NOx engines when purchases are made if they are available for the bus type being purchased. This would not apply to fleets that operate in areas defined as NOx exempt areas<sup>14</sup>. The requirement would begin with purchases made on or after January 1, 2020 or two years after a low NOx engine becomes commercially available for the bus fuel type being purchased. Purchases that are made before they are required would earn a low NOx engine credit that would count towards the low NOx purchase requirement for future bus purchases. The credits could be used to meet a future obligation or could be used to ensure the fleet remains eligible for funding if continuing to purchase low NOx engines. Low NOx engine purchases would not be required if they are not available for the bus and fuel type the transit agency purchases, and would not be required at time of rebuild.

Low NOx engines are currently available for CNG buses, propane shuttle buses, but are not yet available for diesel buses nor gasoline buses. Low NOx engine for most CNG buses became commercially available in 2016. To date, low NOx engines have been installed on CNG buses for either repower or new purchase. CARB is also planning on a low NOx engine regulation in the near future that would apply to all heavy duty engines.<sup>15</sup> CARB Board action on a lower NOx standard for on-road heavy-duty engines is expected in 2019 and potentially could apply to the 2023 engine year for all heavy duty engines.

## X. Innovative Zero Emission Mobility

We are proposing to include a credit mechanism that would count towards the ZEB purchase requirement to encourage the introduction of innovative zero emission transit services that may lead to a broader zero emission future. For purposes of this regulation, innovative zero emission mobility options are non-bus (nor fixed guide way) transportation services provided by the transit agency with lighter ZEVs like micro transit, on-demand van or car transportation, or autonomous shuttle services. Other modes, such as buses that are within the scope of the regulation and light rail, heavy rail and trolley bus services, are considered to be conventional transit modes. Zero emission mobility options that are directly operated by the transit agency or under contract that are used to provide on demand services or for shared transportation, like van pools, would be eligible for credit.

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<sup>14</sup> The following counties make up the NOx Exempt Areas: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Eastern El Dorado, Glenn, Humboldt, Inyo, Eastern Kern, Lake, Lassen, Mariposa, Mendocino, Modoc, Mono, Monterey, Nevada, Eastern Placer, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Northern Sonoma, Northern Sutter, Tehama, Trinity, Tuolumne, and Yuba.

<sup>15</sup> <https://www.arb.ca.gov/msprog/hdlownox/hdlownox.htm>, accessed 11/24/2017

Because there are a wide range of innovative mobility services, we are proposing that the transit fleet apply to the Executive Officer to determine the appropriate credit amount for new and innovative services based on the details of the program. The transit agency would need to clearly identify how miles and passenger counts would be measured and how records would be kept and made available to CARB. The credit for an innovative zero emission mobility program would be provided in the form of a ZEB purchase credit where 350,000 zero emission passenger miles per year from the program would be deemed to be equivalent to purchasing a ZEB. If for any reason the zero emission mobility program is ended, the transit agency would receive a ZEB purchase deficit equal to the credit it initially received. The fleet would not be deemed to be out of compliance, but the deficit would need to be made up during the next bus purchase.

We would use the informational update to the Board to assess the zero emission mobility option at that point. CARB could modify the option, make it mandatory for lighter vehicles, or replace it with a performance based option beginning in 2023.

## XI. Performance Based Option

A fleet-wide performance-based option that includes all transit modes has the potential to account for a wide range of actions that reduce NOx and GHG emissions. It could provide for the greatest opportunity to let market forces drive the form of the emission benefits. The approach needs to be equitable for a bus-only fleet and a multimodal fleet, and needs a straightforward metric to account for the emissions benefits of switching to ZEBs, cleaner engines, eco driving, improvements in mobility, right sizing vehicles, improving vehicle efficiency, increasing ridership density among other things. We need additional detailed information from transit agencies to clear up data gaps we see in the National Transit Database (NTD) for several fleets, how data are tracked, and to understand how methodology changes may affect the results of a performance based approach. Starting in 2020, large transit agencies (with 100 or more buses) would be required to report annual information for all modes they operate dating back to 2015 as the proposed baseline year. The information would be used for an informational update to the Board and would answer questions about whether the scope of the regulation should be expanded to include non-bus modes, whether zero emission miles or another metric should be used for fleet wide compliance, or whether the zero emission mobility option should be expanded.

We evaluated strategies based on emissions per passenger mile or emission per seat mile, but we encountered a number of challenges with applying a fleet-wide performance-based option. First and foremost, most funding programs would not allow funding to be used to purchase ZEB or low NOx engines until the transit agency could show compliance with the next compliance requirement. This means that a bus fleet would not be able to take advantage of existing funding programs and ultimately would incur higher costs to achieve the same emissions reductions as the proposed purchase requirements. Second, it is challenging to identify a mechanism that is equitable for all fleets. For example, a uniform NOx reduction goal may be easy to meet for a CNG bus fleet because low NOx engines are already available but may be impractical for a diesel bus fleet that could be forced to retire buses and aggressively ramp up

ZEB purchases to achieve the same reductions. Similarly, some transit fleets are “dirtier” than others for a variety of reasons, and the “dirty” fleets would need to do more than clean fleets to meet a common goal. Third, there are challenges with properly separating new actions from those that are already occurring due to CARB regulations for engine emissions standards, vehicle efficiency requirements, and policies to reduce transportation fuel carbon intensity. Finally, fuel use, mileage and passenger counts reported in the NTD fluctuate from year to year and may not be suitable for adequately measuring small changes.

A zero-emission-miles-based fleet-wide approach may be a promising method to set a performance goal that could be used in lieu of meeting the bus purchase requirement. A performance-based requirement that is based on zero emission miles squarely fits with the end goal of achieving a zero emissions transit system and could include all ZEV modes ranging from bicycles to light rail. ZEVs of all types eliminate local emissions and reduce both NOx and GHG emissions at the same. Zero emission miles as a metric could allow for a single metric to evaluate progress towards the final goal and we will continue to discuss options to integrate this into the proposed regulation.

## XII. Reporting Requirements

Reporting is needed to ensure that credits are appropriately tracked and that compliance can be monitored appropriately. All transit agencies must report their bus fleet information annually starting January 1, 2020. Each transit agency would be subject to reporting and record keeping requirements each January and would need to provide information about bus and engine purchases made each year. The basic reporting includes the following items:

1. Transit agency name
2. Contract number
3. Purchase order number
4. Joint agreement number (if applicable)
5. Vehicle identification number (VIN) if in service
6. Fleet vehicle ID number
7. Bus type
8. Fuel type
9. Model year
10. Make
11. Model
12. Propulsion technology type
13. Horsepower
14. Engine family name
15. Engine displacement (liters)
16. Odometer reading
17. Odometer reading date
18. Traction battery capacity (if applicable)
19. Purchase contract number
20. Date of purchase contract

## 21. Date placed in service

We would also need data from large transit agencies with 100 or more buses to evaluate and develop a performance based option. The data would need to come directly from transit agencies for all modes they operate. The data would allow us to evaluate trends and identify and clear up anomalies that we currently see in the NTD data and are not available in the public data sets. Starting in 2020, large transit agencies would be required to report annual information for all modes they operated dating back to 2015 as the proposed baseline year. Modes would include all modes reported to NTD and would include all vehicles types used for passenger transportation (directly operated or purchased).

The following is a list of the individual vehicle information that transit agencies would need to report for each transportation mode:

1. Vehicle information:
  - a. Vehicle identification number (if applicable) and fleet identification number.
  - b. Transportation mode.
  - c. Type of service.
  - d. Fuel type.
  - e. Vehicle type and length category.
  - f. Vehicle model year.
  - g. Engine family.
  - h. Engine year.
  - i. Fuel consumption per vehicle type.
  - j. Vehicle odometer reading.
2. Annual totals by transportation mode:
  - a. Passenger counts per revenue mile.
  - b. Sampling and data collection method.
  - c. Total revenue miles.
  - d. Deadhead miles.
  - e. Average trip length.
  - f. Passenger miles traveled.
  - g. Average trip length.
  - h. For linked trips.
    - i. Number of linked trips (a trip contains at least one transfer from one vehicle or mode to the next).
    - ii. Number of transfers per trip.
    - iii. Average length of linked trip.

# ZEB Pilot Project Update



Executive Committee Meeting  
June 7, 2018

# Bus Purchase Update

- Developed bus requirements and priorities
- Researched procurement opportunities and options
  - Commonwealth of Virginia opportunity
- Negotiated procurement with New Flyer
  - MTS Board approval, May 2018
  - Six (6) New Flyer buses arrive summer 2019
- Continue to research additional pilot opportunities
  - Gillig battery electric buses
  - Hydrogen fuel cell electric buses





# Project Development

- Completing Low-No grant application for fuel cell buses, June 2018
- Working closely with and monitoring CTE work product
- Analyzing depot charger systems
- Developing and expanding our knowledge base:
  - Fuel cell technology
  - Depot charger systems
  - Infrastructure requirements
  - Peer systems with pilots
  - Bus manufacturers
- Attending educational and technology workshops and conferences
- Evaluating additional potential funding options such as VW Settlement Funding, Electrify American Grants, California Energy Commission Grants
- Participating in CTA's fuel and utility rate analysis project with E3





# About CTE

**Mission:** To advance clean, sustainable, innovative transportation and energy technologies

- Non-profit, independent resource
- National presence – Atlanta, Berkley, Los Angeles, St. Paul
- Portfolio: \$450m+ research, demonstration & deployment sponsored by DOD, DOE, DOI, DOT, FRA, EPA, NASA,

## Our ZEB Services

- Grant Writing
- Feasibility & Fleet Transition Strategy (a.k.a. ZEB Roadmap)
- Requirements Analysis and Technology Assessment
- Technical Specifications and Procurement Evaluation
- Production Oversight, Buy America Audits, & QA/QC Inspections
- Deployment Project Management and Technical Assistance
- Benefits Analysis and Key Performance Indicator Reporting



# CTE Zero Emission Bus Projects



- Existing Zero Emission Bus (ZEB) Projects (more than 140 ZEB's with over 30 Transit Agencies)
- 2017 Low-No Awards with CTE (more than 50 ZEB's with 25 Agencies)



# MTS ZEB Pilot & ZEB Study

Pilot Assessment

Pilot Program Design

Pilot Implementation

ZEB Roadmap



# CTE Progress: Pilot Assessment

- Reviewed MTS bus procurement plan
  - Reviewed and confirmed technical survey and bus specifications
- Requested route and blocking information to support data collection and route modeling activities
- Initiated “As Is” facilities assessments
- Next Steps
  - Route Modeling workshop to select Pilot and ZEB study sample routes
  - Data Collection
  - Pilot Route Modeling
  - Sample Route Modeling



# CTE Progress: ZEB Pilot

- Pilot Program Scope
  - Buses, Charging Equipment
- Collaborating with MTS staff on grant opportunities and applications
- SDG&E engagement
  - Collaborating with MTS on communications with SDGE
  - Pilot schedule
  - Pilot Charging system requirements and infrastructure plan
  - Letter requesting commitment and support for the project
  - Potential funding or turnkey options
- Next Steps
  - Detailed project plan and schedule



# CTE Progress: ZEB Roadmap

- Conducting route profile inventory to develop a high-level assessment of how the technology may be applied over time
- Next Steps
  - Route Modeling & Fleet Assessment
  - “To Be” Facilities Assessment and infrastructure implementation plans
  - On-going analysis of possible alternative fueling supply opportunities, i.e., self-generation of electricity through micro-turbines, or hydrogen to electricity through on-site production



# CARB Rulemaking Update

- New “Discussion Document” issued in December, proposal updated in March and June
- Working with California Transit Association and other transit operators
  - Funding to offset significant cost (AB 3201)
  - Utility rate relief (SB 1434)
- Seeking assistance with infrastructure from utilities
  - SB 350 Transportation Electrification Application



# Questions ?





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## Agenda Item No. C2

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

June 7, 2018

#### SUBJECT:

NEXT GENERATION FARE COLLECTION UPDATE (SHARON COONEY AND ISRAEL MALDONADO)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

Following the completion of the Concept of Operations in 2017, staff initiated the procurement of the Next Generation Fare Collection System, a replacement system for the current Compass Card system. Technical specifications for the new system were generated and a Request for Proposals (RFP) was issued March 16, 2018. Seven pre-qualified vendors were formally notified of the RFP process and technical specifications. A pre-proposal meeting was held April 6, 2018. MTS discussed the proposal guidelines, scoring and timeline in further detail with the attendees. A brief group site tour was provided to all the vendors in order to clarify further detail. Question and answer sessions were held in April and May, and final proposals are due June 4. MTS intends to return to the Board with a recommendation for award by November 2018. System launch is anticipated by summer 2021.

Concurrent with the procurement, SANDAG, MTS and NCTD continue to work on possible fare packages as part of the Fare Study. Staff will provide a brief update on that effort.

/s/ Paul C. Jablonski

Paul C. Jablonski  
Chief Executive Officer

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

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

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



# Next Generation Fare Collection Update Executive Committee

June 7, 2018



# AGENDA

- Next-Gen Procurement Update
- Fare Study Update



# Fare System Procurement

- Request for Proposals (RFP) issued March 16, 2018.
- Formally notified the Seven pre-qualified vendors
- Pre-proposal meeting held April 6, 2018



# Fare System Procurement

- Question and answer sessions were held in April and May
- Final proposals are due June 4, 2018
- Board recommendation by November 2018
- System launch by summer 2021



# Fare Study Update

- Regional collaboration on fare packages
- Board feedback taken into account
- Goals:
  - » Simplified fare structure
  - » Combine discounted fares into one
  - » Keep it as simple as possible for our riders
- Go to the public later this year



# Next Generation Fare Collection Update Executive Committee

June 7, 2018





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## Agenda Item No. C3

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

June 7, 2018

#### SUBJECT:

GREYSTAR AND AFFIRMED GRANTVILLE TROLLEY STATION PROPOSAL (TIM ALLISON AND SHARON COONEY)

#### RECOMMENDATION:

That the Executive Committee receive a report on a Grantville Trolley Station Transit Oriented Development proposal and provide direction to staff regarding next steps.

#### Budget Impact

None.

#### DISCUSSION:

The Grantville Trolley Station property was purchased for the Mission Valley East Trolley Extension Project. It is located just east of Mission Gorge Road and north of Interstate 8 (see attachment A). The property is 9.4 acres consisting of the elevated trolley guideway and elevated trolley station, surface parking, bus bays, and overflow parking areas currently used for short term leases. Alvarado Creek runs along the northerly portion of the site. The City of San Diego adopted the Navajo Community Plan Focused Plan Amendment in 2015 which rezoned this property to allow for mixed-use development at a high density. The zoning allows for up to 109 dwelling units per acre base density with opportunities for higher density bonuses.

In January 2018, staff presented several development proposals from two well established development teams that had interest in developing housing on the site. Affirmed Housing is developing adjacent housing and proposed a mixed development of affordable and market rate housing. Greystar, a global residential developer, proposed two development scenarios, one a market rate residential development and the second a student housing proposal.





The Executive Committee provided direction to staff to analyze their proposals as well as conduct market studies and specific economic studies for the site. MTS hired Keyser Marston Associates, Inc. to perform this task. The studies are almost complete.

Recently, MTS received a new proposal for the site from a combined team of Affirmed Housing and Greystar. They brought forward a revised scenario that combined affordable housing and student housing. Staff will brief the Executive Committee on the proposal and seek input and direction.

/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. Site Map

# Grantville Trolley Station

Att. A, AI C3, 6/7/18



# Grantville Real Estate

Executive Committee

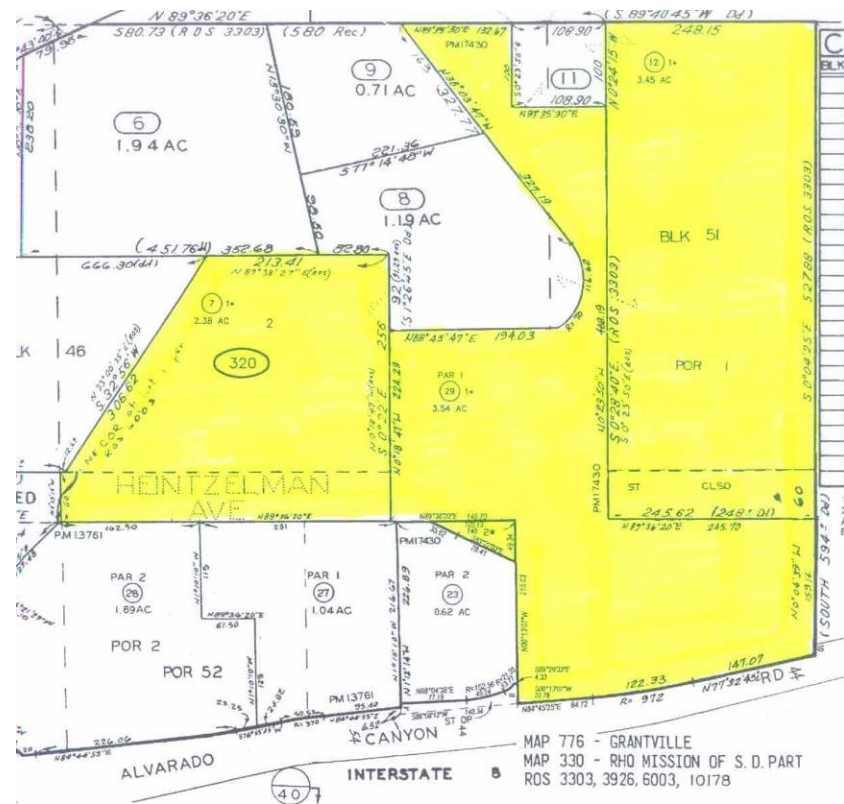
June 7, 2018





# Grantville Trolley Station

- City of San Diego
- 9.4 acres
- 246 Total Parking Spaces plus overflow lots
- 5 Bus Bays
- Grantville Redevelopment Area
- Federally funded acquisition



# ***Grantville Trolley Station***





# 5915 and 5927 Mission Gorge Road



# January 2018 Executive Committee

- 2 separate proposals presented (Affirmed Housing; Greystar)
- Affirmed Proposal - mixed income residential development with both affordable and market rate housing
  - 182 affordable units and 253 market rate units
  - Reduced MTS replacement parking based on parking study
  - Yield – 435 units (61 du/ac net usable, 47 du/ac gross)
- Greystar Proposals – 1. multi-family; 2. student housing
  - Multi-family scenario – 327 units, Student Housing scenario – 355 units
    - MF: 327 units (47 du/acre net usable, 35 du/acre gross)
    - SH: 355 units (51 du/acre net usable, 38 du/acre gross)



