



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

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

December 6, 2018

9:00 a.m.

James R. Mills Building
Executive Conference 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

- | | | |
|----|---|--------------------|
| A. | ROLL CALL | |
| B. | APPROVAL OF MINUTES – November 1, 2018 | Approve |
| C. | COMMITTEE DISCUSSION ITEMS | |
| 1. | Quarterly Mid-Coast Corridor Transit Project Update (Sharon Humphreys of SANDAG) | Informational |
| 2. | MTS Transit Service Fixed-Route and Bus Rapid Transit (BRT) Agreement – Contract Amendment (Bill Spraul and Larry Marinesi)
Action would receive a report on the contract amendment for MTS transit service fixed-route and BRT agreement and provide direction to staff. | Possible
Action |
| 3. | Account Based Fare Collection System – Contract Award (Sharon Cooney and Israel Maldonado)
Action would forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2091.0-18, with INIT Innovations in Transportation, Inc., (INIT) to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten (10) years. | Possible
Action |

Please SILENCE electronics
during the meeting

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

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



- | | | |
|----|---|--------------------|
| 4. | <u>Zero Emission Bus (ZEB) Branding (Rob Schupp)</u>
Action would provide input on a proposed branding paint scheme for the ZEB pilot project. | Possible
Action |
|----|---|--------------------|

D. [REVIEW OF DRAFT December 13, 2018 MTS BOARD AGENDA](#)

- | | | |
|----|--|--------------------|
| E. | <u>REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA</u>
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
Action |
|----|--|--------------------|

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

G [PUBLIC COMMENTS](#)

H. NEXT MEETING DATE: January 10, 2019

I. ADJOURNMENT

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

November 1, 2018

MINUTES

A. ROLL CALL

Chair Gomez called the Executive Committee meeting to order at 9:48 a.m. A roll call sheet listing Executive Committee member attendance is attached.

B. APPROVAL OF MINUTES

Mr. Arambula moved for approval of the minutes of the September 6, 2018, MTS Executive Committee meeting. Mr. McWhirter seconded the motion, and the vote was 4 to 0 in favor with Ms. Cole and Mr. Roberts absent.

D. REVIEW OF DRAFT November 8, 2018 BOARD AGENDA (TAKEN BEFORE CLOSED SESSION)

Recommended Consent Items

6. Adoption of the 2019 San Diego Metropolitan Transit System (MTS) Executive Committee and Board of Directors Meeting Schedule
Action would adopt the 2019 Executive Committee and Board of Directors meeting schedule.
7. 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 Meetings on October 9, 2018
Action would receive the San Diego and Imperial Valley Railroad (SD&IV), Pacific Southwest Railway Museum Association (Museum), and Desert Line quarterly reports, and ratify all actions taken.
8. Federal Transit Administration (FTA) Section 5310 Grant Application, and TransNet Senior Mini-Grant Application, Apportioned Through the San Diego Association of Governments (SANDAG)
Action would: (1) Adopt Resolution No. 18-14 agreeing to comply with all terms and conditions of the FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program as set forth by the FTA and SANDAG; and agreeing to comply with all terms and conditions of the TransNet Senior Mini-grant program as set forth by TransNet and SANDAG; (2) Authorize the Chief Executive Officer (CEO) to submit the following applications and execute any grant agreements awarded by SANDAG: (a) \$452,685 in federal fiscal year 2020 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for paratransit vehicle replacements; (b) \$499,900 in federal fiscal year 2021 FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities funding for paratransit vehicle replacements; (c) \$61,200 in fiscal year 2020 TransNet Senior Mini-grant funding for the MTS Access Travel Training Program; and (d) \$61,200 in fiscal year 2021 TransNet Senior Mini-grant funding for the MTS Access Travel Training Program; (3) Authorize the commitment of

up to \$292,307 in local matching funds to fully fund the purchase of 11 paratransit vehicles if awarded; and (4) Authorize the commitment of up to \$30,600 in local matching funds to fully fund the MTS access Travel Training Program.

9. Revisions to San Diego Metropolitan Transit System (MTS) Ordinance No. 11
Action would: (1) Adopt the proposed amendments to MTS Ordinance No. 11, an Ordinance Providing for the Licensing and the Regulating of Transportation Services within the City by the adoption of a Uniform Paratransit Ordinance (Attachment A); (2) Direct publication of a summary of the amendments to MTS Ordinance No. 11; and (3) Upon adoption of the proposed amendments, authorize the Chief Executive Officer (CEO) the discretion to enforce MTS Ordinance No. 11 in its amended form.
10. Investment Report – Quarter Ending September 30, 2018
11. Light Rail Vehicle Lifting Jacks Replacement – Sole Source Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL266.0-19 with Macton Corporation for the purchase and installation of In-Floor Lifting Hoists for the service of the MTS Light Rail Vehicle (LRV) fleet and modernization of control systems within the LRV Maintenance Facility.
12. Ticket Vending Machine (TVM) Enhanced Credit and Debit Cardholder Data Security – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2191.0-19, with AT&T Corp., for the enhanced credit and debit cardholder data project.
13. Drug and Alcohol Collection, Testing, and Administration Services – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2150.0-18, with Drug Testing Network, Inc., for the provision of drug and alcohol collection, testing, and administration services for a two (2) year base period with three (3) one-year optional terms, exercisable at MTS's sole determination, for a total of five years; and exercise each option year at the CEO's discretion.
14. Design Services for Beech Street Double Crossover – Trackwork and Signaling – Work Order
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1953-AE-30 for MTS Doc. No. G1953.0-17 (in substantially the same format as Attachment A), with Pacific Railway Enterprises, Inc. (PRE), for design services for Beech Street Double Crossover – Trackwork and Signaling.
15. MTS Job Order Contract Work Order for Turnout S34 Replacement – Change Order
Action would authorize the Chief Executive Officer (CEO) to execute Change Order 1 to MTS Doc. No. PWL182.0-16, Work Order No. MTSJOC7501-27.01, with Herzog Contracting Corporation (Herzog), for the replacement of Turnout S34 on the Blue Line.

16. CNG Fueling Facility Stations Operation and Maintenance Services for Imperial Avenue Division (IAD), Kearny Mesa Division (KMD), South Bay Maintenance Facility (SBMF), and East County Bus Maintenance Facility (ECBMF) – Sole Source Contract Extension/Exercise Option Years
Action would authorize the Chief Executive Officer (CEO) to: (1) Extend the current contract for nineteen (19) months effective from 8/1/20 through 3/1/22 with Trillium USA Company, LLC (Trillium), MTS Doc. No. B0522.4-09 for CNG fueling facility stations operation and maintenance services for IAD, KMD, and SBMF; and (2) Exercise all Option Years 1-3 for MTS Doc. No. B0594.5-13 for CNG fueling facility station operation and maintenance services for ECBMF.
17. Regional Transit Management System (RTMS) Radio Tower at Mt. Soledad Signal Station, Naval Base Point Loma – Site Lease Amendment
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0513.4-09, with the Department of the Navy, to continue the lease of MTS's Mt. Soledad Signal Station site for five years.
18. Third Party Compass Card and Transit Pass Sales – Amended Agreement with Bricehouse Station, LLC
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G1767.0-15, with BriceHouse Station, LLC, for the sale of MTS and North County Transit District (NCTD) Compass Card passes at three locations operated by BriceHouse Station, LLC for three (3) additional years.
19. As Needed Towing Services for Buses and Non-Revenue Vehicles (SDTC and SDTI) – Contract Award
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0691.0-18 with A to Z Enterprises, Inc.; dba: RoadOne ("RoadOne") for the provision of towing services for buses and non-revenue vehicles for a three (3) year base period with three (3) 1-year options, exercisable at MTS's sole discretion (total of six years); and (2) Exercise each option year at the CEO's discretion.

BOARD COMMENTS – Recommended Consent Items

Ms. Rios inquired about a tower with Border Patrol cameras and asked about the reimbursement for that agreement. Ms. Landers replied that matter is discussed in item number 7, the San Diego and Arizona Eastern (SD&AE) meeting packet. She stated that there was a right-of-entry permit that the Border Patrol requested to put up a mobile camera on one of the towers located on the SD&AE right-of-way. Ms. Landers commented that MTS works closely with Customs and Border Patrol in regards to the rail line. Ms. Rios asked about the reimbursement process for that agreement. Ms. Landers replied that the right-of-entry fee was waived for that agreement due to the low value of that specific request.

E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA (TAKEN BEFORE CLOSED SESSION)

There was no SANDAG Transportation Committee agenda discussion.

The Executive Committee convened for Closed Session at 9:54 a.m.

C. COMMITTEE DISCUSSION ITEMS

1. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
Property: Assessor's Parcel Number (APN) 384-041-07; 8733 Cuyamaca Street, Santee, California
Agency Negotiators: Paul Jablonski, Chief Executive Officer; Karen Landers, General Counsel; and Tim Allison, Manager of Real Estate Assets
Negotiating Parties: Blake Megdal Management
Under Negotiation: Price and Terms of Payment

The Executive Committee reconvened from Closed Session at 10:04 a.m.

Oral Report on Final Actions Taken in Closed Session

- C1. The Executive Committee received a report and gave instructions to staff.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There was no Committee Member Communications and Other Business discussion.

G. PUBLIC COMMENTS

There were no Public Comments.

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for December 6, 2018, at 9:00 a.m. in the Executive Committee Conference Room.

I. ADJOURNMENT

Chair Gomez adjourned the meeting at 10:05 a.m.

/s/ Georgette Gómez
Chairperson

Attachment: Roll Call Sheet

EXECUTIVE COMMITTEE
SAN DIEGO METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF (DATE) November 1, 2018

CALL TO ORDER (TIME) 9:48 a.m.

RECESS _____

RECONVENE _____

CLOSED SESSION 9:54 a.m.

RECONVENE 10:04 a.m.

ADJOURN 10:05 a.m.

BOARD MEMBER	(Alternate)	PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ARAMBULA	<input checked="" type="checkbox"/>	9:48 a.m.	10:05 a.m.
COLE	<input type="checkbox"/> (Gomez) <input type="checkbox"/>		
GOMEZ (Chair)	<input checked="" type="checkbox"/>	9:48 a.m.	10:05 a.m.
MCWHIRTER	<input checked="" type="checkbox"/> (Arambula) <input type="checkbox"/>	9:48 a.m.	10:05 a.m.
RIOS	<input checked="" type="checkbox"/> (Salas) <input type="checkbox"/>	9:48 a.m.	10:05 a.m.
ROBERTS	<input type="checkbox"/> (Cox) <input type="checkbox"/>		

SIGNED BY THE CLERK OF THE BOARD: Julia Tuer

CONFIRMED BY THE GENERAL COUNSEL: Karen Carde



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Agenda Item No. C1

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

December 6, 2018

SUBJECT:

QUARTERLY MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (SHARON HUMPHREYS OF SANDAG)

INFORMATIONAL ONLY

Budget Impact

None.

DISCUSSION:

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

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



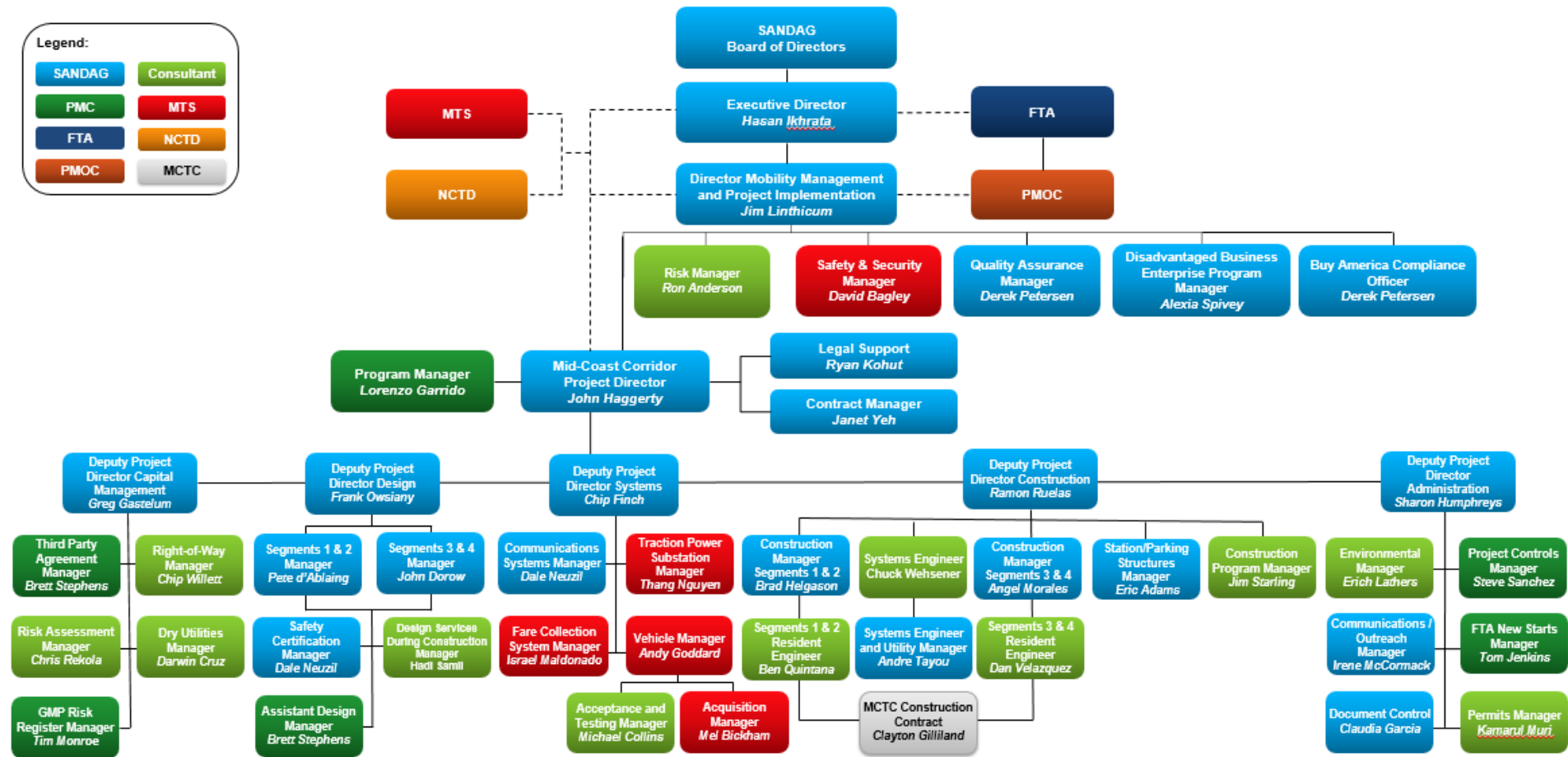


MID-COAST TROLLEY EXTENSION
CONNECTING
THE SAN DIEGO REGION

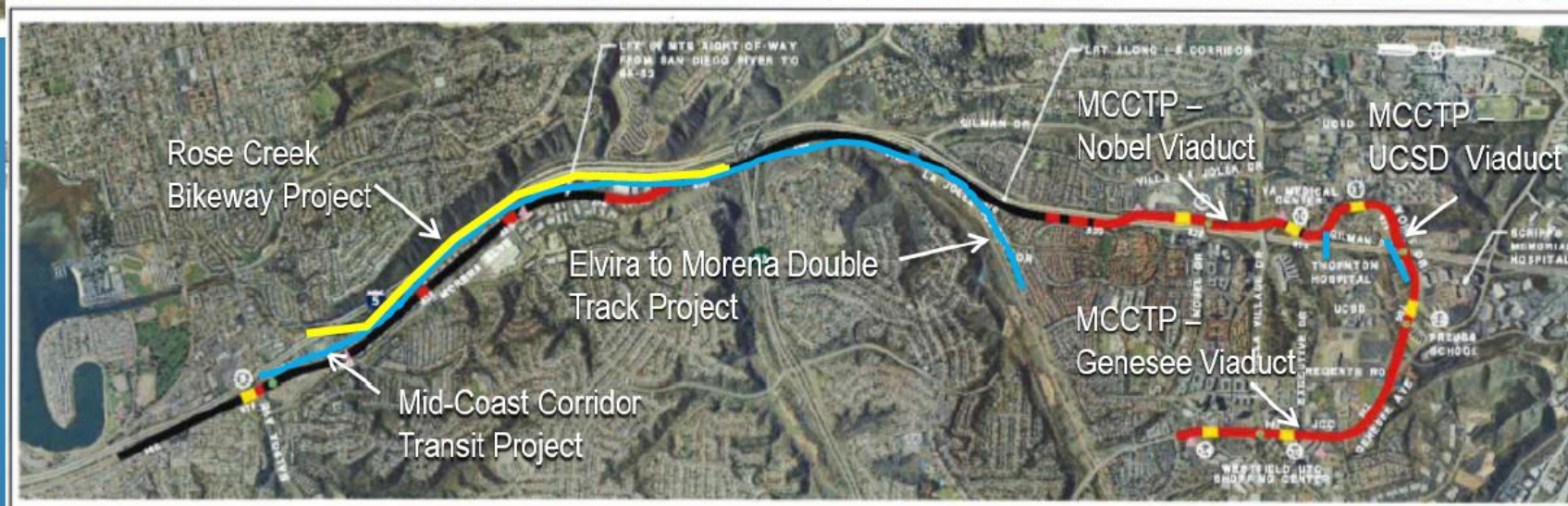
MTS Executive Committee Update
December 6, 2018

ORGANIZATION CHART – CONSTRUCTION PHASE

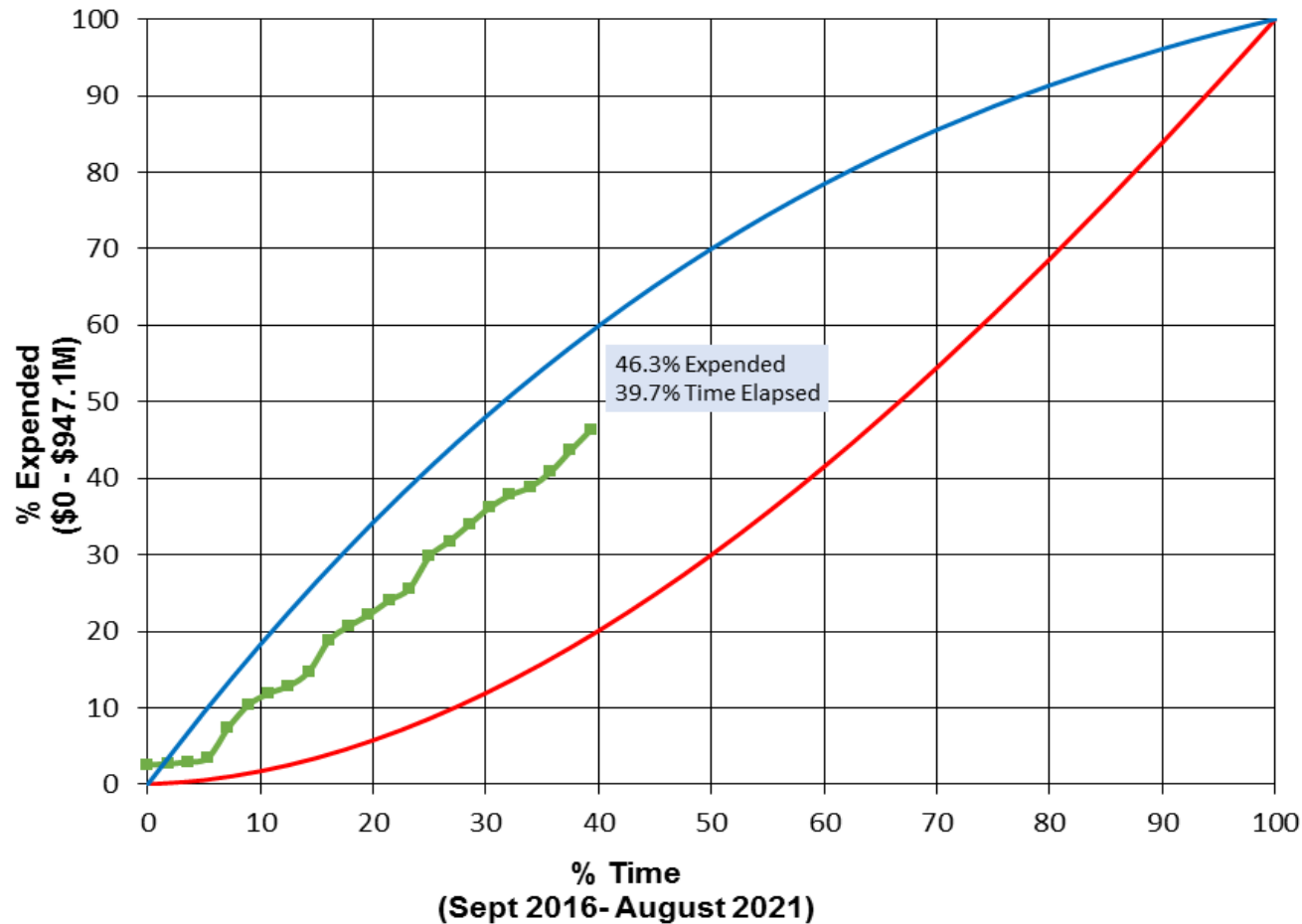
Legend:



MID-COAST PROJECT ALIGNMENT

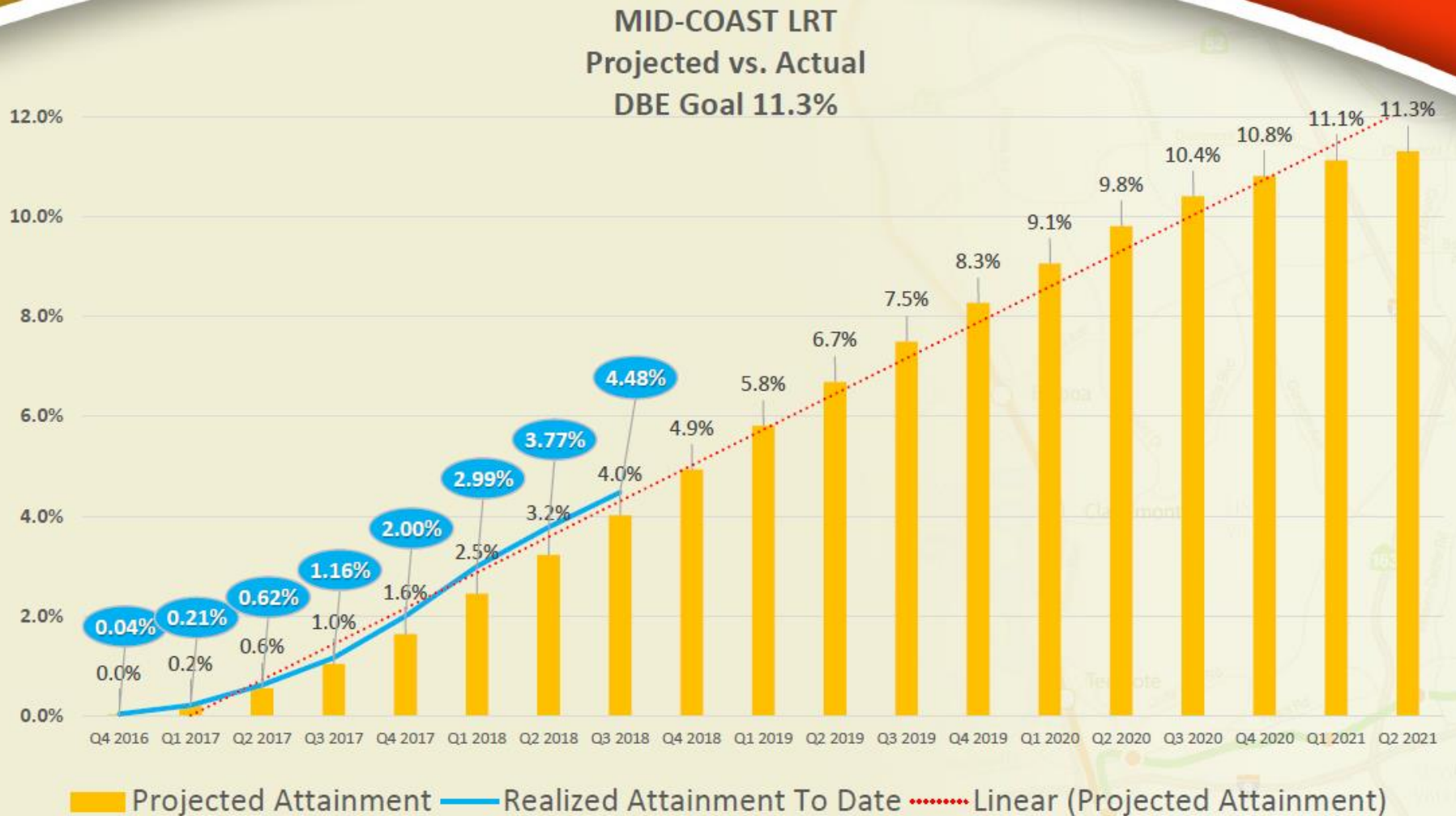


MID-COAST CONSTRUCTION PROGRESS



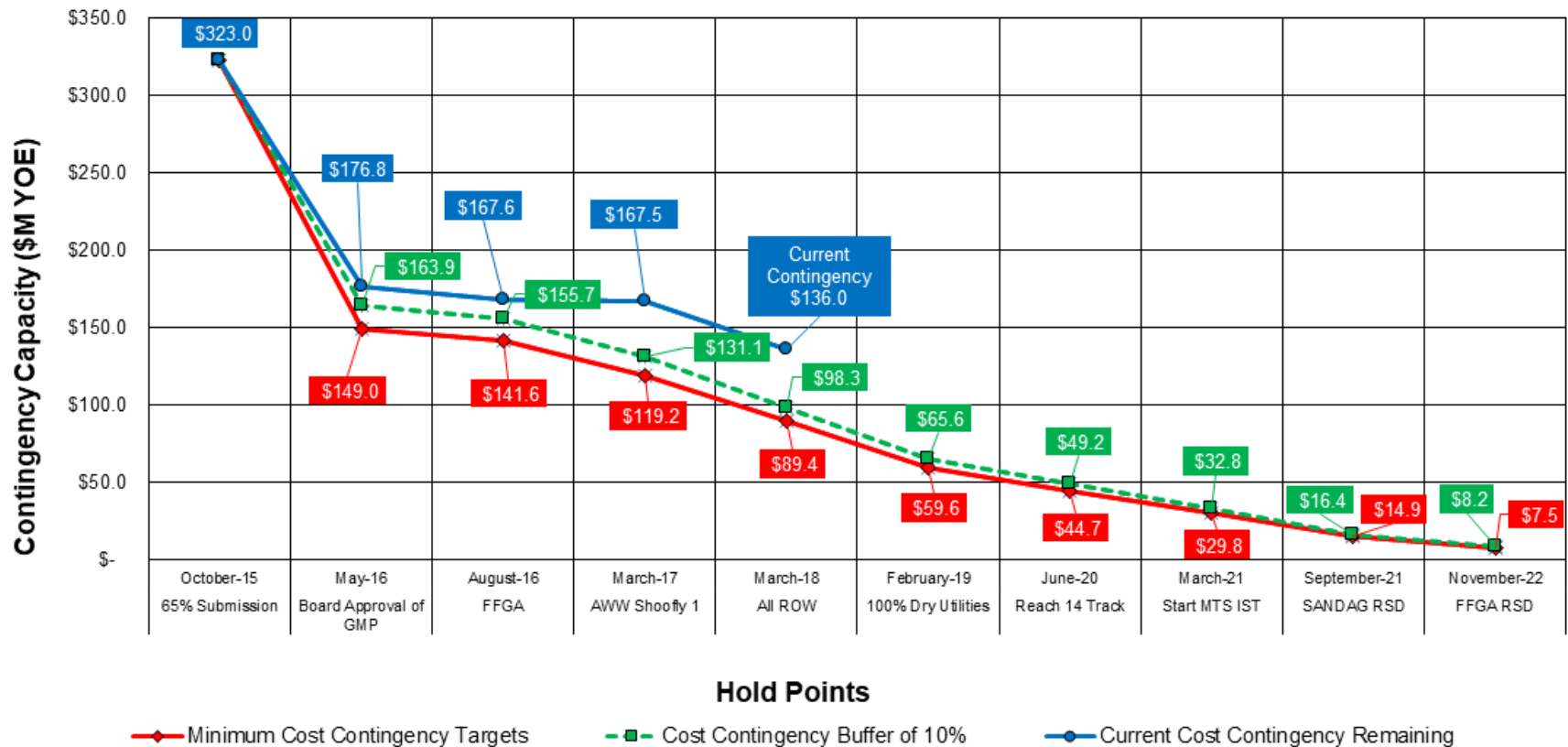
Note: Based on total authorized to date of \$946.5M for Supplement 4 through 10/31/2018.

MID-COAST DBE UTILIZATION



BUDGET CONTINGENCY CURVE

Data through October 31, 2018



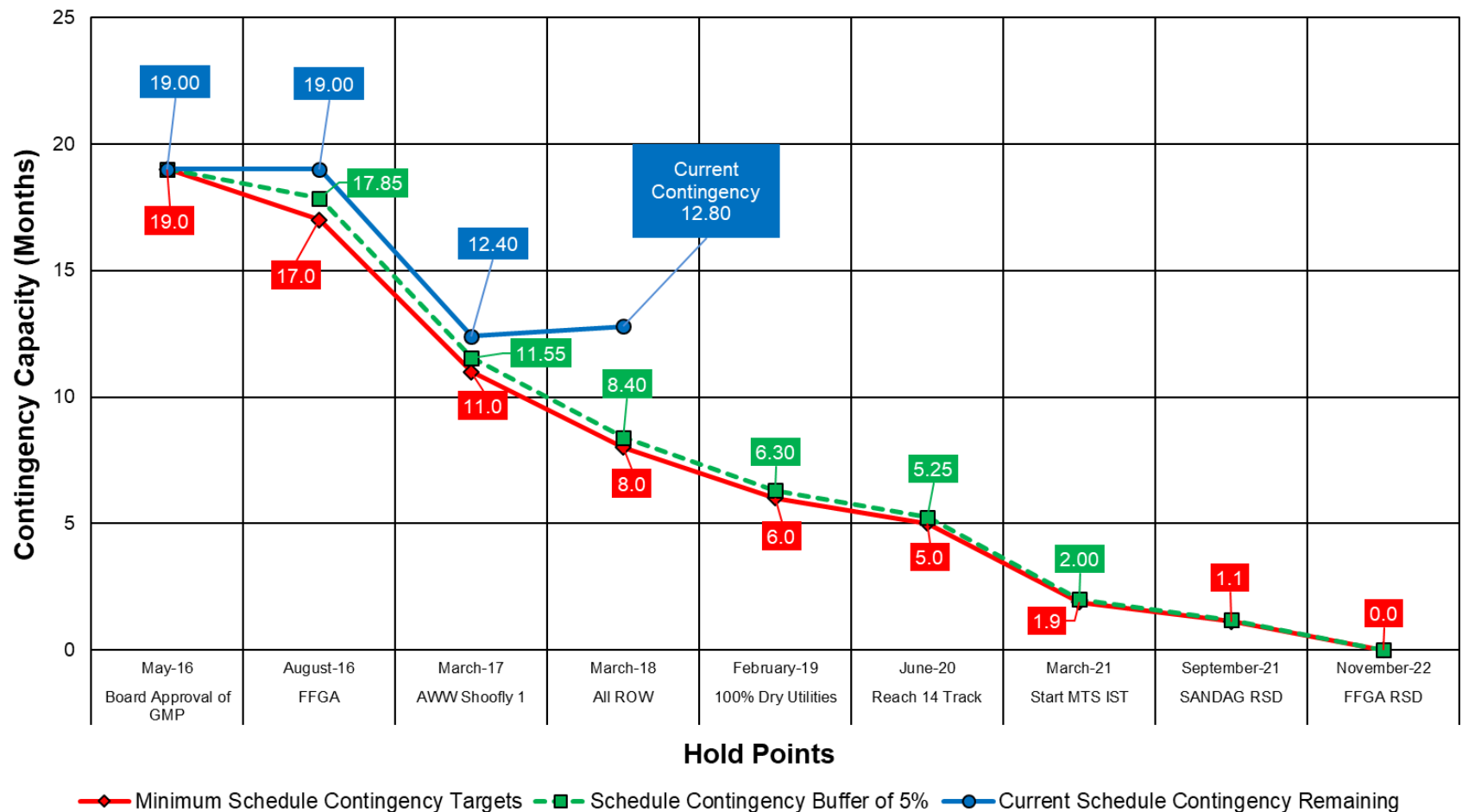
CONSTRUCTION SCHEDULE



<u>Milestone</u>	<u>Baseline</u>	<u>Oct. 20, 2018 Update</u>
Heavy Construction Duration	56 months	57.2 months
AWW Shoofly 1 Complete	March 26, 2017	March 26, 2017
AWW Shoofly 2 Complete	March 18, 2018	April 22, 2018
Reach 14 Track Const. Complete	August 6, 2020	November 13, 2020
Start MTS Pre-Revenue Testing	April 20, 2021	May 25, 2021
Final Completion by MCTC	July 16, 2021	August 20, 2021
Revenue Service Date	Sept. 27, 2021	November 1, 2021
FFGA Latest Revenue Date	Nov. 23, 2022	November 23, 2022

SCHEDULE CONTINGENCY CURVE

Data through October 20, 2018



MID-COAST CONSTRUCTION SCHEDULE



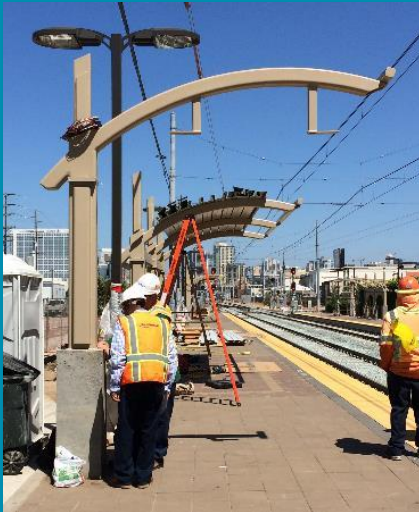
Utilities and Roads



Walls/Bridges/Viaducts



Track Work and Systems

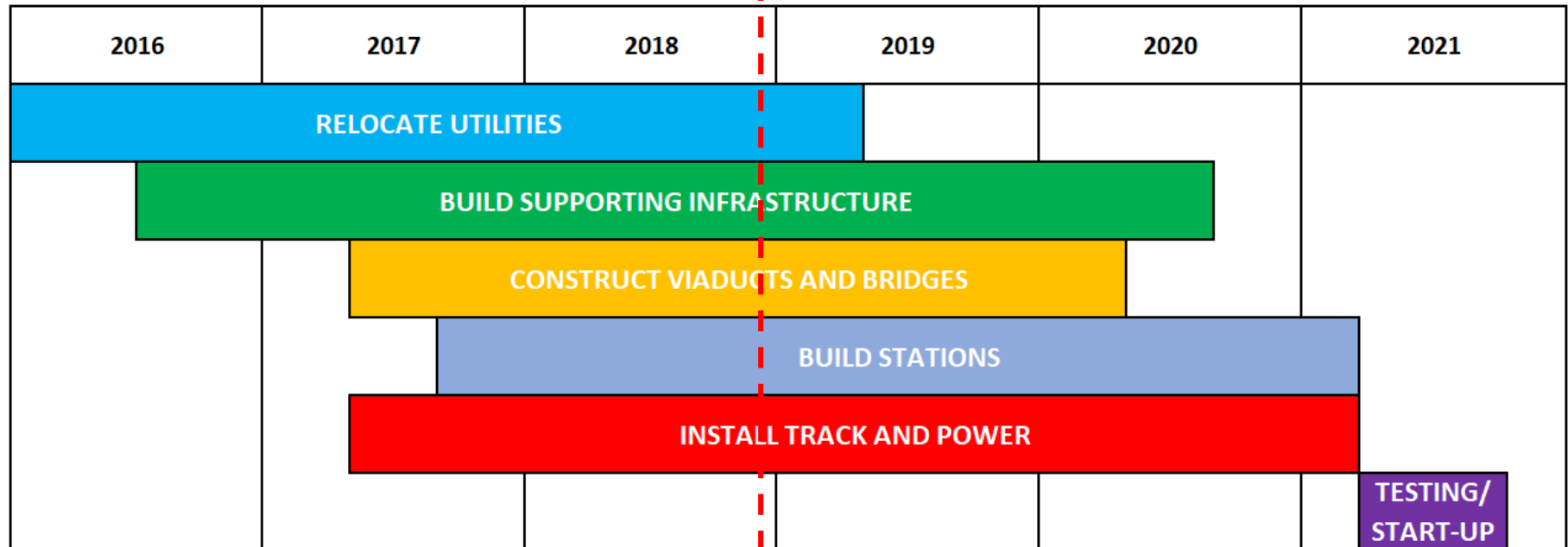


Stations/Parking,
Communications
and Security



Start-Up and Testing

MID-COAST CONSTRUCTION SCHEDULE



CONSTRUCTION UPDATE



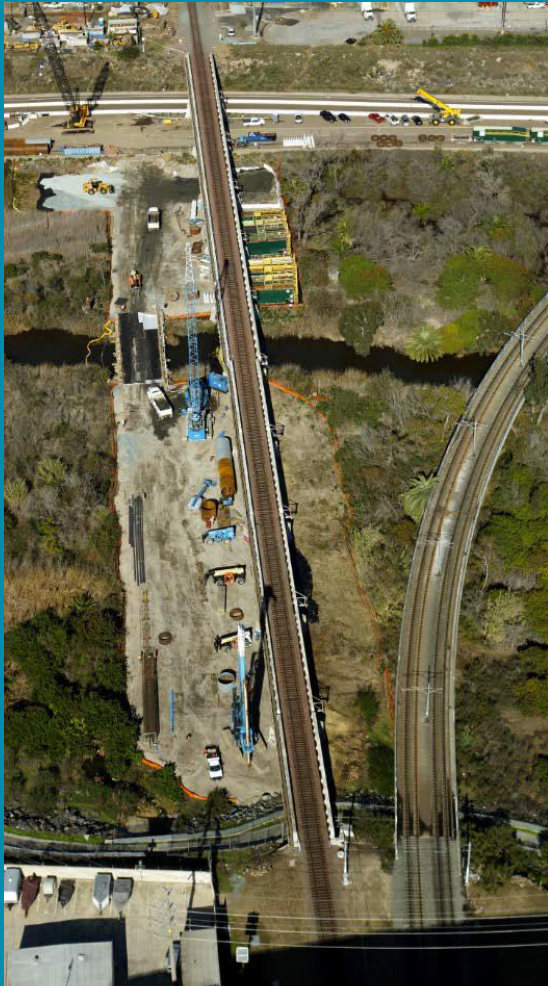
- Installation of signal improvements (Santa Fe Depot to Old Town) and TPSSs (job wide)
- Second LOSSAN bridge and LRT bridge over San Diego River
- LRT flyover column and straddle bent construction
- Retaining walls in construction
- Gilman/La Jolla Colony underpass construction
- Nobel and UCSD cast in place viaduct construction
- Genesee pre-cast viaduct construction