# Direction from Executive Committee

- Complete Keyser Marston analysis – continuation of the previous 2008 study.
  - Review updated land use
  - Market research
  - Financial feasibility analysis including yield studies and residual land values
  - Recommendation to MTS – current development environment versus highest and best use.
  - Is it possible to achieve the 109 du/acre?
- Review the 2 proposals based on KMA analysis and Committee discussion
- Return to the Executive Committee with Study results and recommendations

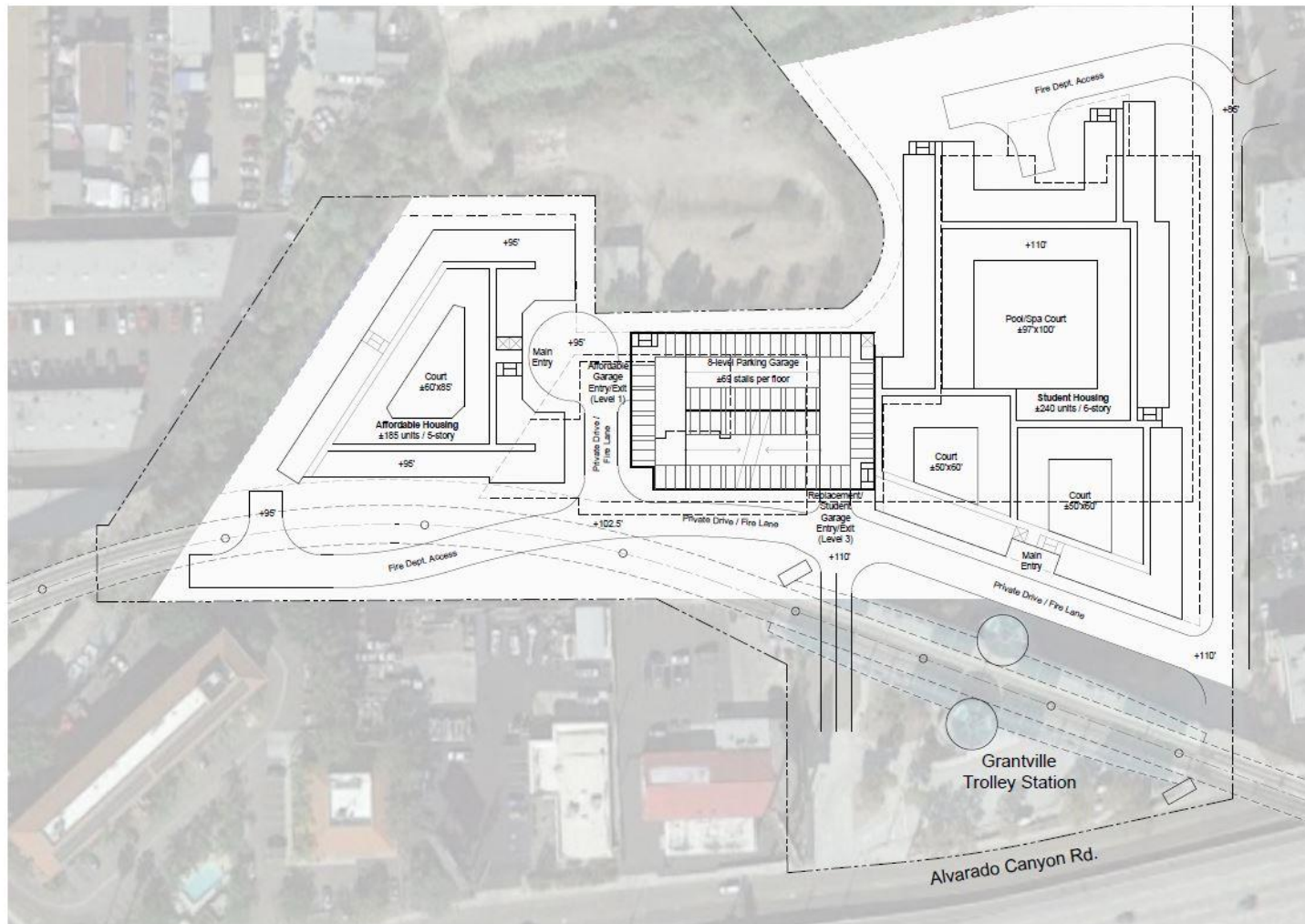




# Revised Proposal – Joint Venture

- Affirmed Housing and Greystar teamed to bring a new proposal
  - 185 units affordable housing
  - 240 units student housing
- Combined total units – 425
- Zoned CC-3-9: 109 units per acre allowable with density bonuses
- Maximum total units using 35% density bonus – 1,355





#### PROJECT SUMMARY:

APN: 461-320-07-00, 461-320-12-00,  
461-320-30-00, 760-226-67-00  
Zoning: CC-3-9 (400 sq. ft. per unit)  
Lot Area: ±400,940 sq. ft. (±9.2 ac.)  
Density: ±400,940 sq. ft. / 400 sq. ft./unit =  
±1,003 base units  
x 35% density bonus =  
±352 bonus units  
±1,355 total units allowed  
±425 total units proposed

#### STUDENT HOUSING:

6-story (5-story of Type III over 1-story of Type I)  
(±25' typical unit depth due to avg. unit size)  
Unit Mix: 1br/1ba ±625 sq. ft. 43 (17.9%)  
2br/2ba ±900 sq. ft. 79 (32.9%)  
3br/3ba ±1,175 sq. ft. 19 (7.9%)  
4br/4ba ±1,450 sq. ft. 99 (41.3%)  
(±1,100 sq. ft. avg.) ±240 total

Floor Area: Net Rentable ±264,000 sq. ft.  
Rec./Lease ±4,800 sq. ft.

#### AFFORDABLE HOUSING:

5 story of Type III  
(±20'-25' typical unit depth due to avg. unit size)  
Unit Mix: S.N. ±250 sq. ft. 28 (15.1%)  
1br/1ba ±450 sq. ft. 65 (35.1%)  
2br/1ba ±700 sq. ft. 46 (24.9%)  
3br/2ba ±900 sq. ft. 46 (24.9%)  
(±594 sq. ft. avg.) ±185 total

Floor Area: Net Rentable ±109,850 sq. ft.  
Rec./Services ±4,500 sq. ft.

#### PARKING:

Required: Student 240 x 1.2 = ±288 stalls  
Affordable 185 x .75 = ±139 stalls  
Replacement ±120 stalls  
±547 stalls  
Provided: 8 levels x ±69 stalls = ±552 stalls  
(Affordable on levels 1-2,  
Replacement on levels 3-4  
and Student on levels 4-8)

## Conceptual Site Plan



# A-1

May 4, 2016

PREPARED FOR:  
**Greystar**  
444 G. Canyon Ave.  
Solana Beach, CA 92075

## GRANTVILLE STATION STUDENT & AFFORDABLE HOUSING

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

1778 BERKELEY STREET  
SAN DIEGO, CA 92108  
TEL: 619.594.1000 FAX: 619.594.1001  
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VAN TILBURG, BARNARD & SODERBERGH, AIA  
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17077



# Recommendation

- Receive report
- Provide direction to staff
- Keyser Marston Study results and further analysis anticipated for the July meeting

# Grantville Real Estate

Executive Committee

June 7, 2018





AGENDA ITEM NO.

3c

## 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	6/7/18
Name	Maya Rosas
Address	1111 6th Ave #402, 92101
Telephone	
Email	
Organization Represented	Circulate San Diego
Subject of Your Remarks	joint development
Regarding Agenda Item No.	3c
Your Comments Present a Position of:	<input checked="checked" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

## 2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

## 3. DISCUSSION OF AGENDA ITEMS

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

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

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

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





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REVISED DRAFT

## Agenda

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

June 14, 2018

9:00 a.m.

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

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please call the Clerk of the Board at least two working days prior to the meeting. Assistive Listening Devices (ALDs) are available from the Clerk of the Board/Assistant Clerk of the Board prior to the meeting and are to be returned at the end of the meeting.

#### ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes - May 10, 2018 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics  
during the meeting

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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.  | <a href="#"><u>Unallocated Transportation Development Act (TDA) Funds for Transit-Related Projects</u></a><br>Action would approve the use of \$20,000 in unallocated TDA funds currently held by the County of San Diego for transit-related capital projects for the City of Santee.   | Approve |
| 7.  | <a href="#"><u>Fiscal Year 2019 Transportation Development Act Claim</u></a><br>Action would adopt Resolution Nos. 18-5, 18-6, and 18-7 approving the fiscal year (FY) 2019 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.   | Approve |
| 8.  | <a href="#"><u>California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal year (FFY) 2019 Federal Transit Administration (FTA) Section 5311 Funding</u></a><br>Action would approve Resolution No. 18-8 authorizing the use of and application for \$150,000 of FFY 2019 Section 5311 funds for operating assistance.   | Approve |
| 9.  | <a href="#"><u>California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2019 Federal Transit Administration (FTA) Section 5311(f) Funding</u></a><br>Action would approve Resolution No. 18-9 authorizing the use of and application for \$300,000 of FFY 2019 Section 5311(f) funds for operating assistance in non-urbanized areas.  | Approve |
| 10. | <a href="#"><u>Security Services Agreement - Contract Amendment</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. G1828.0-15 with Allied/Universal dba Transit Systems Security to: (1) Increase the employee paid rate for Armed Security Officers and Armed Sergeant (Supervisors) positions for the base contract and through all option years; (2) Include Armed Security Officers for the Centerline Station for the two option years of the contract through fiscal year 2021; and (3) Exercise the option years.   | Approve |
| 11. | <a href="#"><u>Fire Alarm Testing and Maintenance Services - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG252.0-18, with Tri-Signal Integration, Inc., for a three (3) year base term with two (2) one-year options, exercisable at the CEO's discretion.   | Approve |
| 12. | <a href="#"><u>Old Town Transit Center Shelter Replacement - Change Orders 1, 2, and 3</u></a><br>Action would: (1) ratify Construction Change Order 1 to MTS Doc No. PWL204.3-16; Work Order MTSJOC7504-15.01, with ABC Construction, Inc. (ABC) for an adjustment to the construction catalog cost factor; (2) authorize the Chief Executive Officer (CEO) to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 2, with ABC, for removal and replacement of existing lighting fixtures; and (3) authorize the CEO to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 3, with ABC, for infill and coating of columns. | Approve |
| 13. | <a href="#"><u>In-Plant Bus Inspections and Post-Delivery Audit Services - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0686.0-18 with TRC Engineering Services, LLC (TRC) for the provision of in-plant bus inspections and post-delivery audit services for a five (5) year period.   | Approve |

- |     |  |               |
|-----|--|---------------|
| 14. | <a href="#"><u>On-Call Plumbing Repair Services - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. PWG254.0-18, with Drain Medic, Inc., to provide on-call plumbing repair services for a one-year (1) base term with two (2) one-year options; and (2) Exercise the option years at the CEO's discretion.                          | Approve       |
| 15. | <a href="#"><u>Planet Bids E-Procurement - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2085.0-18, a Sole Source agreement with Planet Bids for E-Procurement for a five (5) year base term with five (5) one-year options; and (2) Exercise the option years at the CEO's discretion.   | Approve       |
| 16. | <a href="#"><u>San Diego Transit Corporation (SDTC) Noncontract Pension Plan - Amendment</u></a><br>Action would approve the attached amendment to the Retirement Plan for Noncontract Employees (Noncontract Plan) of the San Diego Transit Corporation (SDTC) which adds a "pop-up provision" effective upon the death of a pensioner's spouse.  | Approve       |
| 17. | <a href="#"><u>Green Line Communications System Upgrade Project - Fund Transfer</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 41 to the MOU between the San Diego Association of Governments (SANDAG) and MTS for the ARINC/Rockwell Collins' testing and integration support of the Green Line Communications System Upgrade project. | Approve       |
| 18. | <a href="#"><u>Investment Report - April 2018</u></a>  | Informational |
| 19. | <a href="#"><u>Benches and Recycling/Trash Receptacles - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1451.0-18, with Avalon Amenities, Inc., for benches and recycling/trash receptacles at Morena Linda Vista, Fashion Valley Transit Center, Hazard Center and Qualcomm Stadium Station.   | Approve       |
| 20. | <a href="#"><u>Light Rail Vehicle (LRV) Seat and Upholstery Replacement - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1459.0-18, a Sole Source agreement with Sardo Bus and Coach Upholstery for LRV seat and upholstery replacement.  | Approve       |
| 21. | <a href="#"><u>San Diego Metropolitan Transit System (MTS) Hill Street Slope Repair Construction Services - Contract Award</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL246.0-18 with Hazard Construction Company for Hill Street Slope Repair.  | Approve       |
| 22. | <a href="#"><u>Middletown Double Crossover - Phase 2 Design Services - Work Order</u></a><br>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1953-AE-11 to MTS Doc. No. G1953.0-17 with Pacific Railway Enterprises, Inc. (PRE) for the Middletown Double Crossover - Phase 2 Engineering design services.   | Approve       |



- |     |   |         |
|-----|---|---------|
| 23. | <u><a href="#">MTS Building C - Security Office Renovation - Award Work Order Under a Job Order Contract</a></u><br>Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7503-07, under MTS Doc. No. PWL234.0-17 with ABC Construction, Inc., for the provision of labor, materials, equipment, and supplies for the Building C – Security Office area renovation.  | Approve |
| 24. | <u><a href="#">Trolley Yard Wireless Network Replacement</a></u><br>Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2146.0-18 with AT&T Corp. to replace the trolley yard wireless network.  | Approve |
| 25. | <u><a href="#">Trapeze Software License and Maintenance Agreement (Paratransit and Mini-Bus Services) - Contract Amendment</a></u><br>Action would: (1) Ratify Amendment No. 7 to MTS Doc. No. B0563.0-11 with Trapeze Software Group, Inc. (Trapeze) for \$14,850.00; (2) Ratify Amendment No. 8 to MTS Doc. No. B0563.0-11 with Trapeze for \$67,006.47; (3) Ratify Amendment No. 9 to MTS Doc. No. B0563.0-11 with Trapeze for \$71,975.00; (4) Ratify Amendment No. 10 to MTS Doc. No. B0563.0-11 with Trapeze for \$19,603.00; and (5) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. B0563.0-11 with Trapeze to add the Trip Broker Module dispatch software for \$113,625.00. | Approve |

#### CLOSED SESSION

26. None.

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

#### NOTICED PUBLIC HEARINGS

- |     |  |         |
|-----|--|---------|
| 27. | <u><a href="#">Public Hearing for South Bay Rapid Implementation (Denis Desmond)</a></u><br>Action would: (1) Receive public testimony; and (2) Approve the permanent implementation of the Southy Bay Rapid 225 route in January 2019, with a soft launch of limited service in September 2018. | Approve |
|-----|--|---------|

#### DISCUSSION ITEMS

- |     |  |         |
|-----|--|---------|
| 30. | <u><a href="#">Creative/Marketing/Branding On Call Services - Contract Award (Rob Schupp)</a></u><br>Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2053.0-18 with Civilian Inc., for up to a three (3) year base term with two (2) one-year options to provide Creative, Marketing, Branding On Call Services; and (2) Exercise each option year at the CEO's discretion.   | Approve |
| 31. | <u><a href="#">San Diego Metropolitan Transit System (MTS) Mobile Hub Application - Contract Award</a></u><br>Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2079.0-18 with Datamatics Global Services Inc., analysis, design, development, training, implementation and support maintenance for one and a half (1.5) year base period with two (2) option years to provide a MTS Mobile Hub Application; and (2) Exercise each option year at CEO's discretion. | Approve |

## REPORT ITEMS

- |     |   |               |
|-----|---|---------------|
| 45. | <u>First Transit/Taxicab Pilot - Access Services (Bill Spraul)</u>  | Informational |
| 46. | <u>Operations Budget Status Report for April 2018 (Larry Marinesi)</u>  | Informational |
| 59. | <u>Ad Hoc Ballot Measure Committee Report (Board Member David Alvarez)</u>  | Informational |
| 60. | <u>Chair Report</u>   | Informational |
| 61. | <u>Chief Executive Officer's Report</u>   | Informational |
| 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 26, 2018   |               |
| 65. | <u>Adjournment</u>  |               |



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## Agenda Item No. 6

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR  
TRANSIT-RELATED PROJECTS

#### RECOMMENDATION:

That the Board of Directors approve the use of \$20,000 in unallocated TDA funds currently held by the County of San Diego for transit-related capital projects for the City of Santee.

#### Budget Impact

The use of unallocated TDA funds set aside by the County for transit-related projects in various jurisdictions would have no impact on MTS's operating or capital budgets. The total available unallocated TDA held for the benefit of the City of Santee would be reduced by \$20,000 resulting in a remaining balance of \$76,706 held by the County for the benefit of the City of Santee.

#### DISCUSSION:

On May 5, 2018, MTS received a request from the City of Santee (Attachment A) for \$20,000 of the City of Santee's portion of unallocated TDA held by the County to fund concrete work at 11 bus stops. The funds will be used to cover the cost of construction and staff time.



The TDA funds at issue are unspent funds designated for individual cities under the former TDA rules. Current rules and agreements with cities direct TDA funds to MTS and require MTS consent and confirmation for a transit purpose to release unspent funds (from former TDA program).

The total available City of Santee unallocated TDA funds, totaling \$96,706 will be reduced by \$20,000 resulting in a remaining balance of \$76,706 held by the County for future City of Santee transit-related projects.

/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. Request from City of Santee



# CITY OF SANTEE

**MAYOR**  
John W. Minto

**CITY COUNCIL**  
Ronn Hall  
Stephen Houlahan  
Brian W. Jones  
Rob McNelis

Tuesday, May 08, 2018

Eric Cheng  
Capital Grant Supervisor  
Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

Dear Mr. Cheng:

This is to request an allocation of TDA funds for concrete work at 11 bus stops in the City of Santee as a result of the MTS Transit Optimization Program which would reroute and/or eliminate some bus routes in Santee. As a result funding in the amount of \$20,000 is needed to cover the cost for construction and staff time. The table below is a detailed description of project cost.

Item Description	New Total
New pedestrian Pad at one (1) location to allow for future bus shelter	\$ 4,400
New concrete work at two (2) locations to allow for ADA access	\$ 3,100
Repair concrete pad at one (1) location to allow for future bus shelter	\$ 6,500
Repair concrete at seven (7) locations due to upcoming bus route changes	\$ 3,000
Staff time	\$ 3,000
<b>Total project cost</b>	<b>\$ 20,000</b>

I understand there are unallocated TDA funds for the City of Santee in the County of San Diego for transit related activities. The City of Santee requests that MTS request \$20,000 in TDA funds on behalf of the City to cover the full cost for concrete work at the 11 bus stops. A bus stop improvement project to be funded by TDA funds (TDA - Transit Grant in project page) is included in the City's current Capital Improvement Program (CIP). A copy of the Santee City Council resolution approving the CIP and the project page is attached.

If you have questions regarding this matter, please contact Principal Traffic Engineer Minjie Mei at (619) 258-4100 X 189.

Sincerely,

Melanie Kush  
Director, Development Services

Cc: Minjie Mei, Principal Traffic Engineer

H:\My Documents\My Data\Work\Grants and funding\MTS TDA funds\TDA Bus Shelter additional Funds 5-7-2018.docx

**RESOLUTION NO. 075-2017**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTEE,  
CALIFORNIA, APPROVING THE FIVE-YEAR CAPITAL IMPROVEMENT  
PROGRAM AND ADOPTING THE CAPITAL IMPROVEMENT  
PROGRAM BUDGET FOR FISCAL YEARS 2017-18 AND 2018-19**

**WHEREAS**, the City of Santee, California, requires public infrastructure improvements in areas such as circulation, drainage, parks and public facilities; and

**WHEREAS**, the prioritization and scheduling of these improvements is necessary to best serve the public's health, safety and welfare; and

**WHEREAS**, in order to prioritize these public infrastructure improvements, a Capital Improvement Program is necessary; and

**WHEREAS**, on May 24, 2017 and June 14, 2017, public meetings were held by the City Council to discuss the proposed Five-Year Capital Improvement Program for Fiscal Years 2017-18 through 2021-22; and

**WHEREAS**, the City Council considered all recommendations by staff and public testimony.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santee, California as follows:

**SECTION 1.** The Five-Year Capital Improvement Program for Fiscal Years 2017-18 through 2021-22 as submitted by the City Manager, including all changes directed by the City Council, is hereby approved.

**SECTION 2.** The Capital Improvement Program Budget for Fiscal Years 2017-18 and 2018-19 is hereby adopted and appropriated pursuant to Section 1. Upon adoption, any projects identified or remaining as unfunded in Fiscal Years 2017-18 or 2018-19 will be scheduled out to future years, as no funding is available for appropriation.

**SECTION 3.** The City Manager may authorize transfers of up to \$20,000 between approved Capital Improvement Program projects.

**RESOLUTION NO. 075-2017**

**SECTION 4.** Unencumbered balances remaining at June 30, 2018 and June 30, 2019 for Capital Improvement Program projects may be carried forward to the succeeding fiscal year without further City Council action.

**ADOPTED** by the City Council of the City of Santee, California, at a Regular Meeting thereof held this 28th day of June, 2017, by the following roll call vote to wit:

**AYES: HALL, HOULAHAN, JONES, MCNELIS**

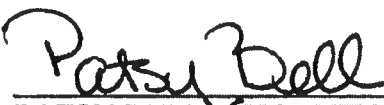
**NOES: NONE**

**ABSENT: MINTO**

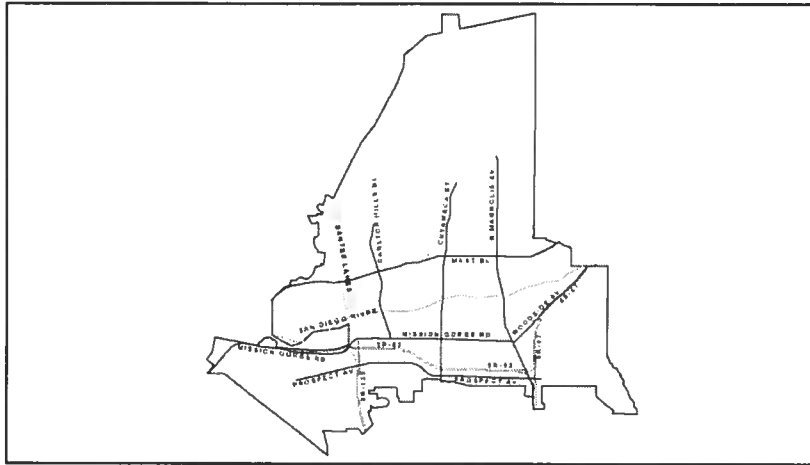
**APPROVED:**

  
\_\_\_\_\_  
**RONN HALL, VICE MAYOR**

**ATTEST:**

  
\_\_\_\_\_  
**PATSY BELL, CMC, CITY CLERK**

## Bus Stop Improvements CIP 2015-11 • Circulation Project



Project Location: To Be Determined

**Description:** This project will design and install curbing, walkways, platforms and shelters for pedestrian safety at three bus stops at key locations in the City.

**Justification:** These improvements will offer safer waiting zones for transit users.

**Operating Impact:** None

	Prior Year						
	Expenditures	FY 2017-18	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	Total
Expenditures:							
Planning/Design	\$	-	\$ 14,000	\$ -	\$ -	\$ -	\$ 14,000
Land Acquisition		-	-	-	-	-	-
Construction		-	78,000	-	-	-	78,000
Total	\$	-	\$ 14,000	\$ 78,000	\$ -	\$ -	\$ 92,000
Source of Funds:							
TDA - Transit Grant	\$	-	\$ 14,000	\$ 78,000	\$ -	\$ -	\$ 92,000
Total	\$	-	\$ 14,000	\$ 78,000	\$ -	\$ -	\$ 92,000





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## Agenda Item No. 7

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

FISCAL YEAR 2019 TRANSPORTATION DEVELOPMENT ACT CLAIM

#### RECOMMENDATION:

That the MTS Board of Directors adopt Resolution Nos. 18-5 (Attachment A), 18-6 (Attachment B), and 18-7 (Attachment C) approving the fiscal year (FY) 2019 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

#### Budget Impact

The FY 2019 TDA claims would result in the approval of \$97,184,026 in TDA funds for MTS to be utilized in the FY 2019 operating and capital budgets.

#### DISCUSSION:

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. The San Diego Association of Governments (SANDAG), as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators. At its February 23, 2018 meeting, the SANDAG Board of Directors approved the San Diego County Auditor's estimate of \$147,814,661 for the FY 2019 TDA apportionment.

A Master Memorandum of Understanding (MOU) exists between SANDAG, MTS, and the North County Transit District (NCTD) with respect to the functions and responsibilities transferred to SANDAG as a result of Senate Bill 1703 (Peace, 2003). Pursuant to the MOU, both transit agencies transfer TDA funding to SANDAG annually to pay for the administrative and planning functions that transferred to SANDAG as a result of the consolidation. The MOU is updated as circumstances change. For fiscal year 2019, \$2,110,721 in funding will remain with SANDAG for transferred administrative and planning functions.



TDA allocations are authorized under four separate articles of the law. Article 4 funds are used to provide general public transit services. Article 4.5 funds are designated for community transit services, and pursuant to SANDAG Board Policy No. 027, are allocated within the San Diego region to support paratransit services required by the Americans with Disabilities Act (ADA). Article 8 funds support specialized services such as express bus and ferry services.

A total of \$97,184,026 is estimated to be allocated to MTS for FY 2019. This includes \$91,540,221 in TDA Article 4.0 claims, \$57,397,004 of which will fund operating activities, and the remaining \$34,143,217 will fund the capital improvement program; \$4,872,057 in Article 4.5 claims to fund the MTS Access/CTS Paratransit services; and \$771,748 in Article 8.0 claims to fund the ferry/commuter express 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)

Attachments: A. Resolution No. 18-5  
B. Resolution No. 18-6  
C. Resolution No. 18-7

# **San Diego Metropolitan Transit System Authorizing Resolution**

## **Resolution Number 18-5**

### **Resolution Approving Fiscal Year 2019 Transportation Development Act, Article 4.0**

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2019 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2019 TDA Article 4.0 MTS TDA claim of \$91,540,221; \$57,397,004 of the 4.0 TDA claim will be used for operating activities, and the remaining \$34,143,217 will be used to fund capital.

PASSED AND ADOPTED by the Board of Directors this 14th day of June, 2018 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

**San Diego Metropolitan Transit System  
Authorizing Resolution**

**Resolution Number 18-6**

**Resolution Approving Fiscal Year 2019 Transportation Development Act, Article 4.5**

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2019 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2019 TDA Article 4.5 MTS TDA claim of \$4,872,057. The allocation will be used to fund the MTS Access/CTS Paratransit services.

PASSED AND ADOPTED by the Board of Directors this 14th day of June, 2018 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

# **San Diego Metropolitan Transit System Authorizing Resolution**

## **Resolution Number 18-7**

### **Resolution Approving Fiscal Year 2019 Transportation Development Act, Article 8.0**

WHEREAS, effective August 10, 2000, the San Diego Metropolitan Transit System (MTS) area consolidated Transportation Development Act (TDA) claim process provides that MTS will be responsible for submitting a single claim for each article of the TDA for all MTS operators; and

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2019 TDA claim, and

WHEREAS, MTS and SANDAG Boards must approve any alternate use of said balances differing from that for which they were originally claimed; and

WHEREAS, MTS and SANDAG staffs have analyzed this amendment and found it to be warranted pursuant to Section 6659 of Title 21 of the California Code of Regulations (CCR);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2019 TDA Article 8.0 MTS TDA claim of \$771,748. The allocation will be used to fund the ferry/commuter express services.

PASSED AND ADOPTED by the Board of Directors this 14th day of June, 2018 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System



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## Agenda Item No. 8

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) PROGRAM OF  
PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2019 FEDERAL TRANSIT  
ADMINISTRATION (FTA) SECTION 5311 FUNDING

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 18-8 (Attachment A) authorizing the use of and application for \$150,000 of FFY 2019 Section 5311 funds for operating assistance.

#### Budget Impact

The 5311 program has a 44.67% non-federal match requirement. MTS will be required to provide non-federal matching funds in the amount of \$121,101.

#### DISCUSSION:

The FTA provides funding for capital and operating assistance to agencies providing rural transportation through the Section 5311 Non-Urbanized Area Formula Program. These funds do not come directly to the region but are apportioned to the states. In turn, Caltrans, on behalf of the State of California, reapportions the funds to the region based solely on the regional rural population as a share of the state total rural population. San Diego Association of Governments allocates the region's funds to both North County Transit District and MTS based on the relative rural population in each service area.



MTS's apportionment of FY 2019 5311 funds is \$471,606, inclusive of \$165,172 in funds carried forward from FY 2018. Of this amount, \$150,000 will be used for FY 2020 rural operations. The remaining \$321,606 will be carried forward and applied with the FY 2020 apportionment.

/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. Resolution No. 18-8

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 18-8

Resolution Authorizing Federal Funding Under FTA Section 5311(49 U.S.C. Section 5311)  
with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, the San Diego Metropolitan Transit System (MTS) desires to apply for said financial assistance to operate rural transit service and support capital improvements in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region (including social service agencies);

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended;

1. The Chief Executive Officer is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.
2. The Chief Executive Officer is to provide additional information as the Department may require in connection with the application for the Section 5311 projects.
3. The Chief Executive Officer is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED, by the Board of Directors this 14th day of June 2018 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:



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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System



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## Agenda Item No. 9

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/2018**

#### SUBJECT:

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) PROGRAM OF  
PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2019 FEDERAL TRANSIT  
ADMINISTRATION (FTA) SECTION 5311(f) FUNDING

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 18-9 (Attachment A) authorizing the use of and application for \$300,000 of FFY 2019 Section 5311(f) funds for operating assistance in non-urbanized areas.

#### Budget Impact

If awarded, MTS will receive FFY 2019 5311(f) funds in the amount of \$300,000 for operating assistance. Based on the maximum 55.33% federal share of eligible expenditures, MTS will be required to provide non-federal matching funds in the amount of \$242,202, or 44.67% of the total project costs.

#### DISCUSSION:

Caltrans administers a statewide competitive grant program wherein transit agencies and non-profit organizations are eligible to apply for up to \$300,000 in financial assistance for operations serving areas outside of the federally defined urban boundary. Eligible projects can include existing operations, new services or service expansion. However, projects must be consistent with the state-adopted objectives and meet federal certifications and assurance guidelines. MTS already meets the federal guidelines as an eligible recipient of other federal funds.

Caltrans requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Staff has also requested the San Diego Associations of Governments to certify that it will amend



the Regional Transportation Improvement Program in the event of a grant award, as per Caltrans requirements.

/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. Resolution No. 18-9

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 18-9

Resolution Authorizing Federal Funding Under FTA Section 5311(f)  
with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311(f) of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311(f) grants for transportation projects for the general public and for rural transit and intercity bus; and

WHEREAS, San Diego Metropolitan Transit System (MTS) desires to apply for said financial assistance to operate rural transit service in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended;

1. The Chief Executive Officer is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.
2. The Chief Executive Officer is to provide additional information as the Department may require in connection with the application for the Section 5311 projects.
3. The Chief Executive Officer is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED, by the Board of Directors this 14th day of June 2018 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

---

Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

---

Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System



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## Agenda Item No. 10

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

SUBJECT:

SECURITY SERVICES AGREEMENT – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc. No. G1828.0-15 with Allied/Universal dba Transit Systems Security to:

- 1) Increase the employee paid rate for Armed Security Officers and Armed Sergeant (Supervisors) positions for the base contract and through all option years;
- 2) Include Armed Security Officers for the Centerline Station for the two option years of the contract through fiscal year 2021; and
- 3) Exercise the option years.

#### Budget Impact

The total estimated cost of this amendment would not exceed \$1,902,704. Funding for armed security increases will come from the MTS Security operating budget. Centerline security officers will be funded by the I-15 BRT station maintenance budget (which is TransNet II operational funds). The estimated cost allocation is as follows:

	Armed Security Officers	Centerline TSS Officer	Total
FY 2018	45,394	991	46,384
FY 2019	319,339	34,328	353,667
Base Year Total	364,732	35,319	400,051
FY 2020 (Option Yr. 1)	358,848	365,885	724,733
FY 2021 (Option Yr. 2)	388,429	389,491	777,920
Total Option Years	747,277	755,376	1,502,653
Total Amended Cost	1,112,009	790,695	1,902,704



This amendment will bring the total contract cost, including option years, to \$38,265,899. See Attachment B for full contract amendment history.

#### DISCUSSION:

At the May 10, 2018 MTS Board Meeting, the Board approved an increase in the Security budget to allow for an increase in pay for armed contracted officers. Allied Universal dba Transit Systems Security (TSS), the MTS contracted security company, was having difficulty hiring and retaining qualified armed guards at the current rate of \$13.00 per hour. The raise in hourly wage is needed to attract and retain qualified armed officers. Under this proposed amendment, armed security officers would receive a pay increase to \$14.50 per hour. The hourly rate will increase each year to maintain a \$3.00 per hour differential over minimum wage, with a final rate of \$17.00 per hour in FY 2021 (second option year). Armed supervisors would receive a pay increase to \$16.00 per hour and will maintain \$1.50 per hour differential over an armed officer throughout the life of the contract.

TSS currently provides armed security at the two I-15 BRT Centerline Stations. MTS receives reimbursement for the Centerline Station security officers through TransNet II. Under Amendment No. 3, TSS provides armed security officers at both Centerline Stations for two shifts per day, during revenue hours. Security officers are also responsible for opening and closing facilities as directed by MTS and provide periodic mobile patrols during non-revenue hours as well. Amendment No. 3 is effective through the third year (base years) of the contract but does not extend to the two option years. Amendment No. 4 would increase the employee paid rate Armed Security Officers and Armed Sergeant (Supervisors) positions for the base of the contract and through all options years; and amend the contract to include Armed Security Officers for the Centerline Station for the two option years of the contract through fiscal year 2021.

/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. G1828.4-15  
B. Total Contract Cost Table





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June 14, 2018

MTS Doc. No. G1828.4-15

Steve Claton, President, Southwest Region  
Allied Universal dba Transit System Security  
1551 N. Tustin Avenue, Suite 650  
Santa Ana, CA 92705

Dear Mr. Claton:

Subject: AMENDMENT NO. 4 TO MTS DOC. NO. G1828.0-15; SECURITY SERVICES

This shall serve as Amendment No. 4 to our agreement for security services as further described below.

#### SCOPE

There is no change to the Scope of Services.

#### SCHEDULE

Under this Amendment, both parties agree to the following revision: Exercise Option Years 1 & 2 to extend contract date to 6/30/2021.

#### PAYMENT

Under this Amendment, both parties agree that the payment provision shall be revised as following and as shown in Amendment 4 Summary attached:

1. Add pay rate increase for Armed Security Officers as discussed in the May 10, 2018 Board of Directors Meeting, Security Budget, Fiscal Year 2019, Section 5.19.
  - Exhibit A: Pay Rate Increase for the remainder of the base contract FY2018-FY2019 through the option years FY2020 – FY2021.
2. Add pay rate increase and option years pay for 8 Armed Security Officers for Centerline BRT.
  - Exhibit B: Pay Rate Increase & Adding Option Years Cost for 8 Armed Officers for Centerline BRT. The increase is for the remainder the base contract FY2018 - FY2019 through option years FY2020 - FY 2021. The base contract was approved in the March 26, 2018 board Agenda.