CONSTRUCTION UPDATE

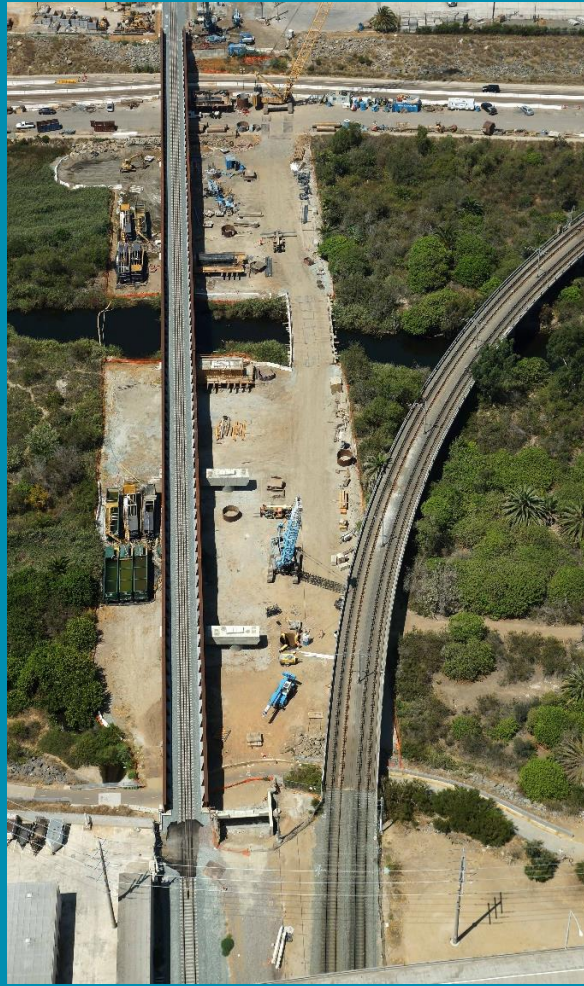


Olive Street Traction Power Substation (TPSS)

LOSSAN & LRT SAN DIEGO RIVER



December 2016



August 2018



November 2018

CONSTRUCTION UPDATE



Future Site of Tecolote Station

TECOLOTE STATION RENDERING



Future Tecolote Station

CONSTRUCTION UPDATE



Clairemont Station Area

CONSTRUCTION UPDATE



Balboa Station Area Improvements

BALBOA STATION RENDERING



Balboa Station Rendering

BALBOA STATION RENDERING



Balboa Station Rendering

CONSTRUCTION UPDATE



First Mid-Coast LRT Bridge and Bikeway Bridge over Rose Creek

CONSTRUCTION PROGRESS



LRT Flyover East of Karl Strauss Brewing Facilities

CONSTRUCTION UPDATE



LRT Flyover by Karl Strauss – Rebar Cage Construction

CONSTRUCTION UPDATE



First TPSS Installed on Project

CONSTRUCTION UPDATE



Gilman/La Jolla Colony Underpass

CONSTRUCTION UPDATE



La Jolla Village Square Shopping Center

CONSTRUCTION UPDATE



La Jolla Village Drive to
UC San Diego

CONSTRUCTION UPDATE



Pepper Canyon Station at UC San Diego

CONSTRUCTION UPDATE



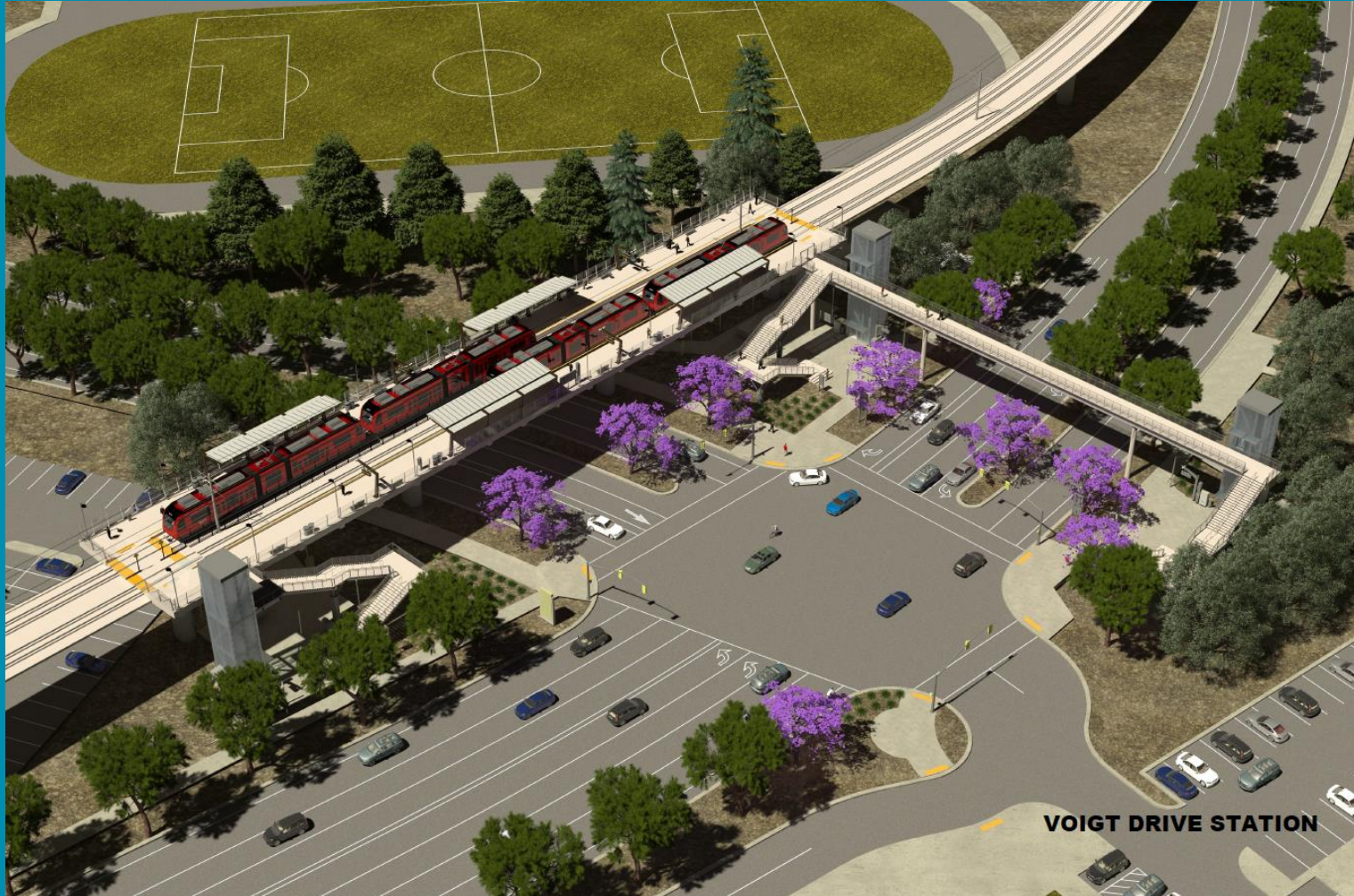
I-5 Crossing at Voigt

CONSTRUCTION UPDATE



Voigt Station at UC San Diego

VOIGT STATION RENDERING



Voigt Station Rendering

VOIGT STATION RENDERING



Voigt Station Rendering

CONSTRUCTION UPDATE



Genesee at Regents Road

CONSTRUCTION UPDATE



Executive Station at Genesee

CONSTRUCTION UPDATE



Future UTC Station at Genesee

Mid-Coast Transit Project Acquisitions

Total Property Owners	43
Available for Construction (Possession)	38
Needed Possessions for Construction	5
Acquisitions Settled	30
Under/Pending Negotiation (11 value only)	13
Potential Hearings of Necessity	2

Risks

- Settlements, trial, legal, goodwill exposure exceeds budget
- 1 - 5 properties go to trial
- No federal funding of goodwill

- **Safety and Security Committees**
 - Safety and Security Review Committee
 - Fire/Life Safety and Security Committee
 - Next meetings scheduled for afternoon of 2/7/2019
 - CPUC adopted Resolution ST-217 approving the LRV Safety Certification Plan (SCP) on October 11, 2018
- **Conformance**
 - 99% of design verification checklist items are complete
 - Construction checklist was approved and is being used for verification

CPUC GRADE SEPARATIONS



- Gilman Drive realignment grade-separated crossing application submitted on February 12, 2018 and approved on June 21, 2018
- Campus Point Drive realignment grade-separated crossing application submitted on April 2, 2018
 - ALJ issued a Scoping Memo for the proceeding on July 11, 2018
 - Teleconference held on October 17, 2018
 - Proposed decision from the CPUC is expected in December 2018

LIGHT RAIL VEHICLES

- MTS Vehicles 5001 – 5009 being delivered
- MTS Mid-Coast Vehicle 5010 expected for delivery in May 2019 and last car by November 2020
- MTS PM team and safety personnel conduct weekly progress meetings with Siemens PM, Engineering and Quality
- MTS Resident inspection and PM team conduct monthly In Plant inspections at Siemens Sacramento facility



PUBLIC INVOLVEMENT



- Active outreach and communication through social media during construction including travelers alerts about road closures
- Regular updates provided to community planning groups
- Participating in community events
- Provided project update to SANDAG Transportation Committee October 5, 2018
- Responding to public inquiries and requests for additional information
- Providing project tours for community and leaders and visiting groups

Questions?

Contact Us

midcoast@sandag.org

(877) 379-0110

KeepSanDiegoMoving.com/MidCoast



Mid-Coast Trolley



@MidCoastTrolley

shift

a change in direction



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Agenda Item No. C2

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

December 6, 2018

SUBJECT:

MTS TRANSIT SERVICE FIXED-ROUTE AND BUS RAPID TRANSIT (BRT)
AGREEMENT – CONTRACT AMENDMENT (BILL SPRAUL AND LARRY MARINESI)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee receive a report on the contract amendment for MTS transit service fixed-route and BRT agreement and provide direction to staff.

Budget Impact

To be determined.

DISCUSSION:

In line with public transit industry best practices, and to sustain long-term operating efficiency and reduce long-term operating costs, MTS engages with a third party contractor, Transdev Services, Inc. (Transdev), to operate certain segments of its public transit operations. Included in those segments are the South Bay and Central San Diego Service, the East County Fixed Route and Rural Lifeline Service, the Commuter Express Service and the Bus Rapid Transit (BRT) Service. In addition, Transdev provides facility and vehicle maintenance services for both the South Bay and East County Bus Maintenance Facilities, which it exclusively operates.

On January 22, 2015, the MTS Board of Directors approved MTS Doc. No. B0614.0-14 with Transdev to provide fixed-route and BRT services for six (6) base years from July 1, 2015 to June 30, 2021 (with a base contract value of \$336,905,360), with an option to extend for six (6) years, from July 1, 2021 to June 30, 2027, for a total contract value of \$735,434,815.00. The originally contracted hourly rates considered the California minimum wage rate of \$10.00 per hour in effect at that time.



In April 2016, the California State Legislature passed the California \$15.00 Minimum Wage Initiative raising California's minimum wage over time as follows:

For any employer who employs 26 or more employees, the minimum wage shall be as follows:

- (A) From January 1, 2017, to December 31, 2017, inclusive, - \$10.50 per hour.
- (B) From January 1, 2018, to December 31, 2018, inclusive, - \$11.00 per hour.
- (C) From January 1, 2019, to December 31, 2019, inclusive, - \$12.00 per hour.
- (D) From January 1, 2020, to December 31, 2020, inclusive, - \$13.00 per hour.
- (E) From January 1, 2021, to December 31, 2021, inclusive, - \$14.00 per hour.
- (F) From January 1, 2022, to December 31, 2022, inclusive, - \$15.00 per hour.

On June 7, 2016, the voters of the City of San Diego approved Proposition I: San Diego Minimum Wage Increase, which raised the local minimum wage from \$10.00 per hour to \$10.50 per hour effective July 11, 2016. In addition, Proposition I also approved five days of sick leave per year for every covered employee. The chart below illustrates the City of San Diego's minimum wage rates:

\$10.50 per hour on July 11, 2016

\$11.50 per hour on January 1, 2017

\$11.50 per hour on January 1, 2018

*Wage attached to inflation beginning on January 1, 2019

When there is a conflict in regulations, an employer must follow the ordinance that benefits employees the most.

With the significant changes in minimum wage rates, Transdev worked closely with the Teamsters Union Local 683 and Amalgamated Transit Union Local 1309 and agreed upon Collective Bargaining Agreements (CBA's) that implemented a new wage progression. These new wage rates incorporated the new mandatory minimum wage legislation and ratable impacts on all progression steps to maintain Transdev's wage progressions.

Recently, Transdev has requested contract negotiations as it relates to the impacts of this legislation on the remaining term of the base contract. Transdev also notified MTS that exercising the contract's six option years beginning in July 2021 was not financially possible due to the continued, compounding effect of the minimum wage changes from the original contract. Staff will discuss the effects of these changes and the proposed amendments to modify the Transdev contract for the remainder of the base contract term.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Transdev Contract Revision Minimum Wage Increase

MTS Executive Committee
December 6, 2018



Overview

- MTS currently contracts with Transdev Services, Inc. (Transdev) to operate:
 - Fixed route bus service in South Bay, Central San Diego, East County
 - Rural lifeline service
 - Commuter Express service
- Transdev has had the contract for over twenty (20) years
- 10 million annual miles of fixed route service
- 50% of total fixed service; 600 drivers; 332 buses
- Contract includes South Bay Rapid/BRT service scheduled to begin January 2019 (950,000 annual miles)



Overview Continued

- Current Contract:
 - Contract awarded early 2015
 - Base term of six (6) years (July 1, 2015 – June 30, 2021)
- Contract is based on a rate per revenue mile
- Base term contract value is approximately \$337 million
- Includes two (2), three (3) year options after base term



Minimum Wage Changes

- In 2016, City of San Diego and State of California both mandate minimum wage increases

Minimum Wage Rates

(Combined City of San Diego and State of California)

Start of contract		\$10.00
7/7/2016		\$10.50
1/1/2017		\$11.50
1/1/2018		\$11.50
1/1/2019		\$12.00
1/1/2020		\$13.00
1/1/2021		\$14.00
End of base term		\$14.00
1/1/2022		\$15.00

- Impact of minimum wage increases:
 - By January 2019 20% increase
 - By June 2021 35% increase (end of contract base term)



Response to Minimum Wage Increase

- After contract award, Transdev conducted negotiations with Teamsters and Amalgamated Transit Union (ATU) to incorporate the impact of minimum wage increases into wage tables with the goals to:
 - Achieve compliance with state and local wage requirements
 - Keep pace with regional labor market
 - Maintain progression formats to preserve retention, years of service and stability



Proposed Contract Revision

- MTS and Transdev entered negotiations to address minimum wage impact on remaining 2.5 years of base term (January 2019 – June 2021)
 - MTS and Transdev negotiated revised rates
 - MTS and Transdev agreed to not exercise option terms
- At the same time, MTS and Transdev are proposing a revised rate for the South Bay Rapid/BRT service due to:
 - Miles are 30% less than original SANDAG projection
 - Minimum wage impact

** South Bay Rapid/BRT service is fully funded by Transnet II*



Proposed Contract Revision

- \$8.5 million increase in MTS expenses from January 2019 – June 2021
- \$1.0 million in BRT costs funded by SANDAG for service beginning January 2019
 - 7% increase on the contract rate for remaining 2.5 years

Rev/Mile Rate	FY19	FY20	FY21
Original blended rate	\$5.1674	\$5.2152	\$5.2527
Proposed new blended rate	\$5.5384	\$5.5255	\$5.6672

- By comparison:
 - Impact on MTS Security contract
 - \$4.8 million (12%) increase in wage costs for about 190 FTE's (TD 600 FTE's)
 - Impact of minimum wage:
 - By January 2019 20% increase
 - By June 2021 35% increase (end of contract base term)



Discussion and Next Steps





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

Agenda Item No. C3

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

December 6, 2018

SUBJECT:

ACCOUNT BASED FARE COLLECTION SYSTEM – CONTRACT AWARD (SHARON COONEY AND ISRAEL MALDONADO)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2091.0-18, (in substantially the same format as Attachment A) with INIT Innovations in Transportation, Inc., (INIT) to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten (10) years.

Budget Impact

The capital component of this project is funded by Capital Improvement Program (CIP) account # 1009004902 - Fare System Upgrades. Operations, maintenance and hosting services will be funded annually in the Fare Collection Department operating account 532010-571250. In addition, SANDAG will be paying a portion of the equipment, back office and parking solution as it relates to the deployment of this solution to the MidCoast corridor.

The total base contract cost is \$34,159,663.96. The options total, if exercised, shall not exceed \$3,508,063.61, for an overall project total not to exceed \$37,667,727.57. Costs are detailed in Attachment B.

DISCUSSION:

Need for the Project

The San Diego Association of Governments (SANDAG), MTS, and the North County Transit District transitioned from paper fare products to the Compass Card electronic fare collection system in 2009. MTS assumed responsibility for management of



Compass Card from SANDAG in 2014. MTS staff immediately began to review the current system's status, correct system deficiencies, and begin the process for modernization and replacement of components of the system that was originally procured in 2003.

Technology has a limited lifespan and MTS's current fare collection system is coming to the end of its useful life. The hardware is past its useful life, and the software is old and in constant need of upgrades to operate.

In addition, as the system ages, the need for cyber security required for electronic payments has increased. The Payment Card Industry Data Security Standard (PCI-DSS) introduced stricter security controls around cardholder data to curtail credit card fraud. Although not enforced by any legal regulation, MTS is exposed to increased banking fees if not in compliance. Without significant upgrades to the current legacy payment environment, MTS would not be able to achieve compliance.

Finally, overall customer expectations for functionality of the fare system have shifted as technological advances have occurred in other areas of their lives. The advent and proliferation of smart phones, apps, and the myriad of other technologies introduced since the Compass Card system was purchased presents an opportunity for MTS to upgrade the customer experience and make transit easier to use and a more attractive transportation alternative.

Procurement Process

Due to the significance of fare collection to the overall transit system and customers, and to increase the probability of successful modernization, MTS developed a rigorous procurement process.

In 2014, MTS began to research next generation fare collection (NextGen) utilized by other transit systems as well as current and potential future transformative technologies. A working group was created with key staff from all MTS levels and departments to identify broad fare system goals.

In 2016, as a result of a competitive solicitation process, MTS retained the services of CH2M for NextGen consulting services. CH2M was tasked with collection of industry information, specification development, and assistance during the procurement process. CH2M will also provide assistance during the implementation phase.

MTS and CH2M hosted peer agency workshops with transit agencies from Portland, Dallas, Seattle, Chicago, Philadelphia, Minneapolis, Toronto, Washington Metro and New York. These transit systems are at various stages of fare system development. This benchmarking was instrumental to the development of a whitepaper that served as the first official documentation of broad project goals.

This step in the process narrowed down the preferred NextGen fare system to an account-based fare system. Transactions in an account-based system occur in the back office accounts of the customers in real-time, allowing the customer greater flexibility in how they purchase and manage fares. Staff further refined the NextGen system requirements in a Concept of Operations (Con Ops) document which was presented to the Board in July 2017. The Con Ops is a comprehensive document that specifies each element of the entire fare collection system and the functional requirements of each component.

In October 2017, to gain general feedback from the fare collection industry regarding the Con Ops, MTS issued a Request for Information (RFI). MTS received important feedback from eleven different firms. The input confirmed the MTS strategy to seek an account-based system that has minimal integration, a simplified fare policy, and includes mobile ticketing and hardware within the core procurement.

The Con Ops identified the procurement approach as a two-step strategy. The first step would allow MTS to pre-screen proposers through a Request for Qualifications (RFQ). This would ensure that only qualified firms with prior account-based experience would advance to the Request for Proposals (RFP) phase.

In November 2017, MTS issued an RFQ to interested proposers. On January 12, 2018, MTS received qualification packages from the following proposers:

1. Conduent Transport Solutions, Inc.
2. Cubic Transportation Systems, Inc.
3. INIT Innovations in Transportation, Inc.
4. Moovel
5. NTT Data
6. Parkeon S.A.S.
7. Scheidt & Bachman USA, Inc.
8. Vix Technology USA, Inc.

Qualification packages were evaluated on essential requirements including business history, organizational performance and project experience to ensure that only qualified proposers were selected to submit proposals. On January 31, 2018, MTS prequalified seven proposers.

During the RFQ process, staff and the consultants prepared project specifications and a refined Independent Cost Estimate (ICE), and on March 16, 2018, the RFP was issued.

Proposals were received from the following firms:

1. Conduent Transport Solutions, Inc.
2. Cubic Transportation Systems, Inc.
3. INIT Innovations in Transportation, Inc.
4. Scheidt & Bachman USA, Inc.

All proposals were deemed responsive and responsible. A selection committee consisting of representatives from MTS Administration, Planning, Information Technology, Marketing, Finance, San Diego Trolley Inc., and San Diego Transit Corporation evaluated the proposals based on the following criteria:

Proposer

Qualifications		Points	Share of Total
1	Firm Qualifications and Related Experience	10	20%
2	Staffing, Organization, and Management Plan	10	
Technical Solution/Work Plan			
1	Concept and Design	5	45%
2	Open Architecture Approach	5	
3	Schedule & Project Management Plan	5	
4	Technical Requirements Compliance Matrix	20	
5	Key Performance Indicators	10	
6	Client Site Visits will be used to rescore Technical if necessary		
Cost			
1	Capital cost	20	35%
2	Operating/Maintenance cost	15	
Total Score		100	100%

In addition to the evaluation criteria listed above, each proposal was also assessed on risk profile. Risk profile represents the reviewers' assessment of the risk that the project can be delivered as specified, and that it can be delivered at the cost being proposed. Proposers are evaluated on their perceived ability to complete the project on time, on budget, and deliver the product that aligns with the scope of work outlined in the RFP.

On June 28, 2018, the selection committee evaluated the initial written proposals and scored as shown below:

Initial proposals scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	35.57	19.33	15.00	69.90	1
Init	47.57	18.38	2.98	68.93	2
Cubic	32.00	13.85	1.79	47.64	3
Scheidt & Bachman	19.71	20.00	2.37	42.08	4

All costs are shown in Attachment B.

After the initial evaluations, the evaluation panel determined it would be in MTS's best interest to request technical and cost clarifications from all four proposers. Clarifications were received on July 16, 2018. On July 23, 2018, the selection committee scored the clarifications as follows:

Clarification scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	34.57	19.33	15.00	68.90	1
Init	47.29	18.38	2.98	68.65	2
Cubic	32.43	13.85	1.79	48.07	3
Scheidt & Bachman	20.29	20.00	2.37	42.66	4

The panel determined to interview the top three ranked proposers, Conduent, INIT and Cubic. Interviews were held on August 2 and 3, 2018, at which time proposers were asked to perform demonstrations by logging into their systems, discuss cost breakdown and address pending technical issues.

Following the interviews, MTS requested the proposers to provide a short list of agencies located in North America that best resembled MTS's specifications. MTS then picked an agency from each of the proposers' list and performed site visits as follows:

1. August 13, 2018: Site visit at TriMet in Portland (Proposer: INIT)
2. August 15, 2018: Site visit at Translink in Vancouver (Proposer: Cubic)
3. August 23, 2018: Site visit at SEPTA in Philadelphia (Proposer: Conduent)

Site visits provided the selection committee the greatest insight into the relative maturity of each fare-collection platform. Rather than evaluate the efficacy of a system based on a written proposal, the selection team was able to have a hands-on test of each system. It also allowed the selection committee to have informal discussions with the people within the transit agencies who were responsible for project management. This provided input on the pros and cons of working with each firm and the technical capabilities or deficiencies of the systems.

On August 28, 2018, MTS requested revised proposals from the vendors, and the proposals were rescored based on what was learned in the interviews and site visits on September 13, 2018 as follows:

Revised proposals (# 1), Interviews, Site visit scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	38.43	20.00	15.00	73.43	1
Init	48.71	19.80	3.10	71.61	2
Cubic	35.71	14.14	1.82	51.67	3

Significant technical and cost questions remained after the site visits and interviews, and the selection committee determined that it was in MTS's best interest to request revised proposals to address the pending issues. On September 24, 2018, MTS requested revised proposals (#2) which were received and scored on October 10, 2018 as follows:

Revised proposals (#2) scores					
Proposer name	Total technical	Capital cost	Operations & maintenance cost	Overall total	Ranking
Max points	65%	20%	15%	100%	
Conduent	37.57	20.00	15.00	72.57	1
Init	49.57	19.80	3.10	72.47	2
Cubic	35.71	14.14	1.82	51.67	3

It is important to note that although Conduent received the highest overall score by one-tenth of a point, staff determined that the Conduent proposal presented an unacceptably high risk. First, reviewers determined there were fundamental deficiencies in the

technical solution being proposed by Conduent, and that the product being proposed was not yet market ready. Second, reviewers concluded that the long-term viability of a significantly low market price for ongoing operations and maintenance services elevated risk to MTS in terms of responsiveness to agency needs over the next ten years. Conduent proposed an operations and maintenance cost significantly lower than the ICE and the other proposers. (See cost comparison in Attachment B. Conduent's total operations and maintenance cost proposal for the 10 year life of the contract was \$2.6 million, versus \$12.8 million for INIT, and \$21.8 million for Cubic.) Conduent's proposal was also not in line with the cost of other similar software operations and maintenance contracts that MTS has executed. Therefore, due to the high risk profile and technical deficiencies of the Conduent proposal, staff determined that INIT's superior technical proposal, competitive price (as compared to the ICE) and low risk provided the overall best value proposal and invited them for negotiations on November 2, 2018.

Shortly after negotiations, MTS requested a Best and Final Offer (BAFO), which was received on November 14, 2018. A subsequent revised BAFO was received on November 21, 2018.

The table below shows INIT's cost summary. Cost details are shown in Attachment C.

	Revised BAFO costs
Capital Costs Subtotal	23,225,418.02
Operating Costs Subtotal	11,004,315.94
Exceptions, Deviations & Alternatives	(70,070.00)
TOTAL Base Contract	34,159,663.96
Total Options	3,508,063.61
Overall Total Contract (Base + Options)	37,667,727.57

Recommendation: Award to INIT

INIT's proposal was determined to offer the best value based on its superior technical proposal and competitive operations and maintenance costs. MTS staff was able to use most of the technical payment features of INIT's proposed fare system in a live environment during the site visit in Portland, since the same system has already been deployed and is performing well for transit customers. The fact that INIT's proposed solution is already in use contributed to its being rated a low risk by the reviewers.

Therefore, staff recommends that the Executive Committee forward a recommendation to the MTS Board of Directors to authorize the CEO to execute MTS Doc. No. G2091.0-18, (in substantially the same format as Attachment A) with INIT to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten (10) years.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft MTS Doc. No. G2091.0-18
B. Cost Details
C. INIT Price Proposal BAFO

DRAFT

STANDARD SERVICES AGREEMENT

G2091.0-18
 CONTRACT NUMBER

ACCOUNT BASED FARE COLLECTION SYSTEM

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: INIT Innovations in Transportation, Inc.,Address: 424 Network StationForm of Business: CorporationChesapeake, Virginia 23320

(Corporation, partnership, sole proprietor, etc.)

Telephone: (757) 413-9100Email Address: swalsh@initusa.comAuthorized person to sign contracts: Scott Walsh
NameSenior Director, Business Development
Title

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

Account Based Fare Collection System Project as specified in the Scope of Work (attached as Exhibit A), Cost Proposal Form (attached as Exhibit B), and in accordance with the Standard Conditions (attached as Exhibit C) and Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for ten (10) years. Payment terms shall be net 30 days from invoice date. The base project total shall not exceed \$34,159,663.96; options, if exercised shall not exceed \$3,508,063.61, for a total not to exceed \$37,667,727.57 without the express written consent of MTS.

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

AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$37,667,727.57</u>	<u>VARIOUS</u>	<u>FY 19-29</u>

By: _____
 Chief Financial Officer

Date

(___ total pages, each bearing contract number)

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

Attachment B

ACCOUNT BASED FARE COLLECTION SYSTEM
G2091.0-18

	CONDUENT			CUBIC			INIT			Scheidt & Bachman		
	Initial	Revised # 1	Revised # 2	Initial	Revised # 1	Revised # 2	Initial	Revised # 1	Revised # 2	Initial	Revised # 1	Revised # 2
Capital costs subtotal	23,055,498.34	23,055,498.34	23,055,498.34	32,186,847.00	32,611,121.00	32,611,121.00	24,251,358.32	23,289,920.02	23,289,920.02	22,286,250.00	N/A	
Operating costs subtotal	2,647,173.53	2,647,173.53	2,647,173.53	22,210,693.64	21,786,419.64	21,786,419.64	13,333,807.71	12,816,130.43	12,816,130.43	16,736,016.64		
Exceptions, deviations & alternatives	0.00	-158,942.20	-158,942.20	-5,608,452.00	-6,808,404.36	-7,908,404.36	-70,070.00	0.00	-113,153.94	0.00		
Total base contract	25,702,671.87	25,543,729.67	25,543,729.67	48,789,088.64	47,589,136.28	46,489,136.28	37,515,096.03	36,106,050.45	35,992,896.51	39,022,266.64		
Total options	3,023,704.66	3,023,704.66	3,023,704.66	9,487,431.00	9,487,431.00	9,487,431.00	3,507,990.60	3,508,063.61	3,508,063.61	9,156,340.00		
Overall Total Including Options	28,726,376.53	28,567,434.33	28,567,434.33	58,276,519.64	57,076,567.28	55,976,567.28	41,023,086.63	39,614,114.06	39,500,960.12	48,178,606.64		

	INIT	
	BAFO	Revised BAFO
Capital costs subtotal	23,289,920.02	23,225,418.02
Operating costs subtotal	11,886,408.13	11,004,315.94
Exceptions, deviations & alternatives	-602,000.75	-70,070.00
Total base contract	34,574,327.40	34,159,663.96
Total options	3,508,063.61	3,508,063.61
Overall Total Including Options	38,082,391.01	37,667,727.57

INIT cost proposal summary		
	Overall total	Changes from initial proposal
Initial proposal	41,023,086.63	0.00
Revised proposal # 1	39,614,114.06	-1,408,972.57
Revised proposal # 2	39,500,960.12	-1,522,126.51
BAFO	38,082,391.01	-2,940,695.62
Revised BAFO	37,667,727.57	-3,355,359.06

The MTS Independent Cost Estimate is \$27M (low) to \$44M (high).

Price Proposal Summary Form

Price Sheet	Amount
Capital Costs	
Section 1.0 Program and Contract Management	\$ 1,803,996.54
Section 2.0 System Software and Design	\$ 3,516,293.72
Section 3.0 Equipment and Spares	\$ 15,491,012.72
Section 4.0 Testing	\$ 679,845.15
Section 5.0 Installation	\$ 1,549,938.20
Section 6.0 Training & Manuals	\$ 184,331.69
Capital Costs Subtotal	\$ 23,225,418.02
Operating Costs	
Sections 7.0 - 9.0 Operations and Maintenance Agreement	\$ 8,374,419.69
Section 10.0 System Hosting	\$ 2,629,896.25
Operating Costs Subtotal	\$ 11,004,315.94
Exceptions, Deviations & Alternatives	
Section 15.0	\$ (70,070.00)
Proposal Price	
Capital Costs	\$ 23,225,418.02
Operating Costs	\$ 11,004,315.94
Exceptions, Deviations & Alternatives	\$ (70,070.00)
TOTAL	\$ 34,159,663.96
Options	
11.01 Software Escrow	\$ 42,020.00
11.02 Bill Recirculator	\$ 121,025.00
11.03 Cellular Modem	\$ 64,620.00
11.04 - 11.08 Mobile Ticketing	\$ 1,534,452.60
11.09 Farebox Simplification	\$ 1,643,078.00
11.10 - 11.11 Parking	\$ 102,868.01
Total Options	\$ 3,508,063.61

Account Based Fare Collection System – Contract Award

Executive Committee
December 6, 2018



Need for Project

- Software
 - Older platform procured in 2003
 - Became progressively outdated– lacks modern functionality
 - In constant need of upgrades to operate
 - Changes cost a great deal and take a long time
- Hardware
 - Several components (TVM's. etc.) at end of useful life
 - Improved customer features require new equipment
- Compliance with Payment Card Industry Data Security Standard (PCI-DSS)
 - Increased security controls around cardholder data across all payment channels, including online



Early Process

- In 2014 MTS began analyzing the status of current card-based fare system
- Hired a Fare System consultant to review technology in the marketplace, compile high level objectives for fare system modernization
- Researched potential upgrades to Cubic system as an alternative
 - Significant cost to upgrade (at least \$25 million)
 - No new functionality
 - No hardware
- Decision was made to explore next generation system



Fare System Working Group

- Every department is involved in fare collection
- Working group established from all departments, at various levels
 - Bus and rail revenue and operations, customer service, finance, audit, IT, marketing, planning
 - High level leadership (CEO, Chief of Staff, Chief Financial Officer)
- MTS hired Ch2M, leading consulting firm in fare collection, to assist



Development of Specific Objectives for Next Generation Fare System

- Hosted peer agency 2-day workshop with 8 agencies
 - Portland, Dallas, Seattle, Chicago, Philadelphia, Minneapolis, Toronto and Washington Metro
- Hosted vendor demonstrations of available technology
- Combined peer feedback with additional research into a whitepaper, presented to Board in December, 2016



Concept of Operations

- Building on the whitepaper, the working group and CH2M developed a more specific Concept of Operations document to direct the procurement of the new system
- More detailed explanation of system requirements, plans for implementation
 - Current system analysis
 - Detailed system requirements
 - Fare structure analysis
 - Operations and procurement
 - System transition plan

Components of the Next Gen System

- Account based system with real-time communications
 - Current system stores data on the smart card; account based stores data in the back office, online
 - Allows agency to easily change fare configurations
 - Eliminates the current 48-72 hour delay on buses for downloading products
 - Opens way for new features
 - Families could now have one account for billing
 - Mobile ticketing with electronic validation
 - Fare capping, or “best fare”: customers earn the best-possible fare product or pass as they travel



Components of the Next Gen System

- Open architecture
 - Gives MTS the flexibility to use non-proprietary hardware, not constrained to one vendor
 - Facilitates the integration of 3rd parties
 - Bikeshare, rideshare, parking solutions, other transit
 - Accomplished via open Application Programming Interfaces (APIs)
- Improved back office hosting and data reporting
- Enhanced Security Features
 - All new systems must be PCI compliant
- New hardware: validators and TVMs, parking control (optional)



Procurement

- Presented the Concept of Operations document with Procurement approach to the Board in July 2017
- MTS issued a Request for Information (RFI) to vendors in Fall 2017
 - Gathered positive feedback from most vendors, demonstrated feasibility of project components
- Pre-screened vendors through a request for qualifications (RFQ) process
 - vendors provided high-level responses to the Concept of Operations/demonstrated their system capabilities.
 - Seven qualified vendors advanced to Request for Proposal (RFP)