Allied Universal dba Transit System Security  
Mr. Steve Claton  
June 14, 2018  
Page 2

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

Sincerely,

Agreed:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Steve Claton, President  
Allied Universal dba Transit System Security

LMARQUIS-CL  
CL-G1828.4-15.ALLIED.JRIDER.6.18.2018

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

Cc: M. Guaderrama  
Procurement File

Attachments: Exhibit A  
Exhibit B

San Diego Metropolitan Transit System  
G1828.4-15 - Security Services  
**Amendment # 4 (Cost Proposal)**  
Schedule of Proposed Rates

## EXHIBIT A

Armed Security Officer Current FTE Allotment

Armed Security - Step A	63
H. Estrada--Staff #4	1
J. Guzman Hinojosa--Staff #6	1

Armed Security Totals 65

Armed Sergeant (Supervisors)

Armed Sergeant - Step A	3
Armed Sergeant - Step E	2
Armed Sergeant - Step G	1
Armed Sergeant - Step I	1
Armed Sergeant - Step J	1
Armed Sergeant - Step M	3

Armed Sergeant Totals 11

Base Year 2 FY 2018 Minimum Wage increase to \$11.50/ Hour January 1, 2018					Base Year 3 FY 2019 Minimum Wage increase to \$12.00/ Hour January 1, 2019					
Projected # FTE's	5/18-6/30/18 Employee Paid Rate Min Wage 1/1/18 \$11.50	* Overhead Rate Adj.	5/18-6/30/18 Billable Rate		Projected # FTE's	7/1-12/31/18 Employee Paid Rate	1/1-6/30/19 Employee Paid Rate Min Wage 1/1/19 \$12.00	* Overhead Rate Adj.	7/1-12/31/18 Billable Rate	1/1-6/30/19 Billable Rate
63	14.500	41.860%	20.570		63	14.500	15.000	41.860%	20.570	21.279
1	15.450	41.860%	21.917		1	15.450	15.910	41.860%	21.917	22.570
1	15.170	41.860%	21.520		1	15.170	15.630	41.860%	21.520	22.173
65					65					
3	16.000	38.850%	22.216		3	16.000	16.500	38.850%	22.216	22.910
2	16.000	38.850%	22.216		2	16.000	16.500	38.850%	22.216	22.910
1	16.270	38.850%	22.591		1	16.270	16.770	38.850%	22.591	23.285
1	16.810	38.850%	23.341		1	16.810	17.310	38.850%	23.341	24.035
1	17.090	38.850%	23.729		1	17.090	17.590	38.850%	23.729	24.424
3	18.100	38.850%	25.132		3	18.100	18.600	38.850%	25.132	25.826
11					11					

Armed Security Officer Current FTE Allotment

Armed Security - Step A	63
H. Estrada--Staff #4	1
J. Guzman Hinojosa--Staff #6	1

Armed Security Totals 65

Armed Sergeant (Supervisors)

Armed Sergeant - Step A	3
Armed Sergeant - Step E	2
Armed Sergeant - Step G	1
Armed Sergeant - Step I	1
Armed Sergeant - Step J	1
Armed Sergeant - Step M	3

Armed Sergeant Totals 11

Option Year 1 FY 2020 Minimum Wage increase to \$13.00/ Hour January 1, 2020						Option Year 2 FY 2021 Minimum Wage increase to \$14.00/ Hour January 1, 2021					
Projected # FTE's	7/1-12/31/19 Employee Paid Rate	1/1-6/30/20 Employee Paid Rate Min Wage 1/1/20 \$13.00	* Overhead Rate Adj.	7/1-12/31/19 Billable Rate	1/1-6/30/20 Billable Rate	Projected # FTE's	7/1-12/31/20 Employee Paid Rate	1/1-6/30/21 Employee Paid Rate Min Wage 1/1/21 \$14.00	* Overhead Rate Adj.	7/1-12/31/20 Billable Rate	1/1-6/30/21 Billable Rate
63	15.000	16.000	41.860%	21.279	22.698	63	16.000	17.000	41.860%	22.698	24.116
1	15.910	16.390	41.860%	22.570	23.251	1	16.390	17.000	41.860%	23.251	24.116
1	15.630	16.100	41.860%	22.173	22.839	1	16.100	17.000	41.860%	22.839	24.116
65						65					
3	16.500	17.500	38.850%	22.910	24.299	3	17.500	18.500	38.850%	24.299	25.687
2	16.500	17.500	38.850%	22.910	24.299	2	17.500	18.500	38.850%	24.299	25.687
1	16.770	17.770	38.850%	23.285	24.674	1	17.770	18.770	38.850%	24.674	26.062
1	17.310	18.310	38.850%	24.035	25.423	1	18.310	19.310	38.850%	25.423	26.812
1	17.590	18.590	38.850%	24.424	25.812	1	18.590	19.590	38.850%	25.812	27.201
3	18.600	19.600	38.850%	25.826	27.215	3	19.600	20.600	38.850%	27.215	28.603
11						11					

**EXHIBIT B****Pay Rate Increase & Adding Option Years for 8 Armed Officers for Centerline BRT****Base Years**

Base Years	Remainder of FY 2018				FY 2019					
	5/18-6/30/18				1/1-6/30/19					
	Employee				Employee					
	Paid Rate				Paid Rate					
	5/18-6/30/18				7/1-12/31/18 1/1-6/30/19					
Projected #	Min Wage	* Overhead	Billable	Projected #	Employee	Min Wage	* Overhead	Billable	Billable	
FTE's	1/1/18 \$11.50	Rate Adj.	Rate	FTE's	Paid Rate	1/1/19 \$12.00	Rate Adj.	Rate	Rate	
Armed Security Officers	8	14.50	41.86%	20.57	8	14.50	15.00	0.42	20.57	21.28

**Option Years**

Option Years	FY 2020						FY 2021					
	1/1-6/30/20						1/1-6/30/21					
	Employee						Employee					
	7/1-12/31/19			7/1-12/31/19			7/1-12/31/20			7/1-12/31/20		
	Paid Rate			Paid Rate			Paid Rate			Paid Rate		
Projected #	Employee	Min Wage	* Overhead	Billable	Billable	Projected #	Employee	Min Wage	* Overhead	Billable	Billable	
FTE's	Paid Rate	1/1/20 \$13.00	Rate Adj.	Rate	Rate	FTE's	Paid Rate	1/1/21 \$14.00	Rate Adj.	Rate	Rate	
Armed Security Officers	8.00	15.00	16.00	0.42	21.28	22.70	8.00	16.00	17.00	0.42	22.70	24.12

Description	Amendment Impact	Contract Value
Original Contract		\$ 39,037,552
Amendment #1 (Minimum Wage Adjustment)	\$ 4,817,160	\$ 43,854,712
Amendment #2		
Part A: Increase internal CCI's by 30, reduce contract by 50 FTEs	\$ (7,934,240)	\$ 35,920,472
Part B: Position restructuring within Unarmed Guards and Dispatch (CCTV)	\$ 22,601	\$ 35,943,073
Amendment #3 (Additional 8 FTEs for Centerline Station Security through FY19)	\$ 420,121	\$ 36,363,195
Amendment #4 (Armed Guard wage amendment; Centerline security through FY21)	\$ 1,902,704	\$ 38,265,899



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## Agenda Item No. 11

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

FIRE ALARM TESTING AND MAINTENANCE 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. PWG252.0-18 (in substantially the same format as Attachment A), with Tri-Signal Integration, Inc., for a three (3) year base term with two (2) one-year options, exercisable at the CEO's discretion.

#### Budget Impact

The contract period of performance would be for a three (3) year base period beginning on August 1, 2018, and ending on July 31, 2021, with two (2) one-year options exercisable at the sole discretion of MTS. The total value of this agreement will not exceed \$240,772.75 for the three-year base period and \$170,342.00 for all option years for a total not to exceed amount of \$411,114.75.

This contract is federally funded under the San Diego Trolley, Inc. (SDTI) operating budget (380016-571210) in the amount of \$224,335.39; federally funded under the San Diego Transit Corporation (SDTC) operating budget (331014-536600) in the amount of \$71,497.50; locally funded under the Bus Rapid Transit (BRT) operating budgets (845012-571210 and 846012-571210) in the amount of \$54,212.00; and locally funded under the Land Management (LM) operating budget (791010-571210) in the amount of \$61,069.86 (FY 19 through FY 24 respectively).

#### DISCUSSION:

Collectively, MTS, SDTI, SDTC, BRT, and LM oversee seventeen (17) locations with various fire alarm systems and suppression equipment. These systems and equipment require a comprehensive range of services, including fire alarm monitoring, and where



applicable, elevator emergency call monitoring, scheduled testing, preventive maintenance, and as needed repair work. These services are essential to ensure that the various fire alarm systems and suppression equipment operate properly in the event of a fire and that emergency elevator calls and fire alarms are responded to in a timely manner.

Additionally, these services are necessary to keep in compliance with the requirements and standards of the National Fire Protection Association (NFPA), American National Standards Institute (ANSI), Underwriters Laboratories (UL), applicable building codes, and regulations of the local and state Fire Marshall's offices.

On March 22, 2018, MTS issued an Invitation for Bids (IFB) for fire alarm testing and maintenance services to interested parties. A total of four (4) bids were received on May 15, 2018.

**Bid Summary:**

<b>Firm</b>	<b>Bid Amount</b>
Tri-Signal	\$411,114.75
Johnson Controls	\$431,601.00
Low Voltage	\$436,843.90
Siemens	\$580,914.35

Tri-Signal Integration, Inc. complied with all aspects of the IFB requirements and is the lowest responsive, responsible bidder at \$411,114.75.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG252.0-18 (in substantially the same format as Attachment A) with Tri-Signal Integration, Inc. to provide Fire Alarm Testing and Maintenance Services for a three (3) year base term with two (2) one-year options, exercisable at the CEO's discretion.

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

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

Attachment: A. Draft MTS Doc. No. PWG252.0-18



PWG252.0-18 CONTRACT NUMBER
FILE/PO NUMBER(S)

**STANDARD SERVICES AGREEMENT  
FOR  
FIRE ALARM SYSTEM TESTING & MAINTENANCE**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: Tri-Signal Integration, Inc. Address: 9682 Via Excelencia, Ste. #105

Form of Business: Corporation San Diego, CA 92126

(Corporation, partnership, sole proprietor, etc.)

Telephone: 858.537.3444 Email Address: jdubeau@tri-signal.com

Authorized person to sign contracts: Jeff Dubeau Group Vice President  
Name Title

**The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:** Fire Alarm Testing and Maintenance Services as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Conditions (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

The contract term is for three (3) base years, with two (2) optional one-year extensions exercisable at the sole discretion of MTS.

Payment terms shall be net 30 days from invoice date. The total value of this agreement will not exceed \$240,772.75 for the base year and \$170,342.00 for all option years for a total not to exceed amount of \$411,114.75.

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	
\$240,772.75	Various	2019	
\$170,342.00	Various	2020 - 2024	
By: _____ Chief Financial Officer		Date _____	

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

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



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## Agenda Item No. 12

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

OLD TOWN TRANSIT CENTER SHELTER REPLACEMENT – CHANGE ORDERS 1,  
2, AND 3

#### RECOMMENDATION:

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

- 1) ratify Construction Change Order 1 (in substantially the same format as Attachment A) to MTS Doc No. PWL204.3-16; Work Order MTSJOC7504-15.01, with ABC Construction, Inc. (ABC) for an adjustment to the construction catalog cost factor;
- 2) authorize the Chief Executive Officer (CEO) to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 2 (in substantially the same format as Attachment B), with ABC, for removal and replacement of existing lighting fixtures; and
- 3) authorize the CEO to execute MTS Work Order MTSJOC7504-15.02, PWL204.0-16 - Change Order 3 (in substantially the same format as Attachment C), with ABC, for infill and coating of columns.

#### Budget Impact

The total value of these Change Orders will not exceed \$161,547.89 inclusive of direct costs of \$159,932.42 and the contractor share of administrative fees totaling \$1,615.47. Total administrative fees are \$4,765.65 (contractor share \$1,615.47 and MTS share \$3,150.18). Including all amendments, the construction cost is as follows:



Subject	Quoted Work Order Amt.	Direct Costs	Contractor Admin Fee	MTS Admin Fee	Total Admin Fee
Old Town Shelter Rehab	654,189.93	<b>647,648.03</b>	6,541.90	12,756.70	<b>19,298.60</b>
CCO1	22,225.31	<b>22,003.06</b>	222.25	433.39	<b>655.64</b>
CCO2	125,955.36	<b>124,695.81</b>	1,259.55	2,456.13	<b>3,715.68</b>
CCO3	13,367.22	<b>13,233.55</b>	133.67	260.66	<b>394.33</b>
Totals	815,737.82	<b>807,580.45</b>	8,157.37	15,906.88	<b>24,064.25</b>

The overall value of the contract will increase from the original \$647,648.03 to a revised \$807,580.45. Funding will be from MTS Capital Improvement Project 20060063 (Old Town Transit Center).

#### DISCUSSION:

MTS has shelters at the Old Town Transit Center requiring upgrade and replacement. The new shelters will include an upgrade from a traditional wood frame to wood composite material. Shelters will also include column supports using a concrete finish to prevent future termite damage.

On March 17, 2016 (AI 19), the MTS Board approved a Job Order Contracting Work Order with ABC to perform this work. Construction started April 2018 and is expected to be completed by early summer of 2018.

During the course of the work, the following change orders were/are necessary:

##### Ratification of Change Order No. 1 (Attachment A):

This change order, executed under the CEO's authority, is for a cost factor increase from the construction task catalog. Due to unexpected delays with the project commencing, ABC requested an increase in its cost factor to cover the increases in both labor and materials since the original price proposal was drafted 2016. In 2016, the cost factor for work performed during "Normal Working Hours Within Railroad Right-of-Way" was 1.0575 and for work "Other Than Normal Working Hours Within Railroad Right-of-Way" the factor was 1.0775. In 2017 the rates increased to 1.0911 and 1.1118 respectively.

##### Authorization of Change Order No. 2 (Attachment B):

This change order is for the modification of the existing mast arms and the installation of new LED fixtures at Old Town Transit Center. Contractor shall reuse existing light poles; remove wood cladding, prime and paint poles black. This work was part of a Fiscal Year 2019 CIP project that was incorporated into this project to provide better illumination and energy efficiency at the Old Town Transit Center. Today's action would ratify this change order.

Authorization of Change Order No. 3 (Attachment C):

This change order is for removing existing corrosion, adding a corrosion proof coating, and infilling existing depressed shelter column bases with polymer concrete. This work is necessary to prevent future corrosion when the columns are encased in the new cladding.

Therefore, staff recommends that the MTS Board of Directors ratify and authorize the Chief Executive Officer (CEO) to execute Work Orders No. MTSJOC7504-15.2 through 15.3 under MTS Doc No. PWL204.3-16 with ABC Construction, Inc. for the Old Town Shelter rehabilitation.

/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. Construction Change Order MTSJOC7504-15 (CCO 1)  
B. Draft Construction Change Order MTSJOC7504-15 (CCO 2)  
C. Draft Construction Change Order MTSJOC7504-15 (CCO 3)



Metropolitan Transit System

**CONSTRUCTION CHANGE ORDER**Project Name: **Old Town Shelter Replacement**Date: **4/23/18**To: **MTS**Contract Number: **PWL204.1-16**From (Contractor): **ABC Construction, Inc.**CCO Number: **MTSJOC7504-15.01****Description of Work**

1. Change in contractor's cost factors for work during "Normal Working Hours Within Railroad Right-of-Way" from 1.0575 to 1.0911 and for work during "Other Than Normal Working Hours Within Railroad Right-of-Way" from 1.0775 to 1.1118.

**A. Contractor Cost Proposal, MTSJOC7504-15.01**

Cost factor adjustment

\$ 22,003.06 L.S.

L.S.

Subtotal A: \$ 22,003.06

**B. Subcontractors Costs**

Included in above.

\$ -

Subtotal B: \$ -

**C. Contractor Credits**

\$0.00

Subtotal C: 0.00

Total = (A + B + C)

Total: \$ 22,003.06

Original Contract value:

\$ 647,648.03

Adjustment by Change Order No. 1

\$ 22,003.06

\$ -

New Contract Amount

Total:

\$ 669,651.09

The Contract Time due to this Change Order will be: ☐ Increased ☐ Decreased ☒ Unchanged by 0 days

Original Completion Date:

6/5/18

Adjustment by Change Order No. 1 (if applicable)

0

New Completion Date

6/5/18

Milestones affected:

NA

Contractor

Date:

5/03/18

MTS Chief Executive Officer

Date:

5.7.18

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



Att. B, AI 12, 6/14/18

**CONSTRUCTION CHANGE ORDER**Project Name: **MTSJOC7504-15.02**Date: **5/18/18**To: **MTS**Contract Number: **PWL204.0-16**From (Contractor): **ABC Construction**CCO Number: **02****Description of Work**

This job order supplement is for the modification of the existing mast arms and the installation of new light fixtures as Old Town Transit Center. Contractor to reuse existing pole, remove wood cladding as, then prime and paint poles black.

**A. Contractor Cost Proposal, MTSJOC7501-15.01**

CCO #02 - Old Town Mast Arms &amp; Fixtures

\$ 124,695.81 L.S.

L.S.

Subtotal A: \$ 124,695.81

**B. Subcontractors Costs**

Included in above.

\$ -

Subtotal B: \$ -

**C. Contractor Credits**

\$0.00

Subtotal C: 0.00

Total = (A + B + C)

Total: \$ 124,695.81

Original Contract value:

\$ 647,648.03

Adjustment by Change Order No. 1 through Change Order 1 (if applicable)

\$ 22,003.06

Adjustment by this Change Order

\$ 124,695.81

New Contract Amount

Total:

\$ 794,346.90

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

by 0 days

Original Completion Date:

6/5/18

Adjustment by Change Order No. X through Change Order X (if applicable)

0

Adjustment by this Change Order

30

New Completion Date

7/5/18

Milestones Affected:

Contractor

Date:

MTS Chief Executive Officer

Date:

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

B-1

## CONSTRUCTION CHANGE ORDER

Project Name: **MTSJOC7504-15.03**

Date: **5/22/18**

To: **MTS**

Contract Number: **PWL204.0-16**

From (Contractor): **ABC Construction**

CCO Number: **03**

### Description of Work

This job order supplement is removing existing corrosion, adding a corrosion proof coating, and infilling existing depressed shelter column bases with polymer concrete.

### A. Contractor Cost Proposal, MTSJOC7501-15.01

CCO #03 - Infilling Existing Shelter Column Bases

\$ 13,233.55 L.S.

L.S.

Subtotal A: \$ 13,233.55

### B. Subcontractors Costs

Included in above.

\$ -

Subtotal B: \$ -

### C. Contractor Credits

\$0.00

Subtotal C: 0.00

Total = (A + B + C)

Total: \$ 13,233.55

Original Contract value:

\$ 647,648.03

Adjustment by Change Order No. 1 through Change Order 2 (if applicable)

\$ 146,698.87

Adjustment by this Change Order

\$ 13,233.55

New Contract Amount

Total:

\$ 807,580.45

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

by 0 days

Original Completion Date:

6/5/18

Adjustment by Change Order No. 1 through Change Order 2 (if applicable)

30

Adjustment by this Change Order

0

New Completion Date

7/5/18

Milestones Affected:

Contractor

Date:

MTS Chief Executive Officer

Date:





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## Agenda Item No. 13

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

IN-PLANT BUS INSPECTIONS AND POST-DELIVERY AUDIT 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. B0686.0-18 (in substantially the same format as Attachment A) with TRC Engineering Services, LLC (TRC) for the provision of in-plant bus inspections and post-delivery audit services for a five (5) year period.