RFP Process

- RFP issued on March 16, 2018
- The RFP included the technical specifications and process staff would follow for evaluation
- MTS received four Proposals
 - Conduent
 - Cubic
 - INIT
 - Scheidt & Bachman
- Seven member selection panel, plus technical advisors
 - Chief of Staff, Auditor and Controller, Director of Marketing, Fare System Administrator, Revenue & Compass Service Manager, Trolley Revenue Manager, Enterprise Business Solutions Manager



Evaluation Criteria

Qualifications		Points	Share of Total
1	Firm Qualifications and Related Experience	10	20%
2	Staffing, Organization, and Management Plan	10	
Technical Solution/Work Plan			
1	Concept and Design	5	45%
2	Open Architecture Approach	5	
3	Schedule & Project Management Plan	5	
4	Technical Requirements Compliance Matrix	20	
5	Key Performance Indicators	10	
6	Client Site Visits will be used to rescore Technical if necessary		
Cost			
1	Capital cost	20	35%
2	Operating/Maintenance cost	15	
Total Score		100	100%

RFP Process

- First evaluation of proposals in June
- Requested technical and cost clarifications from all four
- Rescored based on clarifications in July
- Top 3 ranked proposers advanced to interviews
 - Conduent, INIT and Cubic
- Interviews were held on August 2 & 3
 - The interviews included a demonstration : log into their system and showcase their design approach
 - Questions regarding where the proposed system is deployed
- Proposers asked to provide North American agencies using a system that best resembled their proposed solution for a site visit

Site Visits

- Selection committee, technical advisors and procurement staff conducted site visits
 - August 13: Site visit at Portland TriMet (Proposer: INIT)
 - August 15: Site visit at Vancouver Translink (Proposer: Cubic)
 - August 23: Site visit at Philadelphia SEPTA (Proposer: Conduent)
- Site visit included presentations and demonstrations with proposers, meetings with transit agency staff, and field use of the system
- Reevaluated the scores after the site visits and interviews

Selection of Vendor to Enter Negotiations

- Issued a second request for clarifications
- September: requested revised proposals (including cost) which were received and scored on October 10
- Reviewed the proposals based on risk
 - Ability to complete the project on-time
 - Ability to complete the project on-budget
 - The proposed solution's alignment with the technical requirements

Vendor Selection

- Conduent received the highest overall score by one tenth of a point due to low cost
- However proposal was considered unacceptable level of risk (high)
 - proposed solution has not been designed or implemented
 - Risk to schedule due to percent of development needed to complete
 - Extremely low 10-year Operations and Maintenance contract cost deemed unsustainable/unrealistic

Vendor Selection

- November 2: determined that INIT provided the best value solution to MTS at the lowest risk
 - Highest technical score versus the other 2 vendors (12 points over next highest)
 - Price substantiated by Independent Cost Estimate
 - INIT proposed a solution very nearly the same as the specification which has been field tested (Portland) and proven operable



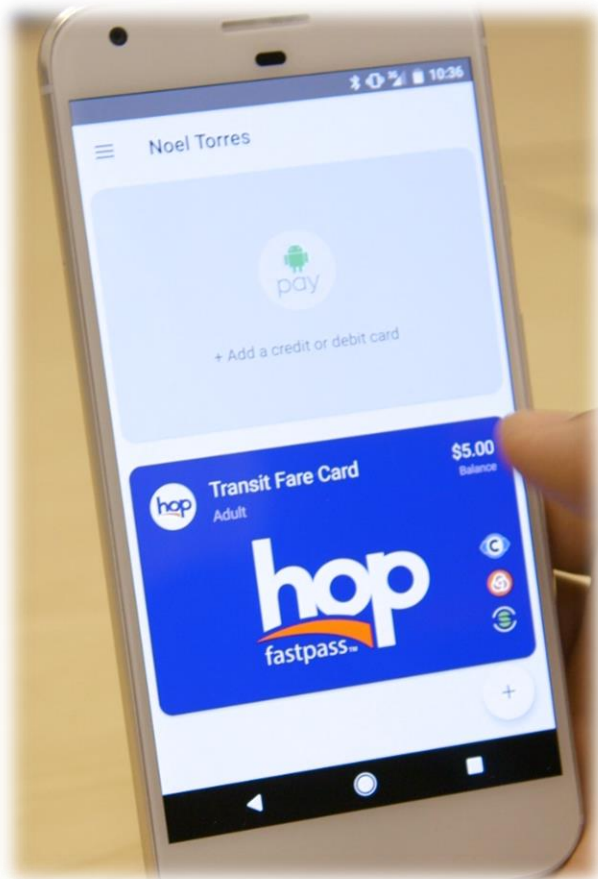
Related Experience: TriMet

hop fastpass is fully implemented

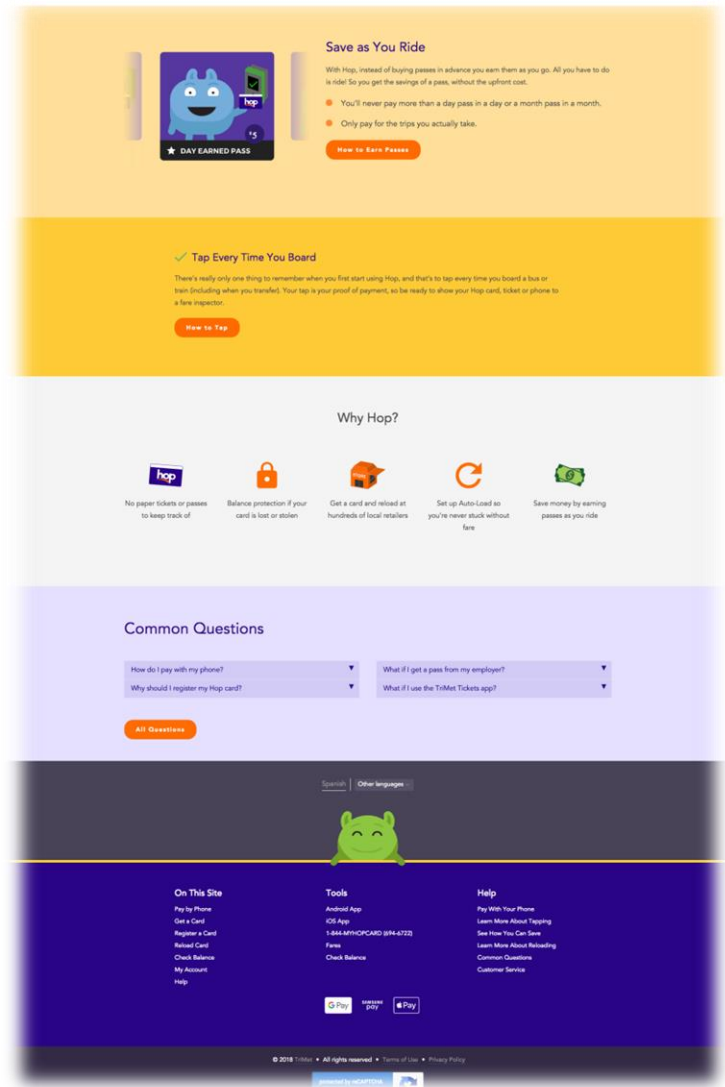
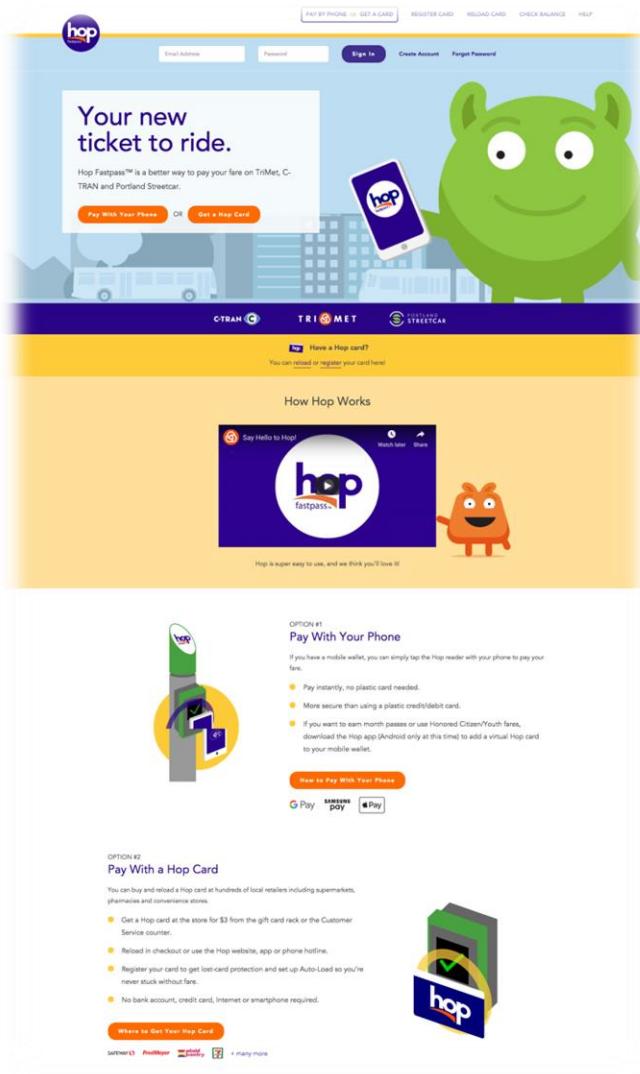
Validators



Mobile App

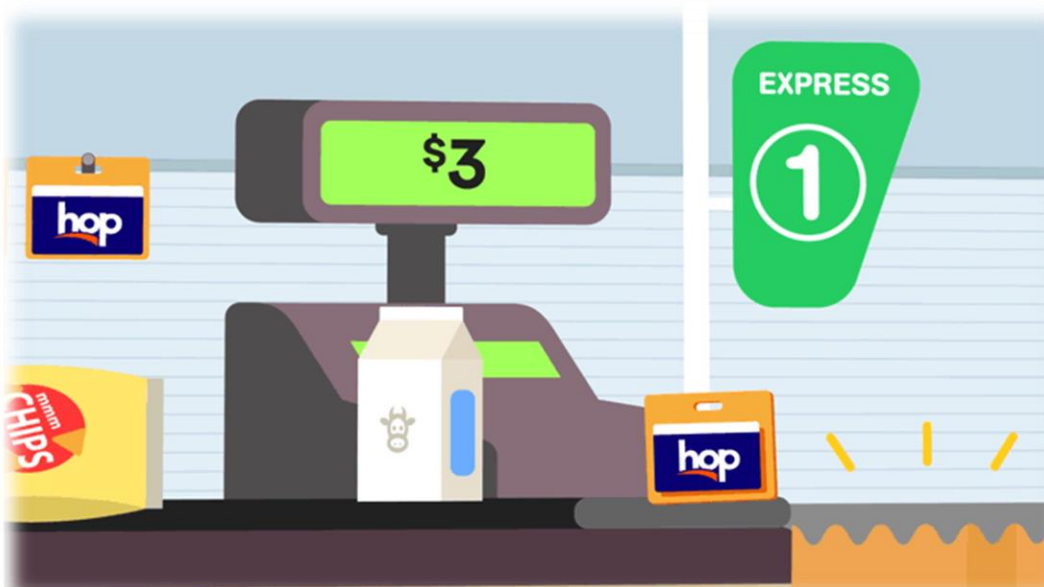


Website



Ticket Vending Machines

Retail Network



Fare Capping



Save as You Ride

With Hop, instead of buying passes in advance you earn them as you go. All you have to do is ride! So you get the savings of a pass, without the upfront cost.

- You'll never pay more than a day pass in a day or a month pass in a month.
- Only pay for the trips you actually take.

[How to Earn Passes](#)

✓ Tap Every Time You Board

There's really only one thing to remember when you first start using Hop, and that's to tap every time you board a bus or train (including when you transfer). Your tap is your proof of payment, so be ready to show your Hop card, ticket or phone to a fare inspector.

[How to Tap](#)

Field Tested Solution

- Launched summer of 2017
 - 25 million taps
 - 400,000 transactions
 - 260,000 accounts
 - 496 third-party retailers
 - Only 516 complaints



Capital and 10 Years Operations and Maintenance Cost

Capital Costs Subtotal	23,225,418.02
Operating Costs Subtotal	11,004,315.94
Exceptions, Deviations & Alternatives	(70,070.00)
TOTAL Base Contract	34,159,663.96
Total Options	3,508,063.61
Overall Total Contract (Base + Options)	37,667,727.57

Recommendation

- That the Executive Committee recommend that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2091.0-18, (in substantially the same format as Attachment A) with INIT Innovations in Transportation, Inc., (INIT) to provide an Account Based Fare Collection System, and operations, maintenance and hosting services for ten years.



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	12/6	
Name	MARK CAFFERTY	MARK CAFFERTY
Address		
Telephone		619-615-2960
Email		cafferty@sandiegobusiness.org
Organization Represented		SAN DIEGO REGIONAL EDC
Subject of Your Remarks		FARE COLLECTION CONTRACT
Regarding Agenda Item No.		ITEM C3
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

2

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

1. INSTRUCTIONS

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(PLEASE PRINT)

DATE	12/6/18		
Name	Marga Rosas		
Address	1111 6th Ave # 402, San Diego, 92101		
Telephone			
Email	mrosas@circulatesd.org		
Organization Represented	Circulate San Diego		
Subject of Your Remarks	Fare System Contract		
Regarding Agenda Item No.	C3		
Your Comments Present a Position of:	<input type="checkbox"/>	SUPPORT	<input type="checkbox"/> OPPOSITION

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ORDER REQUEST RECEIVED

3

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(PLEASE PRINT)

DATE	12/6/18		
Name	Kalei Levy		
Address			
Telephone	619-234-0201		
Email	klevy@downtownsandiego.org		
Organization Represented	Downtown San Diego Partnership		
Subject of Your Remarks			
Regarding Agenda Item No.	C3		
Your Comments Present a Position of:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. C4

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

December 6, 2018

SUBJECT:

ZERO EMISSION BUS (ZEB) BRANDING (ROB SCHUPP)

RECOMMENDATION:

That the Executive Committee provide input on a proposed branding paint scheme for the ZEB pilot project.

Budget Impact

None.

DISCUSSION:

In mid-2019, MTS will unveil its fleet of six 40-foot, low-floor New Flyer Xcelsior battery-electric buses. These buses will be deployed through the MTS service territory.

To take advantage of this launch and to maximize awareness of MTS's commitment to clean technologies, a unique branding paint scheme has been developed for the buses. A primary goal of the branding was to build on the well-established and strong brand recognition of MTS. Additionally, MTS marketing conducted research of other systems with electric buses. This presentation will include the research of the other transit agencies with electric buses, how MTS utilizes its logo on other vehicles, how the MTS logo is being used in its current marketing efforts and the proposed MTS electric bus design. The branding proposal will also be presented to the full MTS Board of Directors.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com





Zero Emission Bus Branding

Executive Committee
December 6, 2018

ZEB Branding Opportunity

- Receiving six battery electric buses in mid-2019
- First-of-a-kind for San Diego region
- Will be utilized throughout MTS territory
- Will be launched with fanfare
- Make a bold statement about MTS



Goals

- Demonstrate MTS commitment to local, state and national climate action plan goals
- Build on well-established branding for MTS vehicles
- Build on other marketing branding initiatives to emphasize the MTS brand
- Increase awareness of MTS brand as we lead up to potential ballot measure in 2020



MTS Direction

Fit it into MTS family of vehicle branding



Build on MTS branding initiatives



Research



MTA New York



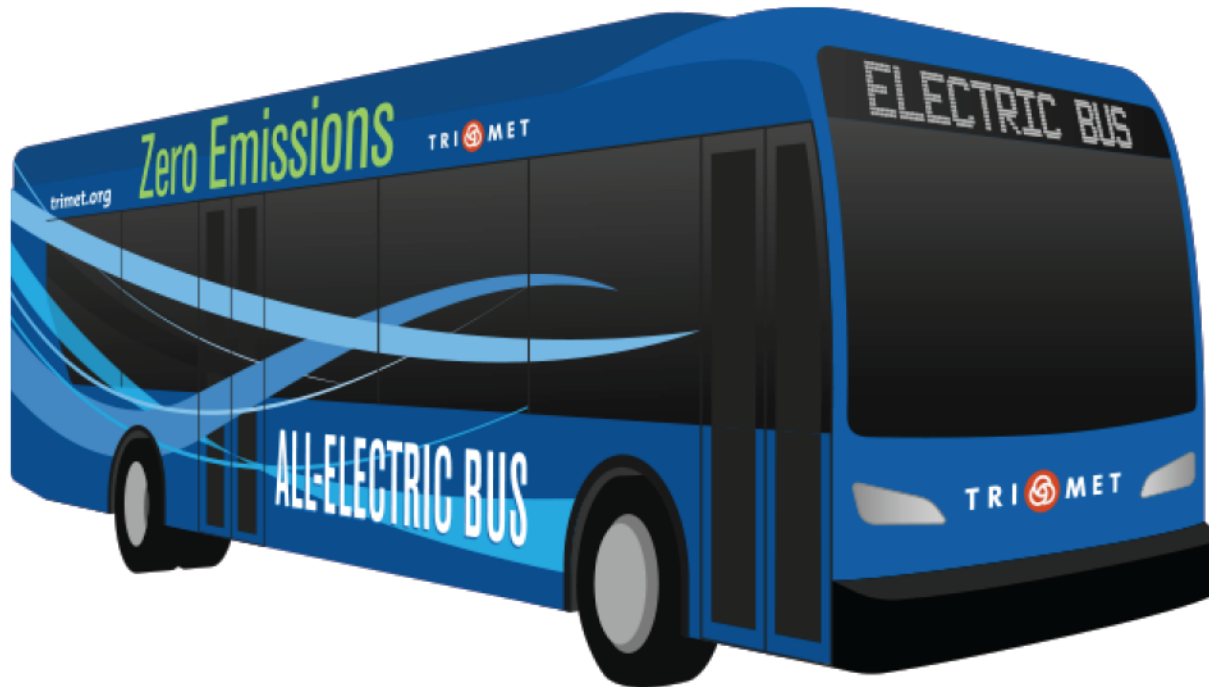
Foothill Transit



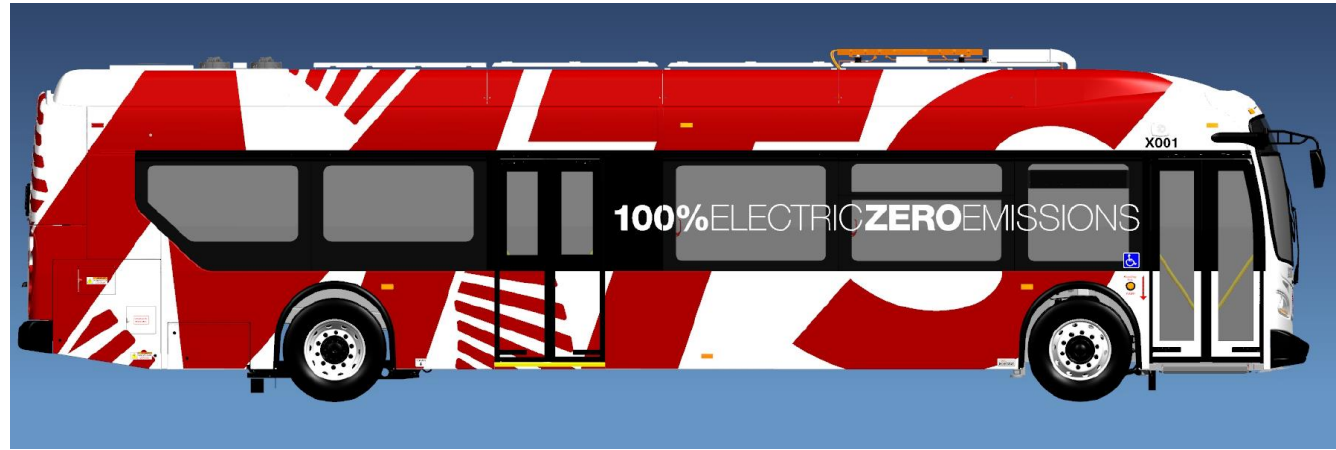
Detroit



TriMet (not in service)



MTS ZEB Branding



MTS ZEB Branding



MTS ZEB Branding





AGENDA ITEM NO.