#### Budget Impact

The total estimated cost of this agreement would not exceed \$280,713. The project will be funded from San Diego Transit Corporation (SDTC) Capital Improvement Project 1001105301 (Bus Replacement Project).

#### DISCUSSION:

MTS seeks to establish a contract with a consultant to work with MTS in providing quality assurance manufacturing and Federal Transit Administration (FTA) required inspection services for all of MTS bus builds over the next five years.

The consultant will assist MTS with the in-plant construction inspections at all assembly plants, pre-production and post-production inspections, including pre and post-Buy America compliance, and Federal Motor Vehicle Safety Standards compliance certification.

On March 20, 2018, MTS issued a Request for Proposals (RFP) for in-plant bus inspections and post-delivery audit services. Three (3) proposals were received from:



1. EF Enterprises, CA
2. First Transit, Inc., OH
3. TRC Engineering Services, LLC, FL

All proposals were deemed responsive and responsible.

An evaluation committee, consisting of Bus Maintenance, Bus Operations, Minibus and Paratransit staff met and scored the proposals based on the following (technical and cost) criteria:

Pass/Fail Criteria to include:

- a. Proposer has demonstrated the ability to meet insurance requirements described in the Agreement; and
- b. Proposer has demonstrated at least five (5) years of relevant experience; and
- c. Proposer has demonstrated previous experience working for or with public agencies, transit entities, or corporations on a similar project.

MTS used an evaluation scale system for rating contractor proposals against the evaluation factors identified as follows:

1. Qualifications and Experience of Firm or Individual
2. Staffing, Organization and Management Plan
3. Proposed Methodology and Work Plan
4. Cost/Price

After the initial evaluation of the proposals, all three firms were determined to be within the competitive range. No further clarifications were required. A Best and Final Offer (BAFO) was then requested from all proposers. After final submissions, the evaluation panel determined that TRC represented the best value and most advantageous offer to MTS after considering both price and technical factors.

The following table represents the total cost proposal and final scores:

<b>PROPOSER NAME</b>	<b>Total Contract Cost</b>	<b>TOTAL AVG. TECH. SCORE</b>	<b>COST SCORE</b>	<b>TOTAL SCORE (Tech + Cost)</b>
EF Enterprises	\$266,750.00	47.67	30.00	<b>77.67</b>
First Transit, Inc.	\$462,759.00	64.33	17.29	<b>81.62</b>
TRC Engineering	\$281,957.00	56.00	28.38	<b>84.38</b>

Based on the evaluation panel's analysis of the technical proposal, discussions and evaluation of price, MTS staff has determined that TRC's proposed pricing is fair and reasonable, and has provided a very competitive proposal that meets MTS's requirements as outlined in the RFP.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0686.0-18 (in substantially the same format as Attachment A) with TRC Engineering Services, LLC (TRC) for the provision of in-plant bus inspections and post-delivery audit services for a five (5) year period.

/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. B0686.0-18

## STANDARD SERVICES AGREEMENT

DRAFT

B0686.0-18

CONTRACT NUMBER

WBSE #1001105301

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: TRC Engineering Services, LLC (TRC) Address: 2200 Winter Springs Blvd. Ste. 106-344

Form of Business: Limited Liability Company Oviedo, FL 32765  
(Corporation, partnership, sole proprietor, etc.)

Telephone: 407-977-4500 Email: [tranrc@earthlink.net](mailto:tranrc@earthlink.net)

Authorized person to sign contracts: Edward W. Pigman 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 In-Plant Bus Inspections and Post-Delivery Audit Services as set forth in the MTS Scope of Work (attached as Exhibit A), in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit B), Federal Requirements (attached as Exhibit C), and TRC's Best and Final Offer (BAFO) (attached as Exhibit D), and Signed MTS Forms – TRC (attached as Exhibit E).

The contract term is for a five (5) year period effective July 1, 2018 through June 30, 2023. Payment terms shall be net 30 days from invoice date.

The total contract cost shall not exceed \$280,713 without prior written approval from 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	FISCAL YEAR
<b>\$280,713</b>	WBSE #1001105301-599907	18-23

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



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## Agenda Item No. 14

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

ON-CALL PLUMBING REPAIR SERVICES - CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. PWG254.0-18 (in substantially the same format as Attachment A), with Drain Medic, Inc., to provide on-call plumbing repair services for a one-year (1) base term with two (2) one-year options; and
- 2) Exercise the option years at the CEO's discretion.

#### Budget Impact

The contract period of performance would be for a one-year base period beginning on July 1, 2018, and ending on June 30, 2019, with two (2) one-year options exercisable at the sole discretion of MTS. The total value of this agreement will not exceed \$55,314.75 for the base year and \$116,065.05 for all option years for a total not to exceed amount of \$171,379.80.

This contract is federally funded under the San Diego Trolley, Inc. (SDTI) operating budget (380016-536300) in the amount of \$131,911.46 and locally funded under the Land Management operating budget (791010-571210) in the amount of \$39,468.34 (Fiscal Year 18 through Fiscal Year 21 respectively).

#### DISCUSSION:

MTS Land Management and SDTI require the service of a contractor to perform all on-call plumbing services, including minor through complex plumbing repairs and/or services. Routine and emergency plumbing services will be performed at a variety of



locations including Trolley buildings, stations and other Trolley properties and MTS buildings. These services are needed to ensure that plumbing repairs at MTS facilities and properties are responded to and repaired in a timely professional manner, so as to mitigate damage to MTS infrastructure and lessen the impact of plumbing issues on both MTS employees and tenants.

On March 21, 2018, MTS issued an Invitation for Bids (IFB) for On-Call Plumbing Repair Services to interested parties. A total of six (6) bids were received on April 13, 2018.

**Bid Summary:**

<b>Firm</b>	<b>Bid Amount</b>
Drain Medic	\$ 171,379.80
HSW RR	\$ 173,971.80
Vet Force	\$ 187,212.00
ASAP Drain Guys	\$ 196,403.94
HPS Mechanical	\$ 226,809.40
AO Reed	\$ 288,943.80

Drain Medic, Inc. complied with all aspects of the IFB requirements and was the lowest responsive, responsible bidder at \$171,379.80.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG254.0-18 (in substantially the same format as Attachment A) with Drain Medic, Inc. to provide on-call plumbing repair services for a one-year (1) base term with two (2) one-year options, exercisable at MTS's sole discretion.

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

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

Attachment: A. Draft MTS Doc. No. PWG254.0-18

PWG254.0-18 CONTRACT NUMBER
FILE/PO NUMBER(S)

**STANDARD SERVICES AGREEMENT  
FOR  
ON-CALL PLUMBING SERVICES**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: Drain Medic, Inc. Address: 7662 North Ave.  
 Form of Business: Corporation Lemon Grove, CA 91945  
 (Corporation, partnership, sole proprietor, etc.)  
 Telephone: 619.298.3440 Email Address: General@drainmedic.com  
 Authorized person to sign contracts: Linda J. Voight CEO/RMO  
 Name Title

**The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows:** On-Call Plumbing Repair Services as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Conditions (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

The contract term is for one (1) base year, with two (2) optional one-year extensions exercisable at the sole discretion of MTS.

Payment terms shall be net 30 days from invoice date. The total value of this agreement will not exceed \$55,314.75 for the base year and \$116,065.05 for all option years for a total not to exceed amount of \$171,379.80.

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
\$55,314.75	Various	2019
\$116,065.05	Various	2020-2021

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

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

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





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## Agenda Item No. 15

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

PLANET BIDS E-PROCUREMENT CONTRACT AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to:

- 1) Execute MTS Doc. No. G2085.0-18, a Sole Source agreement (in substantially the same format as Attachment A) with Planet Bids for E-Procurement for a five (5) year base term with five (5) one-year options; and
- 2) Exercise the option years at the CEO's discretion.

#### Budget Impact

The total value of this agreement shall not exceed \$298,000.00 over 10 years for the purchase of:

- An E-Procurement system contract which includes:
  - Vendor Management, Bid Management, and Contract Management modules for up to 12 Full User Licenses.
  - Onsite training for up to 4 hours.

This project is funded by local funds.

#### DISCUSSION:

#### Background

Planet Bids is a Small/Regional/Woman Business Enterprise that has been in the business since 1998, and has the technical expertise and experience in working with e-procurement system modules. They worked on a similar project for the San Diego



Association of Governments (SANDAG) in early 2008, and they offer e-procurement services to other various public agencies. They also provide the following system modules as options:

- Contract Management with/without Compliance Reporting
- Insurance Certificate Management
- Emergency Operations Management

MTS has been using the Planet Bids E-Procurement system since 2008. This system has been a resourceful tool for the procurement team in vendor management, bid management, and contract management.

MTS has utilized this system since 2015 and encouraged a significant number of vendors to register and become familiar with this site. Potentially switching to a new platform will cause confusion among our bidding communities, require a significant level of effort and cost to re-register all of the existing bidders and make it difficult to work with regional partners that utilize the same system.

Based on Planet Bids' past performance, financial stability, and price proposal, staff proposes to continue using services provided by Planet-Bids for our E-Procurement needs at MTS.

After reviewing the proposed pricing for renewal, staff determined that the submitted pricing was a fair and reasonable price. As a result, MTS intends to award a not to exceed contract amount of \$298,000.00 as detailed below:

Not to Exceed Amount Contract Breakdown for PB System™ Vendor Management, Bid Management and the Contract Management modules, for up to 12 Full User licenses:	
PB System Service (Base) Year 1	\$27,650
PB System Service (Base) Year 2	\$28,480
PB System Service (Base) Year 3	\$28,480
PB System Service (Base) Year 4	\$29,334
PB System Service (Base) Year 5	\$29,334
PB System Service (Option 1) Year 6	\$30,214
PB System Service (Option 2) Year 7	\$30,214
PB System Service (Option 3) Year 8	\$31,120
PB System Service (Option 4) Year 9	\$31,120
PB System Service (Option 5) Year 10	\$32,054
<b>Total:</b>	<b>\$298,000</b>

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2085.0-18, a Sole Source agreement (in substantially the same format as Attachment A) with Planet Bids for E-Procurement for a five (5) year base term with five (5) one-year options, exercisable at the CEO's 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)

Attachment: A. Draft MTS Doc. No. G2085.0-18

## STANDARD SERVICES AGREEMENT

G2085.0-18  
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: Planet Bids Address: 20929 Ventura Blvd

Form of Business: Corporation Woodland Hills, CA 91364  
(Corporation, partnership, sole proprietor, etc.)

Telephone: 818-992-1771

Authorized person to sign contracts: Alan Zavian Chief Operation Officer (COO)  
Name Title

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

Provide E-Procurement system per MTS requirements, Planet Bids in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit B), and MTS Travel Guidelines Applicable to MTS Contractors No. 44-C (attached as Exhibit C)

The contract term is for up to a 10-year period (5-year base with five 1-year options). Base period shall be effective November 5, 2018, through November 4, 2023, and Option Years 1-5 shall be effective November 5, 2023, through November 05, 2028 (exercisable at MTS's sole discretion). Payment terms shall be net 30 days from invoice date.

The total contract cost shall not exceed **\$298,000** [\$143,278 for the base period and \$154,722 for the option years.]

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
\$ 143,278 – Base	571250 / 661010	FY18-FY23
\$ 154,722 – Options		FY23-FY28
<b>\$ 298,000 – Total</b>		FY18-FY28

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



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## Agenda Item No. 16

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) NONCONTRACT PENSION PLAN –  
AMENDMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the attached amendment to the Retirement Plan for Noncontract Employees (Noncontract Plan) of the San Diego Transit Corporation (SDTC) which adds a “pop-up provision” effective upon the death of a pensioner’s spouse.

#### Budget Impact

The budget impact to the Noncontract plan (funded through contributions by MTS and eligible SDTC employees) is expected to be cost neutral as the reduced joint and survivor annuities reflect discounted benefit levels in anticipation of a longer duration of benefit payments. The pop-up provision increases the benefit payments for recipients, but the actuarially assumed duration of benefits reduces to maintain cost neutral impacts to the Plan.

#### DISCUSSION:

MTS currently administers three very similar pension plans for SDTC employees. One for maintenance employees represented by International Brotherhood of Electrical Workers, Local 465 (IBEW), one for Bus Operators and Clerical Employees represented by Amalgamated Transit Union, Local 1309 (ATU), and one for Noncontract (management) employees.

Each plan offers three benefit payment options: (1) “single life annuity” which pays benefits only for the life of the employee, (2) “50% joint and survivor annuity” which allows the employee to select a benefit that pays the employee a reduced amount during their life, and one-half of that amount to their spouse if the employee predeceases their



spouse, and (3) “100% joint and survivor annuity” which allows the employee to select a benefit that pays the employee a further reduced amount during their life, but provides their spouse the same benefit amount if the employee predeceases their spouse. The actual benefit reduction for options (2) and (3) are based on actuarial calculations that are designed to be cost neutral to the plan, meaning that, on average, employees should not financially benefit or lose based on the benefit option they choose. As a reference point, there are only 40 retirees (of 120 Noncontract retirees in total) that selected either the 100% or 50% joint and survivor annuity option.

In some cases, the spouse of a pensioner who is eligible to receive a reduced benefit based on selecting a joint and survivor annuity dies before the pensioner. This “pop-up provision” allows the benefit reduction caused by the joint and survivor annuity to be eliminated upon the death of a pensioner’s spouse causing the pensioners benefit to revert to the single life annuity amount.

The pension plans for IBEW and ATU represented employees, and all MTS and SDTI CalPERS plans already include these “pop-up provision” options. Staff recommends that the Board of Directors approve the attached amendment which modifies the Noncontract Plan to include the same provision.

/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. Amendment to the Retirement Plan for Noncontract Employees of the San Diego Transit Corporation

**SECOND AMENDMENT TO  
THIRD AMENDED AND RESTATED RETIREMENT PLAN FOR NONCONTRACT  
EMPLOYEES  
OF SAN DIEGO TRANSIT CORPORATION**

This Second Amendment (“Amendment”) to the Third Amended and Restated Retirement Plan for Noncontract Employees of San Diego Transit Corporation (“Plan”) is made by San Diego Transit Corporation.

1. Authority and Effective Date. The effective date of this Amendment shall be January 1, 2017, unless otherwise specified below. This Amendment is made pursuant to Section 12.01 of the Plan. Capitalized terms not otherwise defined herein shall have the same meaning as set forth in the Plan.

2. Pop-Up Benefit. New Section 7.08 is hereby added to the Plan to read as follows:

7.08 Single Life Annuity Reversion. Any Participant under the Plan,

(a) who is receiving benefits from the Plan in the form of a Joint and Survivor Annuity during any calendar year beginning on or after January 1, 2017, and

(b) whose spouse dies during any calendar year beginning on or after January 1, 2017, predeceasing the Participant, shall have his or her monthly benefit payable following the death of the spouse adjusted so that it is equal to the monthly benefit which would have been paid to the Participant if he or she had elected the Normal Form of Benefit (a single life annuity) at the time of retirement. Such benefit shall remain at the adjusted level for the remainder of the life of the Participant.

To the fullest extent permitted by law, this Section 7.08 shall not be considered a protected benefit under Section 411(d)(6) of the Internal Revenue Code, and the Employer shall have the power to amend or delete this Section 7.08 at any time.

3. Effect. Except as otherwise provided herein, the Plan shall remain in full force and effect.

**SAN DIEGO TRANSIT CORPORATION**

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

Its: \_\_\_\_\_

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

Its: \_\_\_\_\_



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## Agenda Item No. 17

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/4/2018**

#### SUBJECT:

GREEN LINE COMMUNICATIONS SYSTEM UPGRADE PROJECT – FUND  
TRANSFER

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 41 to the MOU between the San Diego Association of Governments (SANDAG) and MTS for the ARINC/Rockwell Collins' testing and integration support of the Green Line Communications System Upgrade project.

#### Budget Impact

There would be no change to the overall Capital Improvement Project (CIP) amount. SANDAG would be reimbursed for the Green Line Communication System Upgrade Project from MTS CIP 20050024 for a total amount not to exceed \$165,000.00.

#### DISCUSSION:

MTS is in the process of upgrading existing network communication equipment on the Green Line from Old Town Transit Center to Santee Town Center Station. The existing Train to Wayside Communications (TWC) system is being replaced and the new system will be put on the MTS network. The TWC system supports tracking trolley vehicles as they move through the system. TWC uses electromagnetic loops placed in the track to send and receive data with passing trolley vehicles. Along with the TWC upgrade, MTS is also adding Supervisory Control and Data Acquisition (SCADA), temperature and intrusion detection systems. This data is already present at the Blue Line and Orange Line Trolley stations and has been integrated into the Centralized Train Control (CTC) System by ARINC/Rockwell Collins.





ARINC/Rockwell Collins has been working with MTS over the years through SANDAG's contract to provide technical support, maintenance, system testing, integration, and acceptance of various new technologies in the MTS system. In order to keep the same level of support and system consistency without any disruption in MTS trolley operations, MTS reaches out to SANDAG to utilize their existing contract with ARINC/Rockwell Collins to provide the testing and integration of the new equipment for the Green Line Communications System Upgrade project.

Therefore, staff recommends that the Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17, Scope of Work 41, for the ARINC/Rockwell Collins' testing and integration support of the Green Line Communications System Upgrade 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)

Attachment: A. Addendum 17 SOW 41

**Addendum 17 Project Scope of Work**

MTS File No.	G0930.17-04.41	SANDAG Reference No.	5000710 SOW 41
CIP Title:	Green Line Communications System Upgrades – Testing and Integration		
CIP No.	2005002402 – MTS 1142500 – SANDAG	Project Managers:	MTS – Thang Nguyen SANDAG – Dale Neuzil
Lead Agency:	SANDAG	Operating Agency:	MTS
Estimated Start Date:	04/01/18	Original SOW 41 Budget	\$165,000
Estimated Completion Date:	12/31/18	Additional SOW _____. Budget (this amendment)	N/A
Total CIP Budget	\$4,170,000 (FY 19)	Total SOW Budget (value of work to be invoiced between SANDAG/MTS):	\$165,000

Intended Source of Funds:

MTS will be using Local Funding under MTS CIP 2005002402.

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall reimburse SANDAG via invoices for services described herein.

Project Description:

MTS currently has a project on the Green Line to perform upgrades of Train to Wayside Communications (TWC) and Supervisory Control and Data Acquisition (SCADA) equipment. This project is to provide testing and integration of this new equipment into the Centralized Train Control (CTC) System.

Scope of Work to be Performed by SANDAG:

1. Provide Project Management and technical support to MTS Project Manager for the integration tasks associated with the Green Line Communications System Upgrade.
2. Work with third party integration team (ARINC/Rockwell Collins) to perform systems testing, integration, acceptance and closeout of the project.

Scope of Work to be performed by MTS:

1. MTS agrees to reimburse SANDAG for the full and actual cost for technical services provided herein within 15 days of receipt of invoice.
2. In the event that SANDAG notifies MTS that the amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional funds. In no event shall SANDAG have the responsibility to move forward until both parties are able to identify sufficient funding for items associated with this procurement.

Any Additional Project-Specific Conditions:

None

APPROVED BY:  
SANDAG

METROPOLITAN TRANSIT SYSTEM

\_\_\_\_\_  
Jim Linthicum  
Director of Mobility Management and  
Project Implementation  
Attachment 1 – VMS Hardware Procurement

Date

\_\_\_\_\_  
Paul Jablonski  
Chief Executive Officer

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 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

INVESTMENT REPORT – APRIL 2018

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

Attachment A comprises a report of the San Diego Metropolitan Transit System (MTS) investments as of April 30, 2018. The combined total of all investments has decreased month to month from \$107.0 million to \$99.8 million. This \$7.1 million decrease is attributable to \$3.1 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 2018



**San Diego Metropolitan Transit System  
Investment Report  
April 30, 2018**

	<b>Restricted</b>	<b>Unrestricted</b>	<b>Total</b>	<b>Average rate of return</b>
Cash and Cash Equivalents				
JP Morgan Chase - concentration account	-	33,312,310	33,312,310	0.00%
Total Cash and Cash Equivalents	-	33,312,310	33,312,310	
Cash - Restricted for Capital Support				
US Bank - retention trust account	2,390,821	-	2,390,821	N/A*
California Bank & Trust - retention trust account	205,597		205,597	N/A*
San Diego County Investment Pool				
Proposition 1B TSGP grant funds	6,692,353	353,599	7,045,952	1.792%
Total Cash - Restricted for Capital Support	9,288,770	353,599	9,642,369	
Investments - Working Capital				
Local Agency Investment Fund (LAIF)	6,056,582	34,832,125	40,888,707	1.661%
San Diego County Investment Pool	-	16,000,000	16,000,000	1.792%
Total Investments - Working Capital	6,056,582	50,832,125	56,888,707	
 Total cash and investments	 <b>\$ 15,345,352</b>	 <b>\$ 84,498,034</b>	 <b>\$ 99,843,386</b>	

N/A\* - Per trust agreements, interest earned on retention account is allocated to trust beneficiary (contractor)



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## Agenda Item No. 19

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

BENCHES AND RECYCLING/TRASH RECEPTACLES – 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. L1451.0-18, (in substantially the same format as Attachment A) with Avalon Amenities, Inc., for benches and recycling/trash receptacles at Morena Linda Vista, Fashion Valley Transit Center, Hazard Center and Qualcomm Stadium Station.

#### Budget Impact

The project is funded by 380060-599901 as follows:

	Total
Sub Total	\$100,521.80
CA Sales Tax	\$7,790.44
Delivery Charges	\$4,375.00
Overall Total	\$112,687.24

#### DISCUSSION:

MTS Rail will be replacing Benches and Trash/Recycling receptacles at Morena Linda Vista, Fashion Valley Bus Bays, Hazard Center and Qualcomm Stadium Station. Current receptacles and benches are 21 years old and show signs of deterioration.



On March 16, 2018 MTS issued an Invitation for Bids under MTS No. L1451.0-18 to purchase benches and recycling/trash receptacles. One bid was received by the due date of April 20, 2018 from Avalon Amenities which was deemed responsive and responsible.

Staff performed a survey among the prospective bidders to determine their reason(s) for not bidding. Other business commitments and interest in selling much larger quantities were the reasons provided for not bidding.

MTS Independent Cost Estimate was \$98,630.17 + \$7,643.83 tax = \$106,274.00. The initial bid was \$164,931.14 (inclusive of tax and delivery costs). Recently enacted tariffs of 25% on foreign steel and 10% on foreign aluminum have pushed up domestic prices on metals. This has resulted in the cost to manufacture benches and trash receptacles to increase drastically. MTS staff entered into negotiations and discussions with Avalon Industries as the single bidder. Avalon lowered the unit costs and offered to cover half of the freight charges. During subsequent discussions, MTS reduced the quantities requested and the proposer submitted a final bid.

The table below shows the negotiations summary:

	Amount	Tax	Freight	Total Amount
Initial bid (Quantity 101)	\$142,022.40	\$11,006.74	\$11,902.00	\$164,931.14
Negotiated bid (Quantity 101)	\$140,967.60	\$10,924.99	\$5,950.00	\$157,842.59
Final bid (Quantity 73)	\$100,521.80	\$7,790.44	\$4,375.00	\$112,687.24

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1451.0-18, (in substantially the same format as Attachment A) with Avalon Amenities, Inc., for benches and recycling/trash receptacles at Morena Linda Vista, Fashion Valley Transit Center, Hazard Center and Qualcomm Stadium Station

/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 Standard Services Agreement; MTS Doc. No. L1451.0-18  
B. Avalon Bid

## STANDARD SERVICES AGREEMENT

L1451.0-18  
CONTRACT NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: Avalon Amenities Address: 31915 Rancho California Rd, Suite 200-324

Form of Business: Corporation Temecula, CA 92591

(Corporation, partnership, sole proprietor, etc.)

Telephone: (951) 299-9394 Email Address: davids@avalonamenities.com

Authorized person to sign contracts: David C. Skalka Representative  
Name Title

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

Provide benches and trash/recycling receptacles as specified in the Scope of Work (attached as Exhibit A), Avalon Amenities cost proposal dated May 1, 2018 (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C).

Payment terms shall be net 30 days from invoice date. The overall is \$112,687.24 which shall not be exceeded without MTS approval.

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM

## CONTRACTOR AUTHORIZATION

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

Approved as to form:

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

Firm: \_\_\_\_\_

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

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

## AMOUNT ENCUMBERED

## BUDGET ITEM

## FISCAL YEAR

\$112,687.24

380060-599901

FY18-19

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

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

SA-SERVICES REVISED (2/22/2017)

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**BENCHES AND RECYCLING/TRASH RECEPTACLES**

**MTS DOC. NO. L1451.0-18**

**REVISED BID FORM (4/2718)**

Item #	Description	QTY	*Unit Price	*Ext. Price
1	<b>Bench:</b> Eleven (11) Steelside RB Series 6' All-Steel Bench with 2 Welded Intermediate Armrest, Standard Powder Coat <b>White</b> . Victor Stanley Model RB-28.	11	\$1,400.20	\$15,402.20
2	<b>Bench:</b> Eighteen (18) Steelside RB Series 6' All-Steel Bench with 2 Welded Intermediate Armrest, Standard Powder Coat, Victor Stanley Ral 5018 <b>Turquoise Blue</b> . Victor Stanley Model RB-28.	18	\$1,464.20	\$26,355.60
3	<b>Bench:</b> Twelve (12) Steelside RB Series 6' All-Steel Bench with 2 Welded Intermediate Armrest, Standard Powder Coat, Victor Stanley Ral 6037, <b>Pure Green</b> . Victor Stanley Model RB-28.	12	\$1,464.20	\$17,570.40
4	<b>Bench:</b> Twelve (12) Steelside RB Series 6' All-Steel Bench with 2 Welded Intermediate Armrest, Standard Powder Coat, <b>Red</b> . Victor Stanley Model RB-28.	12	\$1,400.20	\$16,802.40
5	<b>Bench:</b> Four (4) Steelside RB Series 6' All-Steel Bench with 2 Welded Intermediate Armrest, Standard Powder Coat, <b>Green</b> .	4	\$1,400.20	\$5,600.80
6	<b>Receptacle:</b> Eight(8) Ironsite Series 36-Gallons Side-Door Litter Receptacles with Latch, Dual Flow Lid, Pair Half-Moon Liners w/Bottom Plate Cover, Standard Powder Coat, Victor Stanley Ral 5018 <b>Turquoise Blue</b> . Victor Stanley, Model SD-42.	8	\$1,206.40	\$9,651.20
7	<b>Receptacle:</b> Eight (8) Ironsite Series 36-Gallons Side-Door Litter Receptacles with Latch, Dual Flow Lid, Pair Half-Moon Liners w/Bottom Plate Cover, Standard Powder Coat, <b>Red</b> . Victor Stanley, Model SD-42.	8	\$1,142.40	\$9,139.20
<b>(A) SUB TOTAL AMOUNT (LINES 1 TO 7)</b>				\$100,521.80
<b>(B) CA SALES TAX (7.75% ON LINES 1 TO 7)</b>				\$7,790.44
<b>(C) TOTAL INCLUDING TAX (A+B)</b>				\$108,312.24
<b>(D) FREIGHT CHARGES FOR ALL ITEMS (IF APPLICABLE)</b>				<b>\$4,375.00</b>
<b>(E) OVERALL TOTAL (C+D)</b>				<b>\$112,687.24</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**

**BID FORM - CONTINUED**

**F.O.B. POINT:** San Diego Trolley Inc., 1341 Commercial Avenue, San Diego, CA 92113

**BENCHES:LEAD TIME AFTER NOTICE TO PROCEED IS ISSUED:** 10-12 weeks for production

**RECEPTACLES:LEAD TIME AFTER NOTICE TO PROCEED IS ISSUED:** 10-12 weeks for production

Read attached General Provisions carefully. They are a part of your bid. Unit prices will prevail regardless of extensions submitted by the Bidder.

**DATE:** May 1, 2018\_\_\_\_\_

**FIRM:** Victor Stanley, Inc. \_\_\_\_\_

**SIGNATURE:** \_\_\_\_\_

**TYPE OR PRINT NAME:** David C. Skalka\_\_\_\_\_

**TITLE:** Representative\_\_\_\_\_

**ADDRESS:** 31915 Rancho California Rd, Suite 200-324\_\_\_\_\_

**CITY, STATE & ZIP:** Temecula, CA 92591\_\_\_\_\_

**PHONE NUMBER:** 951-299-9394\_\_\_\_\_

**FAX NUMBER:** 951-755-8809\_\_\_\_\_

**E-MAIL ADDRESS:** davids@avalonamenities.com\_\_\_\_\_

Where did you hear about this procurement?:

\_\_\_ Newspaper (Please list: \_\_\_\_\_)

\_\_\_ MTS Contact: \_\_\_\_\_)

\_\_\_ Other (Please list: \_\_\_\_\_)

**RETURN THIS FORM WITH YOUR BID  
RETAIN OTHER PAGES FOR YOUR**



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## Agenda Item No. 20

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

LIGHT RAIL VEHICLE (LRV) SEAT AND UPHOLSTERY REPLACEMENT–  
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. L1459.0-18, a Sole Source agreement (in substantially the same format as Attachment A) with Sardo Bus and Coach Upholstery for LRV seat and upholstery replacement.

#### Budget Impact

The project total is \$330,960.00 + tax \$25,649.40 = \$356,609.40 and is funded by 10091036 – FY18 Miscellaneous Capital.

#### DISCUSSION:

In September 2017, the State of California as well as the City and County of San Diego, declared a State of Emergency due to the outbreak of Hepatitis A cases in the region.

As a result MTS implemented policies for cleaning, consistent with County recommendations, all interior surfaces on the LRV and Vintage Trolley fleets. This includes the use of a bleach solution, and is the only proven way to effectively kill the Hepatitis A virus in a practical manner.

Unfortunately, the prescribed method cannot be used on the cloth seat upholstery currently in place on the S70 fleet as the bleach damages the material. Since the seats are the area of the vehicle that comes in most contact with the riding public, staff deemed fleet-wide seat material replacement to be a high priority.



On October 19, 2017 MTS staff issued a Request for Quotes (RFQ) for a pilot project for seats and upholstery that would provide a wipe-able surface, a simpler replacement process, and easier for LRV maintenance staff and the riding public to visually inspect the seat surface. The pilot project request consisted of 74 seat inserts (backs and bottoms) for SD7s and 70 seat inserts (backs and bottoms) for SD8s.

The RFQ was emailed to the following four bidders, providing two MTS approved manufacturer part numbers for each seat, and a schedule for requests for approved equals. By the scheduled deadline, there was no request for approved equals. The unit price proposed was as follows:

<b>SD7s</b> 74 seat inserts (backs and bottoms)		<b>SD8s</b> 70 seat inserts (backs and bottoms)	
Manufacturer	Unit Cost	Manufacturer	Unit Cost
Sardo	\$33	Sardo	\$33
American Seating	\$67	Siemens	\$121
Kustom Seating	No bid	American Seating	No bid
Siemens	No bid	Kustom Seating	No bid

The lowest responsive, responsible bidder for each series was Sardo and MTS initiated the pilot program with them. This consisted of installing the Sardo design on 2 car sets total of 124 seats, with each seat having a bottom and a back, for a total of 248 (and the balance saved for as spares) to determine if the seats would be a viable option for a full implementation. After testing, MTS staff determined that the pilot is a success and would like to move forward with a full implementation across the entire fleet.

After the successful pilot partnership with Sardo which manufactured, installed and delivered the completed seats to MTS for installation, MTS wishes to engage directly with Sardo as a sole source to roll out the seat inserts and fabric throughout the remainder of the fleet.

In accordance with Federal Transit Authority Circular 4220.1F guidance and MTS Board Policy 52, staff is recommending awarding the project to Sardo as a sole source based on the following:

1. Substantial Duplication Costs: MTS has successfully completed a seat inserts replacement pilot project, competitively awarded in late 2017. After the success of the pilot project, MTS would like to rollout the changes to the rest of the fleet. Economy and efficiency supports award to Sardo as a logical follow-on to the pilot project.

Considering that a significant amount of work has already been done under the pilot, preparing for a competitive procurement will be duplication of costs and efforts, not expected to be of any benefit to the agency or save MTS any funds. In addition a separate solicitation can yield a different contractor offering different seats that would be considerably more expensive due to the significant testing period needed by the successor to get familiar with MTS's needs and the concepts behind the project, and to replace the already successfully tested seats.

2. Unique or Innovative Concept: Sardo is the manufacturer and sole provider of these seat designs and does not have resellers.

Staff deems the unit cost from Sardo at \$33 for each seat and \$2 each for Velcro inserts be fair and reasonable. Total cost to purchase 9,456 inserts is \$330,960 + tax \$25,649.40 = \$356,609.40.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. MTS Doc. No. L1459.0-18, a Sole Source agreement, (in substantially the same format as Attachment A) with Sardo Bus and Coach Upholstery, for LRV seat and upholstery replacement.

/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 Standard Services Agreement; MTS Doc. No. L1459.0-18  
B. Sardo Quote

## STANDARD PROCUREMENT AGREEMENT

L1459.0-18  
CONTRACT NUMBER  
10091036  
FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: Sardo Bus and Coach Upholstery Address: 512 West Rosecrans Avenue

Form of Business: Corporation Gardena, CA 90248

(Corporation, partnership, sole proprietor, etc.)

Telephone: (310) 327-0532 Email Address: transit@sardobus.com

Authorized person to sign contracts: Jasmine Narez Transit Account Manager  
 Name Title

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

Provide 9,456 seat inserts and upholstery as specified in the Scope of Work (attached as Exhibit A), Sardo's proposal dated May 3, 2018 (attached as Exhibit B), and in accordance with the Standard Procurement Agreement, including Standard Conditions Services (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

Payment terms shall be net 30 days from invoice date. The overall total shall be \$356,609.40 which shall not be exceeded without MTS approval.

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	
<u>\$356,609.40</u>	<u>10091036</u>	<u>FY18</u>	
By: _____ Chief Financial Officer		Date _____	

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

SA-PROCUREMENT REVISED (2/22/2017)

# **SARDO** BUS & COACH UPHOLSTERY

A DIVISION OF  
LOUIS SARDO UPHOLSTERY, INC.

QUOTE # 9526

DATE: 5/3/18

Dear Andy,

Thank you for giving **Sardo Bus & Coach Upholstery** the opportunity to quote your current interior needs. Please see pricing and details for **NEW SARDO INSERT** listed below:

*Seat Model: Sardo 6468 AMERICAN\METROPOLITAN*  
*Fabric: MORBERN VINYL FLAIR\RED DAWN \*\*\*SEE BELOW NOTES\*\*\**  
*11 AMERICAN CARS, 65 KSU CARS*  
*PASSENGER COUNT: TBD*

**OPTION 4:**

1000 + SARDO SEAT Inserts @ \$33ea	\$ 33.00
- Velcro Kit @ \$2ea	\$ <u>2.00</u>
- FOAM INCLUDED	
Subtotal for 9,456 inserts	\$ 330,960.00
*Price includes Delivery*	

NOTES \ COMMENTS:

**\*\*\*AS PER MORBERN, THE VINYL REQUESTED IS NOT FOR OUTDOOR USE. DOES NOT PASS THE APPROPRIATE SUNLIGHT\ OUTDOOR SPEC. NO GUARANTEE THAT VINYL WILL LAST LONGER THAN 3-5 MONTHS IF THERE IS DIRECT SUNLIGHT CONTACT. \*\*\***

Sardo appreciates you as our customer and the opportunity to work with you. Please feel free to give me a call with any questions or concerns; I will be happy to review your quote with you. I look forward to hearing from you soon.

Sincerely,

Jasmine Narez  
Transit Account Manager

512 West Rosecrans Avenue, Gardena, CA 90248  
(310) 327-0532 Phone (310) 327-5418 Fax  
transit@sardobus.com



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda Item No. 21

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) HILL STREET SLOPE  
REPAIR CONSTRUCTION SERVICES - CONTRACT AWARD

#### RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL246.0-18 (in substantially the same format as Attachment A) with Hazard Construction Company for Hill Street Slope Repair.

#### Budget Impact

Funding for the project is included in MTS's Capital Improvement Project (CIP) 20060078 for reconstruction of the slope, utility relocation, retaining walls, road repair, fencing, and drainage improvements. The budgetary cost for the relocation of the water mains and fire hydrants totals \$3,273,038.50 with funding from CIP 20060078.

#### DISCUSSION:

The slope adjacent to Hill Street in El Cajon has been deemed unstable and requires improvements to avoid future slope failures resulting in service disruption. The scope of work required includes clearing and grubbing, removing existing pavement, excavating, benching existing slopes, constructing a 1,634-foot-long soldier pile retaining wall comprised of steel soldier piles, precast concrete lagging, backfilling the retaining wall and replacing pavement complete with drainage improvements. The contract will require compliance with the new skilled labor provisions in AB 805.