C4

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

**PLEASE SUBMIT THIS COMPLETED FORM (AND YOUR WRITTEN STATEMENT)
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(PLEASE PRINT)

DATE	12/6
Name	Margo Tanguay
Address	
Telephone	
Email	
Organization Represented	
Subject of Your Remarks	
Regarding Agenda Item No.	
Your Comments Present a Position of:	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OPPOSITION

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DRAFT

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 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 – November 8, 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

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

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

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



CONSENT ITEMS

6. [Unallocated Transportation Development Act \(TDA\) Funds for Transit-Related Projects – City of Santee](#) Approve
Action would approve the use of \$76,706 in unallocated TDA funds currently held by the County of San Diego for transit-related capital project for the City of Santee.
7. [Unallocated Transportation Development Act \(TDA\) Funds for Transit-Related Projects – City of El Cajon](#) Approve
Action would approve the use of \$92,196 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.
8. [HVAC Maintenance and Repair Services – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. PWG256.0-18, with Paradigm Mechanical Corp., for HVAC maintenance and repair services for a three (3) year base period, with two (2) one-year options (total of five years); and (2) Exercise option years at CEO's discretion.
9. [Federal Transit Administration \(FTA\) Section 5310 Grant Application](#) Approve
Action would adopt Resolution No. 18-15 certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service in MTS's service area, a prerequisite to receiving FTA Section 5310 funding.
10. [Mid-Coast Corridor Transit Project – Projected Staffing](#) Approve
Action would approve the addition of 85 positions in preparation for the Mid-Coast Corridor Trolley Project (Mid-Coast Trolley Project).
11. [Job Order Contract \(JOC\) On-Call General Building and Facilities Construction – Contract Amendment](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWL234.1-17 (SANDAG Doc. No. 5007503) with ABC Construction Company, Inc. (ABC), for an increase to the contract value.
12. [Bus Operator Uniforms – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0692.0-18 with Ace Uniforms and Accessories, Inc. (Ace) for the provision of bus operator uniforms for a three (3) year base period with two (2) one-year optional terms (for a total of 5 years); and (2) Exercise each option year at the CEO's discretion.
13. [Nextfare Compass Card System Maintenance Extension](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No.3 to MTS Doc No. G1695.0-14 with Cubic Transportation Systems Inc. for the extension of the current maintenance agreement for an additional three-year period.
14. [Master Concessionaire Services – Contract Amendment](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 5 to MTS Doc. No. L0901.0-10, with BriceHouse Station, LLC ("BriceHouse"), extending the contract to April 30, 2023.

- | | | |
|-----|---|---------|
| 15. | <u>Variable Message Sign (VMS) Display Assembly for South Bay Bus Rapid Transit (BRT) Stations – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1468.0-19, with My Electrician Inc., for the supply of the South Bay BRT VMS sign assemblies. | Approve |
| 16. | <u>Light Rail Vehicles (LRVs) On-Board Video Surveillance System (OBVSS) Preventative Maintenance, Emergency Services, New Installations and Upgrades as Required – Sole Source Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1469.0-19, a Sole Source contract, with Seon Design USA (Seon), for the provision of OBVSS preventative maintenance, emergency services, new installations and upgrades as required on LRVs for three (3) years beginning February 1, 2019. | Approve |
| 17. | <u>Trolley Station Network Communication Equipment Replacement – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2226.0-19 with AT&T Corp. to replace the trolley station network communications equipment. | Approve |
| 18. | <u>Ultrasonic Rail Testing Services – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1473.0-19 with Herzog Services, Inc. (Herzog), for the provision of ultrasonic rail testing services for three years beginning on January 1, 2019, and ending on December 31, 2021, subject to the MTS General Counsel approving a modified indemnification clause. | Approve |
| 19. | <u>The ARC of San Diego Interior Bus Cleaning – Sole Source Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. B0693.0-19 with the ARC of San Diego (ARC) for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses for a five (5) year base period with two (2) 1-year options for a total of seven (7) years; and (2) Exercise each option year at the CEO's discretion. | Approve |

CLOSED SESSION

- | | | |
|-----|---|-----------------|
| 24. | a. CLOSED SESSION - CONFERENCE WITH REAL PROPERTY NEGOTIATORS Pursuant to California Government Code Section 54956.8
<u>Property:</u> Mill Building Parking Garage (1255 Imperial Avenue, San Diego, CA; APN 538-010-33)
<u>Agency Negotiators:</u> Marko Medved, Paul Jablonski, Craig Gibson, Hugh Rowles, Rachel Witt, Karen Landers, Timothy White
<u>Negotiating Parties:</u> Padres L.P., San Diego Ballpark Funding LLC
<u>Under Negotiation:</u> Price and Terms of Payment under Lease Agreement for Parking Spaces dated January 30, 2007
CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION Pursuant to California Government Code Section 54956.9(d)(4)
(One potential case) | Possible Action |
|-----|---|-----------------|

- | | |
|--|--------------------|
| <p>b. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
<u>Agency:</u> San Diego Transit Corporation (SDTC)
<u>Employee Organization:</u> Amalgamated Transit Union, Local 1309
(Representing Bus Operators and Clerical Employees at SDTC)
<u>Agency-Designated Representative:</u> Jeff Stumbo</p> | Possible
Action |
| <p>c. CLOSED SESSION – CONFERENCE WITH LABOR NEGOTIATORS
PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6
<u>Agency:</u> San Diego Trolley, Inc. (SDTI)
<u>Employee Organization:</u> International Association of Sheet Metal, Air, Rail and
Transportation Workers (SMART) (Representing SDTI Train Operators,
Electromechanics, Servicepersons and Clerical Staff)
<u>Agency-Designated Representative:</u> Jeff Stumbo</p> | Possible
Action |

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS

- | | | |
|-----|---|---------|
| 30. | <u>MTS Transit Service Fixed-Route and Bus Rapid Transit (BRT) Agreement –
Contract Amendment (Bill Spraul and Larry Marinesi)</u> | Approve |
| 31. | <u>Account Based Fare Collection System – Contract Award (Sharon Cooney and
Israel Maldonado)</u> | Approve |
| 32. | <u>Fare Study (Sharon Cooney and Israel Maldonado)</u> | Approve |
| 33. | <u>Revenue Operating Agreement with UC San Diego for Added Service on Rapid
Route 201/202 (Denis Desmond)</u>
Action would approve a six-and-a-half year agreement with the University of
California, San Diego (UCSD) for the operation of additional service on Rapid
201/202 to replace capacity currently provided by the UCSD City Shuttle. | Approve |

REPORT ITEMS

- | | | |
|------|--|---------------|
| 45.. | <u>Zero Emission Bus (ZEB) Branding (Rob Schupp)</u> | Informational |
| 59. | <u>Ad Hoc Ballot Measure Committee Report</u> | Informational |
| 60. | <u>Chair Report</u> | Informational |
| 61. | <u>Chief Executive Officer's Report</u> | Informational |
| 62. | <u>Board Member Communications</u> | Informational |

63. Additional Public Comments Not on the Agenda
If the limit of 5 speakers is exceeded under No. 3 (Public Comments) on this agenda, additional speakers will be taken at this time. If you have a report to present, please furnish a copy to the Clerk of the Board. Subjects of previous hearings or agenda items may not again be addressed under Public Comments.
64. Next Meeting Date: January 17, 2019
65. Adjournment



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(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR
TRANSIT-RELATED PROJECTS – CITY OF SANTEE

RECOMMENDATION:

That the Board of Directors approve the use of \$76,706 in unallocated TDA funds currently held by the County of San Diego for transit-related capital project 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. This request of \$76,706 will use up the entire balance of the total available unallocated TDA funds held by the County for the benefit of the City of Santee.

DISCUSSION:

On October 23, 2018, MTS received a request from the City of Santee (Attachment A) for \$76,706 of the City of Santee's portion of unallocated TDA held by the County to fund concrete work and trash interceptors at 25 bus stops. The funds will be used to cover the cost of construction, equipment and staff time.



The total available City of Santee unallocated TDA funds, totaling \$76,706 will be used up after this request.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, 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

Monday, October 22, 2018

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

Dear Mr. Cheng:

This letter documents a request for additional TDA funds for a total of approximately \$91,000. Originally the City requested and received \$20,000 for 11 locations. After meeting with MTS staff a total of 25 locations are needed. This is to request additional allocation of TDA funds for concrete work at 14 additional 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. Additionally some of the previous locations have increased the amount of concrete repairs which has increased the overall project cost. The cost of concrete has gone up significantly which has also increased the previous estimate.

The tables below are a detailed description of project cost increases.

Previous request (11 locations):

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
Total project cost for concrete work	\$ 20,000

Current total (25 locations including 14 new ones):

Item Description	New Total
New pedestrian Pad at one (1) location to allow for future bus shelter	\$ 10,000
New concrete work at sixteen (16) locations to allow for ADA access and to allow for future bus benches	\$ 18,200
Repair concrete pad at one (1) location to allow for future bus shelter or bench	\$ 9,800
Repair concrete at seven (7) locations due to upcoming bus route changes	\$ 2,000
Staff time	\$ 10,000
Total project cost for concrete work	\$ 50,000

10/22/2018
TDA fund request
Page 2 of 2

Cost increase for concrete work: \$50,000 - \$20,000 = \$30,000

Per the requirements of the San Diego Regional Water Quality Control Board, trash interceptors are required at the downstream inlet of each and every bus stop. There are a total of 50 bus stops in the City and the total cost for installing trash interceptors is estimated at \$110,000. I understand there is a balance of unallocated TDA funds in the amount of \$76,706 for the City of Santee. The City requests the remaining TDA funds in the amount of \$46,706 to be allocated for this purpose. Therefore this would request the entire balance of \$76,706 to be allocated. 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

Enclosures: City Council Resolution and CIP page

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

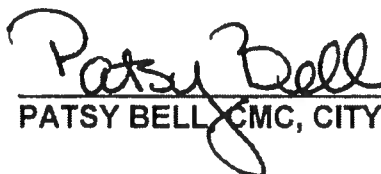
ABSENT: MINTO

APPROVED:

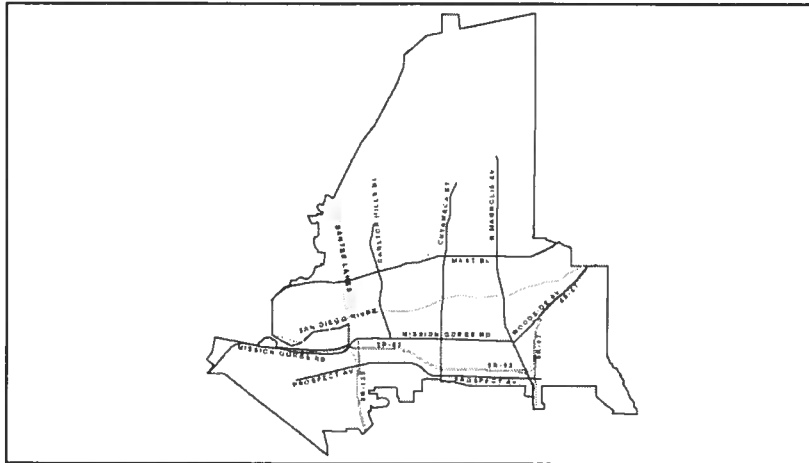


RONN HALL, VICE MAYOR

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

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

UNALLOCATED TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS FOR
TRANSIT-RELATED PROJECTS – CITY OF EL CAJON

RECOMMENDATION:

That the Board of Directors approve the use of \$92,196 in unallocated TDA funds currently held by the County of San Diego for transit-related expenses for the City of El Cajon.

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 El Cajon would be reduced by \$92,196 resulting in a remaining balance of \$98,245 held by the County for future transit-related projects pending MTS Board approval.

DISCUSSION:

On November 1, 2018, MTS received a request from the City of El Cajon (Attachment A) for \$92,196 of the City of El Cajon's portion of unallocated TDA held by the County to reimburse the City of El Cajon's fiscal year 2017/2018 transit related expenditures. The expenses cover salaries and benefits, graffiti removal, and repair/maintenance of existing facilities.



The total available City of El Cajon unallocated TDA funds, totaling \$190,441 will be reduced by \$92,196 resulting in a remaining balance of \$98,245 held by the County for future City of El Cajon 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

Attachment: A. Request from City of El Cajon



Incorporated 1912
October 11, 2018

Public Works

Erin Dunn
Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490

Dear Ms. Dunne:


The following information is submitted for review in consideration of the City of El Cajon utilizing a portion of our transit reserve fund for the following:

<u>Description</u>	<u>Expenditures</u>
Operating Expenses to Repair & Replace Existing Facilities	\$186,750.87
Subtotal	\$186,750.87
Previously Requested	- \$94,555.00
Transit Reserve Fund Request	\$92,195.87

Attached are the budget documents approved by the El Cajon City Council, the Project Transaction Analysis, the Expenditure Audit Trail and the Expenditure Status Report. The City had previously requested \$94,555. The \$92,555.87 represents the difference between \$186,750.87 and the \$94,701 previously requested.

Should you require any additional information as you prepare the agenda report for the board's approval please contact me directly at (619) 441-5598. Your assistance processing our request is appreciated, and I look forward to hearing from you soon.

Sincerely,


Elizabeth A.S. Schofer
Senior Management Analyst

Attachments: Transit Budget for FY 2017-18
Expenditure Status Report
Expenditure Audit Trail

City of El Cajon • 200 Civic Center Way • El Cajon, CA 92020
(619) 441-1653 • Fax (619) 579-5254
www.cityofelcajon.us

CITY OF EL CAJON
200 CIVIC CENTER WAY
EL CAJON, CA 92020-3916

PHONE: 619-441-1668x
FAX: 619-588-1190x

Customer Number: 0000000189

MTS - SAN DIEGO TROLLEY
ATTN: ERIN DUNN
1255 IMPERIAL AVE., STE 900
SAN DIEGO, CA 92101-7490

INVOICE: PW00000218 **Page** 1
Date: Oct 11, 2018 **of** 1
Service: INVOICE-PUBLIC WORKS
Customer PO:
Customer Ph: (619) 442-84
Terms: NET 30 DAYS
Due Date: Nov 10, 2018

Service Address:

MTS TRANSIT ENFORCEMENT
1255 IMPERIAL AVENUE, SUITE 1000
SAN DIEGO, CA 92101

Description	Qty	Unit Price	Total Price	Tax
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FISCAL YEAR 2016 - 2017
TDA EXPENDITURES

AMOUNT DUE	1.00	92,195.87	92,195.87	N
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IF YOU HAVE ANY QUESTIONS,
PLEASE CONTACT BETSY SCHOER AT
619.441.5598

IF YOU HAVE ANY QUESTIONS
REGARDING THIS INVOICE, PLEASE
CALL PUBLIC WORKS
(619) 441-5598.

PLEASE NOTE OUR OFFICE HOURS-
MONDAY-THURSDAY 7:30AM-5:30PM
ALTERNATING FRIDAY 8AM-5PM.