On February 26, 2018 MTS issued an Invitation for Bids (IFB) for the Hill Street Slope Repair project. Five (5) bids were received on April 18, 2018 from:



HILL ST. SLOPE REPAIR	
COMPANY NAME	BID AMOUNT
<b>** HAZARD CONSTRUCTION</b>	<b>\$3,273,038.50</b>
<i>West Coast Gen</i>	<i>\$3,324,769.26</i>
<i>LB Civil Construction</i>	<i>\$3,567,942.00</i>
<i>Palm</i>	<i>\$4,480,939.00</i>
<i>James Fowler</i>	<i>\$4,861,114.50</i>
<i>ICE</i>	<i>\$2,935,152.45</i>

After a review for responsiveness and responsibility, staff determined that Hazard Construction Company presented MTS with the lowest responsive and responsible bid.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL246.0-18 (in substantially the same format as Attachment A) with Hazard Construction Company for the Hill Street Slope Repair 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)

Attachment: A. Hazard Construction, Inc. Agreement; MTS Doc. No. PWL246.0-18



<b>SECTION 4.0 SAMPLE OF STANDARD CONSTRUCTION AGREEMENT AND GENERAL CONDITIONS</b>
---

**STANDARD CONSTRUCTION AGREEMENT  
FOR  
HILL STREET SLOPE REPAIR AND STABILIZATION**

PWL246.0-18 CONTRACT NUMBER
--------------------------------

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: Hazard Construction \_\_\_\_\_ Address: 6465 Marindustry Dr. \_\_\_\_\_

Form of Business: Corp. \_\_\_\_\_ San Diego, CA 92121 \_\_\_\_\_  
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 858-587-3600 \_\_\_\_\_ Email Address: jmordhorst@hazardcon.com

Authorized person to sign contracts: \_\_\_\_\_ Jason A. Mordhorst \_\_\_\_\_ President  
Name Title

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

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

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

**HILL STREET SLOPE REPAIR AND STABILIZATION**

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

**CONTRACT TIME.** Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within **270 days** from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

**CONTRACT PRICE.** MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of \_\_\_\_\_ Dollars

(\$\_\_\_\_\_). Payment shall be made as set forth in the General Conditions.

**LIQUIDATED DAMAGES.** It is agreed that the Contractor will pay MTS the sum of \$2,500.00 for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

**COMPONENT PARTS OF THE CONTRACT.** The "Contract Documents" include the following:

- Invitation for Bids (IFB)
- Information and Instructions for Bidders
- Contractor's Bid Forms
- Bid Bond
- Designation of Subcontractors
- Designation of Other Third Party Contractors
- Information Required of Bidders
- Non-Collusion Declaration Form
- Iran Contracting Act Certification
- Public Works Contractor Registration Certification
- Performance Bond
- Payment (Labor and Materials) Bond
- General Conditions
- Special Provisions (or Special Conditions)
- Federal Requirements (Federal Transit Administration)
- Technical Specifications prepared by R. Ojeda, dated Jan 2017
- Standard Specifications (Excluding sections 1-9 in their entirety)
- Addenda
- Plans prepared by R. Ojeda, dated Jan-2017
- Change Orders as executed by MTS

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

This Contract shall supersede any prior agreement of the parties.

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
---------------------------------------	--------------------------

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$3,273,038.50	20060078	FY19

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

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

Date

SA-CONSTRUCTION (REV X-17)



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

## Agenda Item No. 22

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

MIDDLETOWN DOUBLE CROSSOVER – PHASE 2 DESIGN SERVICES – WORK  
ORDER

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA1953-AE-11 to MTS Doc. No. G1953.0-17 (in substantially the same format as Attachment A) with Pacific Railway Enterprises, Inc. (PRE) for the Middletown Double Crossover – Phase 2 Engineering design services.

#### Budget Impact

The value of this Phase 2 work order will not exceed \$301,082.39 and is funded through the MTS Capital Improvement Project budget account 2006101101.

#### DISCUSSION:

In order to facilitate timely engagement of architectural and engineering design (A&E) consultants whose expertise is needed to complete MTS capital projects, MTS maintains a list of qualified on-call A&E firms. The on-call list is established after a formal procurement process and generally maintained for 5-7 years before being re-competed. Tasks are assigned to the firms through a work order process. MTS selects the most qualified firm based on the scope of work to be performed. Today's action would approve a new work order with PRE to continue design on an existing capital project.



The Middletown Double Crossover Project is necessary to provide greater operational flexibility and service reliability during special events, right-of-way maintenance activities, and unforeseen track outages. This operational flexibility is achieved by giving MTS the ability to take a section of track out of service, or to allow trolleys to bypass other trains. Trolleys would cross to the available track by using a new Middletown double crossover and then crossing back to the main line at the existing Old Town double crossover.

The project began with the preliminary design phase (Phase 1). On April 10, 2017, the Phase 1 work order was issued to PRE, the only signaling design firm on the A&E on-call list in place at that time. The work order, totaling \$98,500, was executed using the Chief Executive Officer's signature authority pursuant to Board Policy No. 41. Under the Phase 1 work order, PRE performed the field survey/investigation and developed a 30% conceptual design for signaling, track work, and OCS. Additionally, PRE applied for the environmental clearance and coastal permit for this project.

During this same time period, MTS was finalizing its new competitively bid on-call A&E list, which also included PRE as an available consultant (approved by the Board on December 8, 2016 (AI 10)). The new on-call contract with PRE was formally executed on April 12, 2017.

The Middletown Double Crossover Project is ready to proceed to the Phase 2 design, which would bring the design from 30% to a 100% design package. Since PRE performed the initial 30% design phase, MTS staff determined they are the most qualified firm to complete the Phase 2 design work. The work to be completed includes the following:

- Design a new double crossover near Middletown Station.
- Realign mainline tracks south of Sassafras Street to Middletown Station.
- Modify OCS systems to support the new Middletown crossover.
- Assess TPSS infrastructure to support the new Middletown crossover and facilitate single tracking operations.

After a review by staff, the total estimated cost of \$301,082.39 was determined to be fair and reasonable.

Staff anticipates that an additional work order may be necessary for Phase 3 – design services support for the construction bid process and during construction. That work order will be processed at the appropriate time according to the approval levels in Board Policy No. 41.

Therefore, staff recommends that the Board of Directors authorize the CEO to execute Work Order No. WOA-1953-AE-011 to MTS Doc. No. G1953.0-17 (in substantially the same format as Attachment A) with PRE for the Middletown Double Crossover – Phase 2 engineering design 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. Draft MTS Doc. No. G1953.0-17 WOA1953-AE-11

June 14, 2018

MTS Doc. No. G1953.0-17  
Work Order No. WOA1953-AE-11

Pacific Rail Enterprises  
Jennifer Purcell  
President/CEO  
3560 University Ave, Suite F  
Riverside, CA 92501

Dear Mrs. Purcell:

Subject: MTS DOC. NO. G1953.0-17, WORK ORDER WOA1953-AE-11, MIDDLETOWN DOUBLE  
CROSSOVER – PHASE 2 DESIGN SERVICES

This letter shall serve as our agreement for Work Order WOA1953-AE-11 to MTS Doc. No. G1953.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

#### SCOPE OF SERVICES

This Work order provides for design services to MTS for final Plans, Specification and Estimates (PSE), to complete improvements for the Middletown crossover Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A and B)

#### SCHEDULE

This Work Order will not change the original schedule. The Scope of Services, as described above, shall remain in effect for eight (8) months from the date of the Notice to Proceed.

#### PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of \$301,082.39.

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

Sincerely,

Accepted:

Paul C. Jablonski  
Chief Executive Officer

\_\_\_\_\_  
Jennifer Purcell  
Pacific Rail Enterprises

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

Attachments: A. Scope of Services



## **Middletown Double Crossover Project MTS Doc. No. WOA1953-AE-11**

### **I. PROJECT DESCRIPTION**

Currently the only operations flexibility between Santa Fe Depot and Washington Street is provided by the manual switches at the 149 double crossover between Beech Street and Ash Street. The proposed improvements will provide greater operational flexibility to accommodate special events, maintenance and unforeseen track outages to ensure service reliability. Under this task order, the Consultant will design Plans, Specification and Estimates (PSE) to complete these improvements.

The Old Town Line Extension Project which was constructed in the early 1990's utilizes an automatic block relay based signaling system with only one powered double crossover just south of Old Town Station. The signaling system was designed to enable trains operating on a 15 minute headway to travel to Old Town and turn-back. Later the line was extended and now operates as the Green Line from 12<sup>th</sup> and Imperial to Santee.

The Mid-Coast Project being constructed by SANDAG will extend the Blue Line from Santa Fe Depot to University Town Center. Both the Green Line and the Blue Line will operate on 15 minute headways through this corridor creating an effective 7.5 minute headway. Access to the railroad corridor is very constrained and thus much of the maintenance of the line will be restricted to periods when tracks are taken out of service.

During the Trolley Renewal project MTS and SANDAG designed the track, signaling, and overhead contact system (OCS) systems to facilitate single tracking to increase construction and maintenance work windows. As a result, work windows were extended from approximately 3 hours to 8 hours and weekend single tracking operations were utilized that provided 48 hour long work windows.

The objective of this project is to bring the same kind of single tracking capability to the Old Town Corridor. To accomplish this, trains need to be able to crossover at the new Middletown (future O6 interlocking), and the existing Old Town Double crossover.

The improvements to be considered include the following:

- Design a new double crossover near Middletown Station.
- Realign mainline tracks south of Sassafras Street to Middletown Station.
- Modify OCS systems to support the new Middletown crossover.
- Assess TPSS infrastructure to support the new Middletown crossover and facilitate single tracking operations.



## **II. EXPECTED RESULTS**

Att. A, AI 22, 6/14/18

This Work Order will provide final PSE, to complete improvements for the Middletown crossover. A follow on task will be issued for DSDC and IFB support.

## **III. SCOPE OF WORK**

The scope of work shall consist of the following tasks and deliverables:

The scope of work shall include work order management as directed by the MTS Project Manager (PM), which include the tasks/subtasks identified below.

### **Task/Subtasks**

#### **Task 1 – Task Order Management**

This task includes the project management services associated with this work order, including the requirements for progress reports, invoicing, meetings and administration of the Consultant's and Subconsultant's work.

The Consultant will submit monthly invoices and progress reports of the work to MTS consistent with the MTS reporting and invoicing formats.

#### **Task 2 – Field Survey and Investigation**

The OCS Consultant (BURNS) will perform field survey needed for the 30% engineering design effort (Preliminary Engineering) along the railroad right-of-way for the area between Sassafra Street and Middletown Station

#### **Task 3 – Signaling Development**

The Consultant will produce a scaled layout of the area from Santa Fe Depot to Middletown Station that details the signaling concept.

- 3.1; 60% Development of Signal layout, Aspect Chart, Fiber plan, detailed Location Plans, Estimate and Specifications. Consultant will incorporate comments received by MTS and SANDAG at 30%.
- 3.2; 90% Development of Signal Layout, Aspect Chart, Fiber Plan, detailed Location Plans, Specifications and updated Estimate. Consultant will incorporate comments received by MTS and SANDAG at 60%.
- 3.3; 100% Final Development of Signal Layout, Aspect Chart, Fiber Plan, detailed Location Plans, Specifications and updated Estimate. Consultant will incorporate comments received by MTS and SANDAG at 90%. Any support needed to address any comments or changes following submission of the 100% PS&E documents, shall require a work order amendment.

#### **Task 4 – Trackwork Development (HDR)**

The Consultant will develop final design documents for the Westbound (WB) and Eastbound (EB) track alignments and profiles from south of Sassafras Street to within the limits of the Middletown station to include a new No. 10 double crossover based upon the selected alternative. The Consultant will produce the following:

- 4.1; 60% Development of Track Plan & Profile, Typical Sections, Details, Design Exceptions and Track Specifications and Cost Estimate. Consultant will incorporate comments received by MTS and SANDAG at 30%.
- 4.2; 90% Development of pre-final track plan & profile, typical sections, details, and track specifications and cost estimate. Consultant will incorporate comments received by MTS and SANDAG at 60%.
- 4.3; 100% Development of final track plan & profile, typical sections, details, and track specifications and cost estimate. A bid list for track items will also be provided. Consultant will incorporate comments received by MTS and SANDAG at 90%. Any support needed to address any comments or changes following submission of the 100% PS&E documents, shall require a work order amendment.

#### **Task 5 – OCS Development (BURNS)**

The Consultant will produce bid ready contract drawings and technical specifications for the OCS modifications required for the support of the Middletown double (scissors) crossover. This will include OCS structures, foundations, OCS conductors and hardware, traction power feeder sectionalizing and rail return bonding and grounding.

- 5.1; 30% Provide layout drawings showing foundation and pole locations, system sectionalizing diagrams and wiring plans. 30% Drawings, Outline Specifications and OCS Cost Estimate.
- 5.3; 90% Update 30% design documents to incorporate comments received by MTS and SANDAG, develop pre-final design drawings including, OCS layout plans, pole and foundation details, OCS and sectionalizing details and provide 90% drawings, specifications and OCS cost estimate.
- 5.4; 100% Update 90% design documents to incorporate comments received by MTS and SANDAG, develop bid ready design drawings including, OCS layout plans, pole and foundation details, OCS and sectionalizing details and 100% drawings, specifications and OCS cost estimate. Any support needed to address any comments or changes following submission of the 100% PS&E documents, shall require a work order amendment.

Consultant will support MTS in developing construction staging constraints to be approved by MTS. The staging plan shall be incorporated into the plans and specification as needed to indicate the constraints required to maintain LRT operations and coordination required during shutdowns by the construction team. The staging plan will be developed in conjunction with MTS operation and will consider operational limitations imposed on MTS by major events, conventions which generated substantial ridership at certain times.

- 6.1; 60% Development of Construction Staging Plan.
- 6.2; 100% Development of Construction Staging Plan.

**IV. PERIOD OF PERFORMANCE**

List period of performance for required services

**V. DELIVERABLES**

Deliverables will be as directed by the PM and are limited to the following:

- 30% OCS Layout
- 60% PSE design Signal, Trackwork and Construction Staging
- 90% PSE design Signal, Trackwork, Construction Staging and OCS
- 100% PSE design Signal, Trackwork, Construction Staging and OCS

**VI. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES****A. Tasks Schedule**

<b><u>Task</u></b>	<b><u>Begin/End Dates</u></b>
Task Order Management	NTP + 8 months following NTP
Signaling Development	NTP + 8 months following NTP
Field Survey	NTP + 2 months following NTP
Trackwork Development	NTP + 8 months following NTP
Construction Staging	NTP + 8 months following NTP
OCS Development	NTP + 8 months following NTP

**B. Milestones/Deliverables Schedule**

<b><u>Milestone/Deliverable</u></b>	<b><u>Due Date</u></b>
30% OCS Design	2 months following NTP
60% PSE Design (Signal and Track)	4 months following NTP
90% PSE Design	6 months following NTP
100% PSE Design	8 months following NTP

**VII. MATERIALS TO BE PROVIDED BY MTS AND/OR THE OTHER AGENCY**

Not Applicable.

**VIII. SPECIAL CONDITIONS**

Any condition listed below applies solely to this Work Order and does not otherwise alter the Agreement or other Work Orders.

1. PRE shall not be responsible for costs associated with MTS flag protection for all on-site activities performed as necessitated by the design process.
2. MTS shall be responsible for all review/permit costs associated with obtaining city approvals, if necessary.
3. Environmental exemption from 30% deliverable is approved.
4. MTS shall provide right of way information.
5. Consultants may use consultant's existing Contract as Joint Right of Entry to perform work on this project.
6. This task excludes coordination with MTS to complete the MTS Long Form Construction template.
7. MTS to provide input on construction work windows and constraints to be required and incorporated into construction documents.

**IX. MTS ACCEPTANCE OF SERVICES:**

Firm shall not be compensated at any time for unauthorized work outside of this Work Order. Firm shall provide notice to MTS' Project Manager upon 100% completion of this Work Order. Within five (5) business days from receipt of notice of Work Order completion, MTS' Project Manager shall review, for acceptance, the 100% completion notice. If Firm provides final service(s) or final work product(s) which are found to be unacceptable due to Firms and/or Firms subcontractors negligence and thus not 100% complete by MTS' Project Manager, Firm shall be required to make revisions to said service(s) and/or work product(s) within the Not to Exceed (NTE) Budget. MTS reserves the right to withhold payment associated with this Work Order until the Project Manager provides written acceptance for the 100% final completion notice. Moreover, 100% acceptance and final completion will be based on resolution of comments received to the draft documents and delivery of final documentation which shall incorporate all MTS revisions and comments.

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Firm shall only be compensated for actual performance of services and at no

time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

**X. DEFICIENT WORK PRODUCT:**

Throughout the design and/or implementation phases associated with the services rendered by the Firm, if MTS finds any work product provided by Firm to be deficient and the deficiently delays any portion of the project, Firm shall bear the full burden of their deficient work and shall be responsible for taking all corrective actions to remedy their deficient work product including but not limited to the following:

- Paying applicable delay fees,
- Revising provided documents,

At no time will MTS be required to correct any portion of the Firms deficient work product and shall bear no costs or burden associated with Firms deficient performance and/or work product.

**XI. DELIVERABLE REQUIREMENTS**

Firm will be required to submit any and all documentation required by the Scope of Work. The deliverables furnished shall be of a quality acceptable to MTS. The criteria for acceptance shall be a product of neat appearance, well-organized, and procedurally, technically and grammatically correct. MTS reserves the right to request a change in the format if it doesn't satisfy MTS's needs. All work products will become the property of MTS. MTS reserves the right to disclose any reports or material provided by the Firm to any third party.

Firm shall provide with each task, a work plan showing the deliverables schedule as well as other relevant date needed for Firm's work control, when and as requested by MTS.

Firm's computer data processing and work processing capabilities and data storage should be compatible with Windows compatible PC's, text files readable in Microsoft Word, and standard and customary electronic storage. Firm shall maintain backup copies of all data conveyed to MTS.

Firm shall provide MTS with hard copy or electronic versions of reports and/or other material as requested by MTS.

**XII. ADDITIONAL INFORMATION**

n/a



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

## Agenda Item No. 23

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

MTS BUILDING C – SECURITY OFFICE RENOVATION – AWARD WORK ORDER  
UNDER A JOB ORDER CONTRACT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7503-07 (in substantially the same format as Attachment A), under MTS Doc. No. PWL234.0-17 with ABC Construction, Inc., for the provision of labor, materials, equipment, and supplies for the Building C – Security Office area renovation.

#### Budget Impact

The total cost of this Work Order will not exceed \$190,506.41 inclusive of a direct cost of \$188,601.35 and the contractor share of administrative fees totaling \$1,905.06. Total administrative fees are \$5,619.93 (contractor share \$1,905.06 and MTS share \$3,714.87). Funding will be from the FY 2018 Capital Improvement Project (CIP) 1006106501 (Building C - Security Office Renovation).

#### DISCUSSION:

On September 12, 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call Job Order Contracting (JOC) general building and facilities construction services. This includes general building and facility contracting services such as demolition, maintenance, and modification of existing buildings and facilities, as well as the construction of buildings and facilities with all required 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.

Four bids were received and the JOC contract was awarded to ABC Construction Company. The combined resultant agreements totaled \$4,000,000.



The Security office in Building C of the Trolley yard has been in need of a major renovation. As part of the Security office renovation, the existing drywall partitions, ceiling tiles, flooring, baseboards, doors and frames, modular panels, breakroom countertop will be demolished, removed and replaced. In the case of the carpet, the combination of new carpet and vinyl flooring will be installed. New partitions will be constructed to expand the number of work stations. The renovation will increase productivity, and allow for the addition of new personnel.

ABC Construction Inc. is an MTS current JOC provider that has worked on many MTS Building remodeling projects, including the Building A – Training Room & OCC Room. Under Building C – Security Office project, ABC Construction will work closely with Facilities and Security staff to select the most favorable suppliers for the project.

Therefore staff recommends that the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC7503-07 (in substantially the same format as Attachment A), under MTS Doc. No. PWL234.0-17 with ABC Construction, Inc., for the provision of labor, materials, equipment, and supplies for the Building C – Security Office area renovation

/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 Work Order MTSJOC7503-07, PWL234.0-17

JOB ORDER CONTRACT  
WORK ORDER

PWL234.0-17

CONTRACT NUMBER

MTSJOC7503-07

WORK ORDER NUMBER

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: ABC Construction, Inc.Address: 3120 National AvenueForm of Business: CorporationSan Diego, CA 92113

(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: \_\_\_\_\_

Wayne Czubernat

Project Manager

Name

Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL234.0-17), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

Pursuant to the SANDAG JOC Contract Section 7-1.04A(3), 1% of the work order value has been deducted. MTS will pay both the Contractor (1%) and the MTS/Owner share of the Gordian Group license fee.

The total cost for this work order will not exceed \$190,506.41 inclusive of a direct cost of \$188,601.35 and a 1% Gordian Group license fee of \$1,905.06.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$ 188,601.35

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

\$ 188,601.35

1006106501

2018

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

Chief Financial Officer

Date

( \_\_\_\_ total pages, each bearing contract number and work order number)





1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
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## Agenda Item No. 24

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

TROLLEY YARD WIRELESS NETWORK REPLACEMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2146.0-18 (in substantially the same format as the Attachment A) with AT&T Corp. to replace the trolley yard wireless network.

#### Budget Impact

The total value of this agreement will not exceed \$626,825 and will be funded through Security Proposition 1B, Capital Improvement Project 10071031.

#### DISCUSSION:

MTS utilizes the trolley yard wireless network to communicate with the light rail vehicles (LRVs) in order to upload closed-circuit television (CCTV) video for security purposes. The current wireless network was deployed in 2012. At times, the network experiences communication problems uploading data and has reached the end of its useful life.

MTS desires to replace the existing Cisco point to point wireless network with a Cisco mesh wireless network in order to resolve these problems, provide a reliable wireless platform for the future, and increase the speed and bandwidth of the network.

MTS intends to utilize the County of Merced's contract with AT&T for this procurement. The cost is based on the Fast-Open Contracts Utilization Services (FOCUS) 3 contract number 2015156, which is California's only nationwide, local government-to-government



purchasing program created to allow cities, counties, schools, special districts and other public entities to acquire technology products and services at competitive rates.

A strategic procurement practice is to obtain better pricing through larger purchases of goods and services; which is obtained through the use of cooperative purchases. This cooperative approach achieves cost-effectiveness, efficiency and takes advantage of volume pricing achieved through competition.

ATT will be engaged to implement the new wireless mesh network and will provide all necessary software, hardware and professional services required to complete the project. This includes pre and post site surveys, installation, configuration and testing of equipment, and management software to monitor and manage the wireless on a 24x7x365 basis. ATT will also ensure a smooth transition from the current point-to-point wireless network to the new mesh wireless network in Trolley Yard.

For easier project management, the Project was divided in four (4) phases:

Phase 1:	Discovery
Phase 2:	Design Build
Phase 3:	Equipment Procurement
Phase 4:	Implementation

The following table details the not to exceed cost estimate for this project:

Quantity	Description	Unit Price	Total Price*
25	Wireless Mesh AP's	\$8,000.00	\$200,000.00
1	Equipment Management Platform	\$70,000.00	\$70,000.00
25	Low Voltage cables and Misc. parts	\$1,000.00	\$25,000.00
5	LAN Switches	\$5,000.00	\$25,000.00
31	Support Contracts	\$1,200.00	\$37,200.00
225	Site Survey Pre/Post	\$225.00	\$50,625.00
200	Low Voltage Pro Services	\$125.00	\$25,000.00
400	Electrical Work	\$125.00	\$50,000.00
144	Senior Consultant	\$225.00	\$32,400.00
144	Project Management	\$150.00	\$21,600.00
400	Site Survey Pre/Post Other Locations	\$225.00	\$90,000.00
<b>TOTAL</b>			<b>\$626,825.00</b>

Therefore, staff recommends that the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2146.0-18 (in substantially the same format as the Attachment A) with AT&T Corp. to replace the trolley yard wireless network.

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

Key Staff Contact: Sharon Coney, 619.557.4515, [Sharon.Cooney@sdmts.com](mailto:Sharon.Cooney@sdmts.com)

Attachment: A. Draft MTS Doc. No. G2146.0-18

## STANDARD SERVICES AGREEMENT

G2146.0-18  
CONTRACT NUMBER

DRAFT

FILE NUMBER(S)

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2018, 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: AT&T Corp Address: 7337 Trade Street Suite 3100

Form of Business: Corporation San Diego CA 92121  
(Corporation, partnership, sole proprietor, etc.)

Telephone: (254) 316-4230

Authorized person to sign contracts: Laura Morales Contract Specialist  
Name Title

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

Provide Trolley Yard Mesh Access point upgrades as specified in the Scope of Work, piggybacked through Fast Open Contracts Utilization Services (FOCUS) Contract no. 2015156 in accordance with the Change Order Request Pricing Schedule-Network Schedule Tracking ID: 214095-8.1 (attached as Exhibit A) and Focus 3 Contract Terms and Conditions between Contractor ("AT&T") AT&T Corp (attached as Exhibit B).

The total contract cost shall not exceed \$626,825.00.

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
\$626,825.00	1007103101-599902	19

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



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

## Agenda Item No. 25

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

June 14, 2018

**Draft for  
Executive Committee  
Review Date: 6/7/18**

#### SUBJECT:

TRAPEZE SOFTWARE LICENSE AND MAINTENANCE AGREEMENT  
(PARATRANSIT AND MINI-BUS SERVICES) -- CONTRACT AMENDMENT

#### RECOMMENDATION:

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

- 1) Ratify Amendment No. 7 (Attachment A) to MTS Doc. No. B0563.0-11 with Trapeze Software Group, Inc. (Trapeze) for \$14,850.00;
- 2) Ratify Amendment No. 8 (Attachment B) to MTS Doc. No. B0563.0-11 with Trapeze for \$67,006.47;
- 3) Ratify Amendment No. 9 (Attachment C) to MTS Doc. No. B0563.0-11 with Trapeze for \$71,975.00;
- 4) Ratify Amendment No. 10 (Attachment D) to MTS Doc. No. B0563.0-11 with Trapeze for \$19,603.00; and
- 5) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 11 to MTS Doc. No. B0563.0-11 (in substantially the same format as Attachment E) with Trapeze to add the Trip Broker Module dispatch software for \$113,625.00.

#### Budget Impact

The five amendments total \$287,059.47. The Board had previously approved a budget of up to \$1,975,961. This will increase the total Board approved project funding to \$2,161,725.47 as detailed below.

Funding for this contract is from operating budget Cost Center: 850012 GL Account: 571250 which is locally funded.



## DISCUSSION:

MTS uses Trapeze Software to support operations in our MTS Access (Paratransit) and mini-bus services. MTS bus operations currently utilize multiple software products developed or owned by Trapeze for scheduling paratransit service and trip-planning of fixed-route services. These products are proprietary to Trapeze and cannot be maintained or serviced by any other company or third-party vendor. In accordance with third party contracting guidelines, FTA Circular 4220.1F, Chapter VI, Section 3i(1)(b)1b, a sole source award may be recommended in cases where the recipient (MTS) requires supplies or services available from only one responsible source and no other supplies or services will satisfy its requirements.

The current contract with Trapeze has been in place since June 23, 2011 (AI 17). It consolidates all Trapeze software products used by MTS into one comprehensive contract. On March 20, 2014 (AI 14), the Board of Directors extended the contract for an additional 5-year term expiring on June 30, 2019. Over the course of the contract, various amendments have been necessary to maintain the software and to add modules for features that increase operational efficiencies. The 2014 Board approval authorized various items under the software package at an estimated cost of \$1,554,626.25. Staff was able to negotiate modifications which resulted in expenditures of only \$1,453,331, leaving \$101,295.25 in reserved spending authority.

Since then, the following amendments have been processed using the \$101,295.25 savings and a portion of the CEO's \$100,000 authority under Board Policy No. 41:

<b>Executed Amendments since March 20, 2014 Board Approval</b>	
Amendment No 7 (B0563.7-11) Upgrade of the Trapeze Mapping Software	\$ 14,850.00
Amendment No 8 (B0563.8-11) to Increase operational characteristics limitations for DriverMate Software for \$67,006.47 through March 27, 2019 to June 30, 2019 (align with contract termination date)	\$ 67,006.47
Amendment No 9 (B0563.9-11) Adding Trapeze PASS-CERT Software	\$ 71,975.00
Amendment No 10 (B0563.10-11) Adding the Maintenance to PASS-CERT Software S CERT 5 years Support Maintenance Fee for Year 1 and 2 only ( 2019)	\$ 19,603.00
<b>TOTAL:</b>	<b>\$ 173,434.47</b>

Today's proposed action would ratify the above amendments and approve an additional amendment, Amendment No. 11. Amendment No. 11 would authorize the purchase of Trapeze's Trip Broker software module, which will assist in the orderly and cost efficient assignment of paratransit trips to either First Transit (MTS Access) or taxi cab service. The software analyzes trip data, single or multi load, distance, and other factors to determine the most cost effective method to complete the trip. It also allows for taxi companies' software and MTS Access dispatch to transfer reservation and required reporting data back to MTS.

<b>Amendment No. 11 Estimated Project Budget Breakdown- Trip Broker (API) Costs</b>	
Services	\$ 50,375.00
Evaluation Period Support (Estimated)	\$ 9,250.00
License Fees	\$ 45,000.00
Year 1 Annual Support Maintenance	\$ 9,000.00
<b>TOTAL:</b>	<b>\$ 113,625.00</b>

MTS staff has determined the pricing for ongoing license and maintenance and the addition of Trip Broker module to be consistent with historical pricing and found the prices to be fair and reasonable and of the best value to the Agency.

Therefore, staff recommends that the MTS Board of Directors ratify Amendments 7, 8, 9, 10 and authorize the CEO to execute B0563.11-11, (in substantially the same format as Attachment E) Trapeze Software Group for \$113,625.00

/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. Amendment No. 7, Contract B0563.7-11  
B. Amendment No. 8, Contract B0563.8-11  
C. Amendment No. 9, Contract B0563.9-11  
D. Amendment No. 10, Contract B0563.10-11  
E. Amendment No. 11, Contract B0563.11-11



1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490

ORIGINAL

October 23, 2015

MTS Doc. No. B0563.7-11

Trapeze Software Group, Inc.  
Mr. Nathan Partington  
8360 East Via de Ventura, Suite L-200  
Scottsdale, AZ 85258

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. B0563.0-11; SOFTWARE LICENSE AND  
MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

This shall serve as Amendment No. 7 to our agreement for Trapeze Software License and Maintenance Support as further described below.

#### SCOPE

Upgrade Trapeze mapping software as outlined in the Trapeze Contract Amendment No. 7 (Attachment A).

#### SCHEDULE

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

#### PAYMENT

As a result of this Amendment the contract value will increase by \$14,850.00 from \$1,874,666.00 to \$1,889,516.00. All other conditions remain unchanged.

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

Sincerely,

  
Paul C. Jablonski  
Chief Executive Officer

Agreed:

  
Nathan Partington  
VP Financial Controlling/Accounting

Date: Nov 19/15

LMARQUIS-CL  
CL-B0563.7-11.TRAPEZE.RATKINSON.102315

Attachments: A - Trapeze Mapping Upgrade Quote







Metropolitan Transit System

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

ORIGINAL

December 15, 2015

MTS Doc. No. B0563.8-11

Trapeze Software Group, Inc.  
Mr. Nathan Partington  
8360 East Via de Ventura, Suite L-200  
Scottsdale, AZ 85258

Subject: AMENDMENT NO. 8 TO MTS DOC. NO. B0563.0-11 SOFTWARE LICENSE AND  
MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

This shall serve as Amendment No. 8 to our agreement for Trapeze Software License and Maintenance Support as further described below.

## SCOPE

Increase operational characteristic limitations for the DriverMate Software as outlined in the Trapeze Contract Amendment No. 8 (Attachment A).

## SCHEDULE

Licensing and maintenance for the DriverMate Software has been extended from March 27, 2019 to June 30, 2019, to match the existing end date for the other software products in this agreement.

## PAYMENT

As a result of this Amendment the contract value will increase by \$67,006.47 from \$1,889,516.00 to \$1,956,522.47. All other conditions remain unchanged.

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

Sincerely,

Paul C. Jablonski  
Chief Executive Officer

Agreed:

Nathan Partington  
VP Financial Controlling/Accounting

Date: Jan 11/16

LMARQUIS-CL  
CL-B0563.8-11.TRAPEZE.RATKINSON.121515

Attachment: A - Trapeze Amendment No. 8

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., San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), and San Diego Vintage Trolley, Inc., a 501(c)(3) nonprofit corporation, in cooperation with Chula Vista Transit. MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.



Metropolitan Transit System

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

ORIGINAL

March 10, 2017

MTS Doc. No. B0563.9-11

Trapeze Software Group, Inc.

Mr. Nathan Partington

~~8360 East Via de Ventura, Suite L-200~~~~Scottsdale, AZ 85258~~5265 Rockwell Dr NE  
Cedar Rapids, IA 52402

Subject: AMENDMENT NO. 9 TO MTS DOC. NO. B0563.0-11 SOFTWARE LICENSE AND  
MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

This shall serve as Amendment No. 9 to our agreement for Trapeze Software License and Maintenance Support as further described below.

## SCOPE

This amendment shall add the Trapeze PASS-CERT Software to the scope of the Agreement as detailed in Attachment A.

## SCHEDULE

A 90 day warranty for the application begins upon software installation in MTS's production environment. The overall termination date of the agreement remains June 30, 2019.

## PAYMENT

As a result of this Amendment the contract value will increase by \$71,975.00 from \$1,956,522.47 to \$2,028,497.47. All other conditions remain unchanged.

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

Sincerely,

  
Paul C. Jablonski  
Chief Executive Officer

Agreed:

  
Nathan Partington  
VP Financial Controlling/Accounting

LMARQUIS-CL  
CL-B0563.9-11.TRAPEZE.DSINGLETON.031017

Date: Mar 22/17



April 19, 2018

MTS Doc. No. B0563.10-11

Trapeze Software Group, Inc.  
Mr. Nathan Partington  
8360 East Via de Ventura, Suite L-200  
Scottsdale, AZ 85258

**Subject: AMENDMENT NO. 10 TO MTS DOC. NO. B0563.0-11 SOFTWARE LICENSE AND MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS**

This shall serve as Amendment No. 10 to our agreement for Trapeze Software License and Maintenance Support as further described below.

#### SCOPE

This amendment shall add the Trapeze PASS-CERT Maintenance for year 1 & 2 to the scope of the Agreement as detailed in Attachment A.

#### SCHEDULE

There are no changes on the schedule. The overall termination date of the agreement remains June 30, 2019.

#### PAYMENT

As a result of this Amendment the contract value will increase by \$19,603.00 from \$2,028,497.47 to \$2,048,100.47. All other conditions remain unchanged.

All other terms and conditions remain unchanged. If you agree with the above, please sign and return the amendment to the Contracts Specialist at MTS.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul C. Jablonski', is written over a horizontal line.

Paul C. Jablonski  
Chief Executive Officer

LMARQUIS-CL  
CL-B0563.10-11.TRAPEZE.RDEGALA.041718

Agreed:

A handwritten signature in black ink, appearing to read 'Nathan Partington', is written over a horizontal line.

Nathan Partington  
VP Financial Controlling/Accounting

Date: May 1/18

Attachment(s): A – PASS-CERT Maintenance Costs

June 14, 2018

MTS Doc. No. B0563.11-11

Trapeze Software Group, Inc.  
Mr. Nathan Partington  
8360 East Via de Ventura, Suite L-200  
Scottsdale, AZ 85258

Subject: AMENDMENT NO. 11 TO MTS DOC. NO. B0563.0-11 SOFTWARE LICENSE AND  
MAINTENANCE SUPPORT FOR TRAPEZE PRODUCTS

This shall serve as Amendment No. 11 to our agreement for Trapeze Software License and Maintenance Support as further described below.

#### SCOPE

This amendment shall add the Trip Broker Module Dispatch Software and maintenance for one (1) year to the scope of the Agreement as detailed in Attachment A.

#### SCHEDULE

There are no changes on the schedule. The overall termination date of the agreement remains June 30, 2019.

#### PAYMENT

As a result of this Amendment the contract value will increase by \$113,625.00 from \$2,048,100.47 to \$2,161,725.47. All other conditions remain unchanged.

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

Sincerely,

Agreed:

---

Paul C. Jablonski  
Chief Executive Officer

---

Nathan Partington  
VP Financial Controlling/Accounting

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