Total Charges:	92,195.87
Total Tax:	0.00

Total Invoice:	92,195.87
Payments:	0.00
Adjustments:	0.00
Total Due:	92,195.87

**FY 2017-2018 ANNUAL BUDGET
DEPARTMENT EXPENDITURE WORKSHEET**

Acct #	Account Title	FY14-15 Actual	FY15-16 Actual	FY16-17 Budgeted	FY16-17 Estimated	FY17-18 Proposed
213000		TRANSIT TDA ARTICLE 4				
7110	SALARIES	56,413	59,364	78,680	60,125	62,426
7120	OVERTIME	24	5	500	250	500
7130	VACATION/SICK CONVERSION	1,777	893	1,222	2,322	1,998
7170	STIPEND	-	195	-	700	
7310	PERS (EMPLOYER)	18,654	20,796	29,709	24,089	24,991
7312	POST RETIREMENT BENEFITS	1,703	1,749	3,343	3,343	2,792
7315	MEDICARE TAX	806	880	1,338	1,032	1,061
7325	CAFETERIA	7,002	7,655	14,760	8,786	10,320
7335	WORKERS COMPENSATION	1,675	2,030	6,677	3,200	4,954
7340	LIFE INSURANCE	164	174	186	159	160
7345	LTD INSURANCE	166	176	162	154	155
7350	STD INSURANCE	75	80	74	70	71
7360	UNIFORM ALLOWANCE	-	-	-		
TOTAL	SALARY & BENEFITS	88,459	93,997	136,651	104,230	109,428
8140	JANITORIAL SUPPLIES	343	-	-		
8160	OPERATING SUPPLIES	611	1,438	1,200	1,500	1,500
8335	ENGINEERING SERVICES	-	-	-		
8336	INTERNAL ENG DESIGN	-	-	10,000		10,000
8395	OTHER PROF/TECH SERVICES	-	-	-		
8505	IT SERVICES	-	-	-		2,608
8510	OVERHEAD REIMBURSEMENT	18,115	18,146	24,071	24,071	19,634
8522	ADVERTISING	-	-	250		250
8538	GRAFFITI REMOVAL	14,400	14,544	20,000	14,700	20,000
8560	PERMITS AND FEES	-	-	50		50
8576	REPAIRS AND MAINTENANCE	53,200	34,075	75,000	70,000	75,000
TOTAL	MAT'L, SVC & SUPPLIES	86,668	68,203	130,571	110,271	129,042
9060	BUILDINGS & IMPROVEMENTS	-	-	-		
9065	INFRASTRUCTURE	-	-	64,700	10,000	64,700
TOTAL	CAPITAL OUTLAY	-	-	64,700	10,000	64,700
9910	TRANSFER OUT	2,301	5,395	218,690		
9995	PROJECTS	-	-	-		
TOTAL	OTHER FINANCING USES	2,301	5,395	218,690	-	-
ACTIVITY TOTAL		177,429	167,595	550,612	224,501	303,170

SPI
DATE: 10/03/2018
TIME: 08:59:50

CITY OF EL CAJON
EXPENDITURE STATUS REPORT

PAGE NUMBER: 1
EXPST11

SELECTION CRITERIA: expldgr.key_orgn='213000'
ACCOUNTING PERIOD: 13/18

Att. A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL
PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND-213 TRANSIT									
BUDGET ACTIVITY-213000 TRANSIT TDA ARTICLE 4									
1ST SUBTOTAL-7000 SALARIES AND BENEFITS									
ACCOUNT	TITLE	BUDGET	PERIOD EXPENDITURES	ENCUMBRANCES OUTSTANDING	YEAR TO DATE EXP	AVAILABLE BALANCE	YTD/ BUD		
7110	SALARIES	62,426.00	2,264.11	.00	57,863.28	4,562.72	92.69		
7120	OVERTIME	500.00	.00	.00	352.52	147.48	70.50		
7130	VACATION/SICK CONVERSION	1,998.00	.00	.00	2,192.23	-194.23	109.72		
7310	PERS (EMPLOYER)	24,991.00	690.40	.00	24,644.06	346.94	98.61		
7312	POST RETIREMENT BENEFITS	2,792.00	.00	.00	2,792.00	.00	100.00		
7315	MEDICARE TAX	1,061.00	36.67	.00	967.08	93.92	91.15		
7325	CAFETERIA	10,320.00	385.00	.00	9,441.25	878.75	91.48		
7335	WORKERS COMPENSATION	4,954.00	143.08	.00	3,787.18	1,166.82	76.45		
7340	LIFE INSURANCE	160.00	6.88	.00	166.47	-6.47	104.04		
7345	LTD INSURANCE	155.00	7.31	.00	172.40	-17.40	111.23		
7350	STD INSURANCE	71.00	3.26	.00	77.15	-6.15	108.66		
7360	UNIFORM ALLOWANCE	.00	.00	.00	16.50	-16.50	.00		
TOTAL SALARIES AND BENEFITS		109,428.00	3,536.71	.00	102,472.12	6,955.88	93.64		
1ST SUBTOTAL-8000 MATERIALS, SVC & SUPPLIES									
8160	OPERATING SUPPLIES	1,500.00	.00	.00	1,264.54	235.46	84.30		
8336	INTERNAL ENG DESIGN	2,000.00	.00	.00	.00	2,000.00	.00		
8505	IT SERVICES	2,608.00	.00	.00	2,608.00	.00	100.00		
8510	OVERHEAD REIMBURSEMENT	19,634.00	.00	.00	19,634.00	.00	100.00		
8522	ADVERTISING	250.00	.00	.00	180.00	70.00	72.00		
8538	GRAFFITI REMOVAL	20,000.00	.00	.00	14,727.84	5,272.16	73.64		
8560	PERMITS AND FEES	50.00	.00	.00	.00	50.00	.00		
8576	REPAIRS AND MAINTENANCE	75,000.00	6,966.18	.00	45,864.37	29,135.63	61.15		
TOTAL MATERIALS, SVC & SUPPLI		121,042.00	6,966.18	.00	84,278.75	36,763.25	69.63		
1ST SUBTOTAL-9000 CAPITAL OUTLAY									
9065	INFRASTRUCTURE	72,700.00	.00	.00	.00	72,700.00	.00		
TOTAL CAPITAL OUTLAY		72,700.00	.00	.00	.00	72,700.00	.00		
TOTAL TRANSIT TDA ARTICLE 4		303,170.00	10,502.89	.00	186,750.87	116,419.13	61.60		
TOTAL TRANSIT		303,170.00	10,502.89	.00	186,750.87	116,419.13	61.60		
TOTAL REPORT		303,170.00	10,502.89	.00	186,750.87	116,419.13	61.60		

Att. A, A17, 12/13/18

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 1
AUDIT21

SELECTION CRITERIA: expLedgr.key orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 12/18

SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
213-12-31-30-213-000-213000 - TRANSIT TDA ARTICLE 4										
7110										
	07/01/17					62,426.00	.00	.00	BEGINNING BALANCE	
	07/07/17						2,367.58		POSTED FROM BUDGET SYSTEM	
	07/07/17			1-0114			-2,367.58		PAYROLL CHARGES	
	07/21/17						2,196.25		PPE06302017 ACCRUAL	
	08/04/17						2,207.07		PAYROLL CHARGES	
	08/18/17						2,207.06		PAYROLL CHARGES	
	09/01/17						2,207.07		PAYROLL CHARGES	
	09/15/17						2,207.07		PAYROLL CHARGES	
	09/29/17						2,205.56		PAYROLL CHARGES	
	10/13/17						2,207.06		PAYROLL CHARGES	
	10/27/17						2,207.06		PAYROLL CHARGES	
	11/09/17						2,207.07		PAYROLL CHARGES	
	11/24/17						2,215.14		PAYROLL CHARGES	
	12/08/17						2,228.89		PAYROLL CHARGES	
	12/22/17						2,228.91		PAYROLL CHARGES	
	01/05/18						2,228.90		PAYROLL CHARGES	
	01/19/18						2,228.91		PAYROLL CHARGES	
	02/02/18						2,228.92		PAYROLL CHARGES	
	02/16/18						2,234.62		PAYROLL CHARGES	
	03/02/18						2,235.34		PAYROLL CHARGES	
	03/16/18						2,235.34		PAYROLL CHARGES	
	03/30/18						2,235.35		PAYROLL CHARGES	
	04/13/18						2,235.35		PAYROLL CHARGES	
	04/27/18						2,238.53		PAYROLL CHARGES	
	05/11/18						2,246.62		PAYROLL CHARGES	
	05/25/18						2,246.62		PAYROLL CHARGES	
	06/08/18						2,246.62		PAYROLL CHARGES	
	06/22/18						2,264.11		PAYROLL CHARGES	
	07/06/18						57,863.28		PYR ACCRUAL PPE	06.29.18
TOTAL				13-0101		62,426.00		.00		4,562.72
7120										
	07/01/17					500.00	.00	.00	BEGINNING BALANCE	
	09/29/17						84.30		POSTED FROM BUDGET SYSTEM	
									PAYROLL CHARGES	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

12/13/18

SP1
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 3
AUDIT#21

SELECTION CRITERIA: expldedgr.key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

ACCOUNTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7310										
	11/24/17						1,008.05		PAYROLL CHARGES-FRINGE	
	12/08/17						1,014.34		PAYROLL CHARGES-FRINGE	
	12/22/17						1,014.37		PAYROLL CHARGES-FRINGE	
	01/05/18						1,014.38		PAYROLL CHARGES-FRINGE	
	01/19/18						1,014.36		PAYROLL CHARGES-FRINGE	
	02/02/18						1,014.34		PAYROLL CHARGES-FRINGE	
	02/16/18						1,016.92		PAYROLL CHARGES-FRINGE	
	03/02/18						1,017.30		PAYROLL CHARGES-FRINGE	
	03/16/18						1,017.28		PAYROLL CHARGES-FRINGE	
	03/30/18						1,016.36		PAYROLL CHARGES-FRINGE	
	04/13/18						1,017.28		PAYROLL CHARGES-FRINGE	
	04/27/18						1,017.28		PAYROLL CHARGES-FRINGE	
	05/11/18						682.59		PAYROLL CHARGES-FRINGE	
	05/25/18						685.02		PAYROLL CHARGES-FRINGE	
	06/08/18						685.00		PAYROLL CHARGES-FRINGE	
	06/22/18						685.00		PAYROLL CHARGES-FRINGE	
	07/06/18						690.40		PAYROLL CHARGES-FRINGE	
TOTAL				13-0101		24,991.00	24,644.06	.00	PYR ACCRUAL PPE 06.29.18	346.94

7312	POST RETIREMENT BENEFITS									
07/01/17	11-1						.00	.00	BEGINNING BALANCE	
10/03/17	19-1	1-0005				2,792.00	233.00	.00	POSTED FROM BUDGET SYSTEM	
10/03/17	19-2	2-0005					233.00		POST EMPLOY BENE 1 OF 12	
10/03/17	19-3	3-0005					233.00		POST EMPLOY BENE 2 OF 12	
10/03/17	19-4	4-0005					233.00		POST EMPLOY BENE 3 OF 12	
11/01/17	19-5	5-0005					233.00		POST EMPLOY BENE 4 OF 12	
12/04/17	19-6	6-0005					233.00		POST EMPLOY BENE 5 OF 12	
01/04/18	19-7	7-0005					233.00		POST EMPLOY BENE 6 OF 12	
02/02/18	19-8	8-0005					233.00		POST EMPLOY BENE 7 OF 12	
03/05/18	19-9	9-0005					233.00		POST EMPLOY BENE 8 OF 12	
04/02/18	19-10	10-0005					233.00		POST EMPLOY BENE 9 OF 12	
05/03/18	19-11	11-0005					233.00		POST EMPLOY BENE 10 OF 12	
06/04/18	19-12	12-0005					229.00		POST EMPLOY BENE 11 OF 12	
TOTAL	POST RETIREMENT BENEFITS					2,792.00	2,792.00	.00	POST EMPLOY BENE 12 OF 12	.00

7315	MEDICARE TAX									
07/01/17	11-1						.00	.00	BEGINNING BALANCE	
						1,061.00		.00	POSTED FROM BUDGET SYSTEM	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

12/13/18

SP1
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 4
AUDIT21

SELECTION CRITERIA: expldedgr.key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

REPORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7315	07/07/17			(cont'd)			37.31		PAYROLL CHARGES-FRINGE	
	07/07/17			1-0114			-37.31		PPE06302017 ACCRUAL	
	07/21/17						55.89		PAYROLL CHARGES-FRINGE	
	08/04/17						36.31		PAYROLL CHARGES-FRINGE	
	08/18/17						35.54		PAYROLL CHARGES-FRINGE	
	09/01/17						35.73		PAYROLL CHARGES-FRINGE	
	09/15/17						35.71		PAYROLL CHARGES-FRINGE	
	09/29/17						33.29		PAYROLL CHARGES-FRINGE	
	10/13/17						35.72		PAYROLL CHARGES-FRINGE	
	10/27/17						35.73		PAYROLL CHARGES-FRINGE	
	11/09/17						36.53		PAYROLL CHARGES-FRINGE	
	11/24/17						36.46		PAYROLL CHARGES-FRINGE	
	12/08/17						36.39		PAYROLL CHARGES-FRINGE	
	12/22/17						36.04		PAYROLL CHARGES-FRINGE	
	01/05/18						36.19		PAYROLL CHARGES-FRINGE	
	01/19/18						36.72		PAYROLL CHARGES-FRINGE	
	02/02/18						36.57		PAYROLL CHARGES-FRINGE	
	02/16/18						45.19		PAYROLL CHARGES-FRINGE	
	03/02/18						36.30		PAYROLL CHARGES-FRINGE	
	03/16/18						36.78		PAYROLL CHARGES-FRINGE	
	03/30/18						32.80		PAYROLL CHARGES-FRINGE	
	04/13/18						36.68		PAYROLL CHARGES-FRINGE	
	04/27/18						36.28		PAYROLL CHARGES-FRINGE	
	05/11/18						36.32		PAYROLL CHARGES-FRINGE	
	05/25/18						38.41		PAYROLL CHARGES-FRINGE	
	06/08/18						36.42		PAYROLL CHARGES-FRINGE	
	06/22/18						36.41		PAYROLL CHARGES-FRINGE	
	07/06/18						36.77		PYR ACCRUAL PPE 06.29.18	
TOTAL				13-0101		1,061.00	967.08	.00		93.92
7325	07/01/17						.00	.00	BEGINNING BALANCE	
	07/07/17						10,320.00		POSTED FROM BUDGET SYSTEM	
	07/21/17						393.75		PAYROLL CHARGES	
	08/04/17						367.50		PAYROLL CHARGES	
	08/18/17						367.50		PAYROLL CHARGES	
	09/01/17						367.50		PAYROLL CHARGES	
	09/15/17						367.50		PAYROLL CHARGES	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

EXPENDITURE AUDIT TRAIL

DATE: 10/03/2018
TIME: 08:59:19

SELECTION CRITERIA: expldedgr.key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

IDS: 1/18 THRU 13/18

ATTACHED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

BUDGET ACTIVITY - TRANSIT FIDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7325	CAFETERIA			(cont'd)						
	10/13/17	22-4					367.50		PAYROLL CHARGES	
	10/27/17	22-4					367.50		PAYROLL CHARGES	
	11/09/17	22-5					367.50		PAYROLL CHARGES	
	11/24/17	22-5					367.50		PAYROLL CHARGES	
	12/08/17	22-6					367.50		PAYROLL CHARGES	
	12/22/17	22-6					367.50		PAYROLL CHARGES	
	01/05/18	22-7					385.00		PAYROLL CHARGES	
	01/19/18	22-7					385.00		PAYROLL CHARGES	
	02/02/18	22-7					385.00		PAYROLL CHARGES	
	02/16/18	22-8					385.00		PAYROLL CHARGES	
	03/02/18	22-9					385.00		PAYROLL CHARGES	
	03/16/18	22-9					385.00		PAYROLL CHARGES	
	04/13/18	22-10					385.00		PAYROLL CHARGES	
	04/27/18	22-10					385.00		PAYROLL CHARGES	
	05/11/18	22-11					385.00		PAYROLL CHARGES	
	05/25/18	22-11					385.00		PAYROLL CHARGES	
	06/08/18	22-12					385.00		PAYROLL CHARGES	
	06/22/18	22-12					385.00		PAYROLL CHARGES	
	07/06/18	19-13		13-0101		10,320.00	9,441.25	.00	PYR ACCRUAL PPE 06.29.18	878.75
TOTAL	CAFETERIA									
7335	WORKERS COMPENSATION									
	07/01/17	11-1				4,954.00	.00	.00	BEGINNING BALANCE	
	07/07/17	22-1							POSTED FROM BUDGET SYSTEM	
	07/07/17	19-1		1-0114					PAYROLL CHARGES-FRINGE	
	07/21/17	22-1					-135.82		PPE06302017 ACCRUAL	
	08/04/17	22-2					142.26		PAYROLL CHARGES-FRINGE	
	08/18/17	22-2					142.35		PAYROLL CHARGES-FRINGE	
	09/01/17	22-3					140.40		PAYROLL CHARGES-FRINGE	
	09/15/17	22-3					142.34		PAYROLL CHARGES-FRINGE	
	09/29/17	22-3					142.36		PAYROLL CHARGES-FRINGE	
	10/13/17	22-4					146.38		PAYROLL CHARGES-FRINGE	
	10/27/17	22-4					142.36		PAYROLL CHARGES-FRINGE	
	11/09/17	22-5					142.34		PAYROLL CHARGES-FRINGE	
	11/24/17	22-5					145.05		PAYROLL CHARGES-FRINGE	
	12/08/17	22-6					149.69		PAYROLL CHARGES-FRINGE	
	12/22/17	22-6					144.37		PAYROLL CHARGES-FRINGE	
	01/05/18	22-7					143.09		PAYROLL CHARGES-FRINGE	
							143.07		PAYROLL CHARGES-FRINGE	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CALON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 6
AUDIT#21

SELECTION CRITERIA: expLedgr.key orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 12/18

ATT A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT
TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7335	WORKERS COMPENSATION (cont'd)									
	01/19/18						152.08		PAYROLL CHARGES-FRINGE	
	02/02/18						151.56		PAYROLL CHARGES-FRINGE	
	02/16/18						151.30		PAYROLL CHARGES-FRINGE	
	03/02/18						151.42		PAYROLL CHARGES-FRINGE	
	03/16/18						153.17		PAYROLL CHARGES-FRINGE	
	03/30/18						152.47		PAYROLL CHARGES-FRINGE	
	04/13/18						152.75		PAYROLL CHARGES-FRINGE	
	04/27/18						151.40		PAYROLL CHARGES-FRINGE	
	05/11/18						139.90		PAYROLL CHARGES-FRINGE	
	05/25/18						141.82		PAYROLL CHARGES-FRINGE	
	06/08/18						140.07		PAYROLL CHARGES-FRINGE	
	06/22/18						140.10		PAYROLL CHARGES-FRINGE	
	07/06/18						143.08		PYR ACCRUAL PPE 06.29.18	
TOTAL						4,954.00	3,787.18	.00		1,166.82
7340	LIFE INSURANCE									
	07/01/17					160.00	.00	.00	BEGINNING BALANCE POSTED FROM BUDGET SYSTEM	
	07/07/17						6.79		PAYROLL CHARGES-FRINGE	
	07/21/17						6.34		PAYROLL CHARGES-FRINGE	
	08/04/17						6.34		PAYROLL CHARGES-FRINGE	
	08/18/17						6.30		PAYROLL CHARGES-FRINGE	
	09/01/17						6.31		PAYROLL CHARGES-FRINGE	
	09/15/17						6.30		PAYROLL CHARGES-FRINGE	
	10/13/17						6.33		PAYROLL CHARGES-FRINGE	
	10/27/17						6.31		PAYROLL CHARGES-FRINGE	
	11/09/17						6.34		PAYROLL CHARGES-FRINGE	
	11/24/17						6.82		PAYROLL CHARGES-FRINGE	
	12/08/17						6.78		PAYROLL CHARGES-FRINGE	
	12/22/17						6.81		PAYROLL CHARGES-FRINGE	
	01/05/18						6.82		PAYROLL CHARGES-FRINGE	
	01/19/18						6.80		PAYROLL CHARGES-FRINGE	
	02/02/18						6.76		PAYROLL CHARGES-FRINGE	
	02/16/18						6.82		PAYROLL CHARGES-FRINGE	
	03/02/18						6.81		PAYROLL CHARGES-FRINGE	
	03/16/18						6.82		PAYROLL CHARGES-FRINGE	
	04/13/18						6.81		PAYROLL CHARGES-FRINGE	
	04/27/18						6.81		PAYROLL CHARGES-FRINGE	
	05/11/18						6.83		PAYROLL CHARGES-FRINGE	

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

12/13/18

SPI
DATE: 10/03/2018
TIME: 08:59:19

CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 7
AUDIT#21

SELECTION CRITERIA: expLedgr.key orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 12/18

Att. A, A17
SORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

TOTALLED ON: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL

PAGE BREAKS ON: FUND, BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7340	LIFE INSURANCE (cont'd)									
	05/25/18						6.83		PAYROLL CHARGES-FRINGE	
	06/08/18						6.87		PAYROLL CHARGES-FRINGE	
	06/22/18						6.84		PAYROLL CHARGES-FRINGE	
	07/06/18						6.88		PYR ACCRUAL PPE 06.29.18	
TOTAL	LIFE INSURANCE					160.00	166.47	.00		-6.47
7345	LTD INSURANCE									
	07/01/17						.00	.00	BEGINNING BALANCE	
	07/07/17					155.00	6.59		POSTED FROM BUDGET SYSTEM	
	07/21/17						6.09		PAYROLL CHARGES-FRINGE	
	08/04/17						6.09		PAYROLL CHARGES-FRINGE	
	08/18/17						6.04		PAYROLL CHARGES-FRINGE	
	09/01/17						6.51		PAYROLL CHARGES-FRINGE	
	09/15/17						6.51		PAYROLL CHARGES-FRINGE	
	10/13/17						6.51		PAYROLL CHARGES-FRINGE	
	10/27/17						6.51		PAYROLL CHARGES-FRINGE	
	11/09/17						6.51		PAYROLL CHARGES-FRINGE	
	11/24/17						7.15		PAYROLL CHARGES-FRINGE	
	12/08/17						7.15		PAYROLL CHARGES-FRINGE	
	12/22/17						7.15		PAYROLL CHARGES-FRINGE	
	01/05/18						7.15		PAYROLL CHARGES-FRINGE	
	01/19/18						7.15		PAYROLL CHARGES-FRINGE	
	02/02/18						7.15		PAYROLL CHARGES-FRINGE	
	02/16/18						7.15		PAYROLL CHARGES-FRINGE	
	03/02/18						7.19		PAYROLL CHARGES-FRINGE	
	03/16/18						7.19		PAYROLL CHARGES-FRINGE	
	04/13/18						7.19		PAYROLL CHARGES-FRINGE	
	04/27/18						7.19		PAYROLL CHARGES-FRINGE	
	05/11/18						7.19		PAYROLL CHARGES-FRINGE	
	05/25/18						7.23		PAYROLL CHARGES-FRINGE	
	06/08/18						7.23		PAYROLL CHARGES-FRINGE	
	06/22/18						7.23		PAYROLL CHARGES-FRINGE	
	07/06/18						7.31		PYR ACCRUAL PPE 06.29.18	
TOTAL	LTD INSURANCE					155.00	172.40	.00		-17.40
7350	STD INSURANCE									
	07/01/17						.00	.00	BEGINNING BALANCE	
						71.00			POSTED FROM BUDGET SYSTEM	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 8
AUDIT21

REPORTED BY: FUND,BUDGET ACTIVITY,1ST SUBTOTAL,ACCOUNT
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PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
7350	07/07/17									
	07/07/17						2.96		PAYROLL CHARGES-FRINGE	
	07/21/17						2.73		PAYROLL CHARGES-FRINGE	
	08/04/17						2.73		PAYROLL CHARGES-FRINGE	
	08/18/17						2.71		PAYROLL CHARGES-FRINGE	
	09/01/17						2.92		PAYROLL CHARGES-FRINGE	
	09/15/17						2.92		PAYROLL CHARGES-FRINGE	
	10/13/17						2.92		PAYROLL CHARGES-FRINGE	
	10/27/17						2.92		PAYROLL CHARGES-FRINGE	
	11/09/17						2.92		PAYROLL CHARGES-FRINGE	
	11/24/17						3.21		PAYROLL CHARGES-FRINGE	
	12/08/17						3.20		PAYROLL CHARGES-FRINGE	
	12/22/17						3.20		PAYROLL CHARGES-FRINGE	
	01/05/18						3.20		PAYROLL CHARGES-FRINGE	
	01/19/18						3.20		PAYROLL CHARGES-FRINGE	
	02/02/18						3.20		PAYROLL CHARGES-FRINGE	
	02/16/18						3.21		PAYROLL CHARGES-FRINGE	
	03/02/18						3.21		PAYROLL CHARGES-FRINGE	
	03/16/18						3.21		PAYROLL CHARGES-FRINGE	
	04/13/18						3.21		PAYROLL CHARGES-FRINGE	
	04/27/18						3.21		PAYROLL CHARGES-FRINGE	
	05/11/18						3.21		PAYROLL CHARGES-FRINGE	
	05/25/18						3.23		PAYROLL CHARGES-FRINGE	
	06/08/18						3.23		PAYROLL CHARGES-FRINGE	
	06/22/18						3.23		PAYROLL CHARGES-FRINGE	
	07/06/18						3.26		PAYROLL CHARGES-FRINGE	
TOTAL						71.00	77.15	.00	PYR ACCRUAL PPE 06.29.18	-6.15
7360										
	07/01/17						.00	.00	BEGINNING BALANCE	
	07/21/17						16.50	.00	POSTED FROM BUDGET SYSTEM	
TOTAL						.00	16.50	.00	PAYROLL CHARGES	-16.50
TOTAL 1ST SUBTOTAL - SALARIES AND BENEFITS						109,428.00	102,472.12	.00		6,955.88
8140										
	07/01/17						.00	.00	BEGINNING BALANCE	
TOTAL						.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 9
AUDIT#21

SELECTION CRITERIA: expLedgr.key_orgn='213000'
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FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8160										
	07/01/17					1,500.00	.00	.00	BEGINNING BALANCE	
	01/18/18			642337	10012 CAMEO PAPER & JA		265.86	.00	POSTED FROM BUDGET SYSTEM	
	02/22/18			642940	18184 SPARKLETTTS		132.90	.00	THRASH LINERS	
	03/07/18			643120	11337 MISSION JANITORI		425.43	.00	CH FL. BASEMENT-5	
	06/20/18			644760	18184 SPARKLETTTS		15.14	.00	TRASH LINERS	
	06/25/18			644845	11337 MISSION JANITORI		425.21	.00	RENETTE	
TOTAL						1,500.00	1,264.34	.00	TRASH LINERS	235.46
8335										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
	07/01/17					.00	.00	.00	POSTED FROM BUDGET SYSTEM	
TOTAL						.00	.00	.00		.00
8336										
	07/01/17					10,000.00	.00	.00	BEGINNING BALANCE	
	12/11/17					-8,000.00		.00	POSTED FROM BUDGET SYSTEM	
TOTAL						2,000.00	.00	.00	BA 102717 #6	2,000.00
8395										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
TOTAL						.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00
8505										
	07/01/17					.00	.00	.00	BEGINNING BALANCE	
	10/03/17					2,608.00	217.00	.00	POSTED FROM BUDGET SYSTEM	
	10/03/17						217.00	.00	IT OPS&REPLACE 1 OF 12	
	10/03/17						217.00	.00	IT OPS&REPLACE 2 OF 12	
	10/03/17						217.00	.00	IT OPS&REPLACE 3 OF 12	
	10/03/17						217.00	.00	IT OPS&REPLACE 4 OF 12	
	11/01/17						217.00	.00	IT OPS&REPLACE 5 OF 12	
	12/04/17						217.00	.00	IT OPS&REPLACE 6 OF 12	
	01/04/18						217.00	.00	IT OPS&REPLACE 7 OF 12	
	02/02/18						217.00	.00	IT OPS&REPLACE 8 OF 12	
	03/05/18						217.00	.00	IT OPS&REPLACE 9 OF 12	
	04/02/18						217.00	.00	IT OPS&REPLACE 10 OF 12	

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 10
AUDIT21

SELECTION CRITERIA: expldedg.key_orgn='213000'
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ATT. A, A17
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FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8505	05/03/18	IT SERVICES		(cont'd)			217.00		IT OPS&REPLACE 11 OF 12	
	06/04/18	IT SERVICES		12-0003			221.00		IT OPS&REPLACE 12 OF 12	
TOTAL						2,608.00	2,608.00	.00		.00

8510	07/01/17	OVERHEAD REIMBURSEMENT				.00	.00	.00	BEGINNING BALANCE	
	10/03/17					19,634.00			POSTED FROM BUDGET SYSTEM	
	10/03/17						1,636.00		OVERHEAD 1 OF 12	
	10/03/17						1,636.00		OVERHEAD 2 OF 12	
	10/03/17						1,636.00		OVERHEAD 3 OF 12	
	10/03/17						1,636.00		OVERHEAD 4 OF 12	
	11/01/17						1,636.00		OVERHEAD 5 OF 12	
	12/04/17						1,636.00		OVERHEAD 6 OF 12	
	01/04/18						1,636.00		OVERHEAD 7 OF 12	
	02/02/18						1,636.00		OVERHEAD 8 OF 12	
	03/05/18						1,636.00		OVERHEAD 9 OF 12	
	04/02/18						1,636.00		OVERHEAD 10 OF 12	
	05/03/18						1,636.00		OVERHEAD 11 OF 12	
	06/04/18						1,638.00		OVERHEAD 12 OF 12	
TOTAL						19,634.00	19,634.00	.00		.00

8522	07/01/17	ADVERTISING				.00	.00	.00	BEGINNING BALANCE	
	01/10/18	ADVERTISING				250.00	180.00	.00	POSTED FROM BUDGET SYSTEM	
TOTAL						642229	180.00	.00	ADV. BID 024-18	70.00

8538	06/26/17	GRAFFITI REMOVAL				.00	.00	.00	BEGINNING BALANCE	
	07/01/17					20,000.00			GRAFFITI ABATEMENT SERVIC	
	07/11/17						1,227.32		POSTED FROM BUDGET SYSTEM	
	08/16/17						1,227.32		GRAFFITI -JULY 2017	
	09/12/17						1,227.32		GRAFFITI -AUGUST 2017	
	10/11/17						1,227.32		GRAFFITI ABATEMENT SERVIC	
	11/08/17						1,227.32		GRAFFITI SVC OCT-2017	
	12/12/17						1,227.32		GRAFFITI ABATE-NOVEMB	
	01/10/18						1,227.32		GRAFFITI ABATEMENT SERVIC	
	02/07/18						1,227.32		GRAFFITI SVC-JAN 2018	
							1,227.32		GRAFFITI SVC-FEB 2018	
TOTAL						642669	1,227.32	.00		

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CITY OF EL CAJON
EXPENDITURE AUDIT TRAIL

PAGE NUMBER: 11
AUDIT#21

SELECTION CRITERIA: expledger.key_orgn='213000'
ACCOUNTING PERIODS: 1/18 THRU 13/18

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PAGE BREAKS ON: FUND,BUDGET ACTIVITY

FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	DATE	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
8538				GRAFFITI REMOVAL						
	03/07/18	21-9	93338-01	(cont'd)	16337 AES PROPERTY SER	1,227.32	-1,227.32	-1,227.32	GRAFFITI SVC-MAR 2018	
	04/11/18	21-10	93338-01		16337 AES PROPERTY SER	1,227.32	-1,227.32	-1,227.32	GRAFFITI SVC-APR 2018	
	05/10/18	21-11	93338-01		16337 AES PROPERTY SER	1,227.32	-1,227.32	-1,227.32	GRAFFITI SVC-MAY 2018	
	06/12/18	21-12	93338-01		16337 AES PROPERTY SER	1,227.32	-1,227.32	-1,227.32	GRAFFITI SVC-JUN 2018	
	07/23/18	21-13	93338-01		16337 AES PROPERTY SER	14,727.84	-1,227.45	-1,227.45	GRAFFITI ABATEMENT SERVIC	
TOTAL				GRAFFITI REMOVAL		20,000.00	14,727.84	.00		5,272.16

8560	PERMITS AND FEES	.00	.00	.00	BEGINNING BALANCE	.00	POSTED FROM BUDGET SYSTEM	50.00
07/01/17	11-1	50.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00		
TOTAL	PERMITS AND FEES	50.00	.00	.00		.00		

8576	REPAIRS AND MAINTENANCE	.00	.00	.00	BEGINNING BALANCE	.00	POSTED FROM BUDGET SYSTEM	
07/01/17	11-1	75,000.00	.00	.00	POSTED FROM BUDGET SYSTEM	.00		
08/16/17	21-2	640079	10220 ST MADELEINE SOP	3,058.16	.00	JUL-17 WORK CREW		
09/28/17	21-3	640673	10220 ST MADELEINE SOP	3,058.16	.00	AUG-2017		
11/01/17	21-4	641271	10220 ST MADELEINE SOP	3,058.16	.00	SEPT 2017		
11/20/17	21-5	641586	10220 ST MADELEINE SOP	3,058.16	.00	OCT'17		
12/19/17	21-6	642052	10220 ST MADELEINE SOP	3,058.16	.00	WORK CREW-NOV'17		
01/17/18	17-7	93576-01	22618 CANNON PACIFIC S	3,058.16	21,605.36	NOT TO EXCEED AMOUNT STAT		
01/23/18	21-7	642496	10220 ST MADELEINE SOP	3,058.16	.00	WORK CREW DEC'17		
02/22/18	21-8	642944	10220 ST MADELEINE SOP	3,058.16	.00	JAN'18 WORK CREW		
03/21/18	21-9	643373	10220 ST MADELEINE SOP	3,058.16	.00	FEB'18 WORK CREW		
04/17/18	21-10	643806	10220 ST MADELEINE SOP	3,058.16	.00	WORK CREW MAR'18		
05/02/18	21-10	644041	10220 ST MADELEINE SOP	24.47	.00	FEB'18 (FOR NEW RATE)		
05/16/18	21-11	93576-01	22618 CANNON PACIFIC S	5,062.68	-5,062.68	JAN-MAR 18 PRES WASH		
05/24/18	21-11	644382	10220 ST MADELEINE SOP	3,143.80	.00	APR'18 WORK CREW		
06/20/18	21-12	644762	10220 ST MADELEINE SOP	3,143.80	.00	MAY'18 WORK CREW		
07/16/18	21-13	645249	10220 ST MADELEINE SOP	85.64	.00	MARCH'18 CREW		
07/16/18	21-13	645249	10220 ST MADELEINE SOP	3,143.80	.00	JUNE'18 CREW		
07/24/18	18-13	93576-01	22618 CANNON PACIFIC S	3,736.74	-16,542.68	PRIOR YEAR ENCUMBRANCE		
08/29/18	19-13	13-0118		45,864.37	.00	PAC SWEEP 148077R JUN-18		
TOTAL	REPAIRS AND MAINTENANCE	75,000.00	45,864.37	.00				29,135.63

TOTAL 1ST SUBTOTAL - MATERIALS, SVC & SUPPL	121,042.00	84,278.75	.00	.00	.00	36,763.25
9060 BUILDINGS & IMPROVEMENTS	.00	.00	.00	.00	.00	BEGINNING BALANCE

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION

4. SELECTION CRITERIA: `expldgr.key_orn='213000'`
ACCOUNTING PERIODS: 1/18 THRU 13/18

REPORTED BY: FUND, BUDGET ACTIVITY, 1ST SUBTOTAL, ACCOUNT

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FUND - 213 - TRANSIT
BUDGET ACTIVITY - 213000 - TRANSIT TDA ARTICLE 4

ACCOUNT	T/C	PO	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION	CUMULATIVE BALANCE
DATE									
9060	BUILDINGS & IMPROVEMENTS		(cont'd)						
07/01/17	11-1				.00			POSTED FROM BUDGET SYSTEM	.00
TOTAL	BUILDINGS & IMPROVEMENTS				.00	.00	.00		
9065	INFRASTRUCTURE				.00	.00	.00	BEGINNING BALANCE	
07/01/17	11-1				64,700.00			POSTED FROM BUDGET SYSTEM	
12/11/17	13-6				8,000.00			BA 102717 #6	
TOTAL	INFRASTRUCTURE				72,700.00	.00	.00		72,700.00
TOTAL 1ST SUBTOTAL - CAPITAL OUTLAY					72,700.00	.00	.00		72,700.00
9910	TRANSFER OUT				.00	.00	.00	BEGINNING BALANCE	
07/01/17	11-1				.00			POSTED FROM BUDGET SYSTEM	
TOTAL	TRANSFER OUT				.00	.00	.00		.00
9995	PROJECTS				.00	.00	.00	BEGINNING BALANCE	
07/01/17	11-1				.00			POSTED FROM BUDGET SYSTEM	
TOTAL	PROJECTS				.00	.00	.00		.00
TOTAL 1ST SUBTOTAL - OTHER FINANCING USES					.00	.00	.00		.00
TOTAL BUDGET ACTIVITY - TRANSIT TDA ARTICLE					303,170.00	186,750.87	.00		116,419.13
TOTAL FUND - TRANSIT					303,170.00	186,750.87	.00		116,419.13
TOTAL REPORT					303,170.00	186,750.87	.00		116,419.13

* THERE IS A NOTE ASSOCIATED WITH THIS TRANSACTION



1255 Imperial Avenue, Suite 1000
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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

HVAC MAINTENANCE AND 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. PWG256.0-18 (in substantially the same format as Attachment A), with Paradigm Mechanical Corp., for HVAC maintenance and repair services for a three (3) year base period, with two (2) one-year options (total of five years); and
- 2) Exercise option years at CEO's discretion.

Budget Impact

The total cost shall not exceed \$213,855.20 (base and option periods). The amount for the base years is \$128,313.12 and the total of the optional years is \$85,542.08. The project will be funded as follows:

This contract is federally funded under the San Diego Trolley Inc. (SDTI) operating budget account 380016-536600 in the amount of \$101,233.13, the San Diego Transit Corporation (SDTC) operating budget account 331014-536600 in the amount of \$60,675.00, and locally funded under the MTS Land Management operating budget account 791010-536600 in the amount of \$51,947.07 (fiscal year 2019-2023 respectively).



DISCUSSION:

MTS Land Management, SDTI, and SDTC require the services of a contractor to perform maintenance and repairs on its Heating, Ventilation, Air Conditioning (HVAC) and temperature control equipment on various MTS buildings. This contract will cover “24/7” on-call repair services, turn-key preventive maintenance, and inspections for MTS buildings managed by SDTI, SDTC and Land Management. These preventive maintenance services are needed to ensure that HVAC equipment at MTS facilities and properties function properly, in an effort to prevent mechanical failures and costly repairs.

On July 23, 2018, MTS issued a Request for Proposals (RFP) for HVAC Maintenance and Repair Services to interested parties. On August 28, 2018, a total of four (4) proposals were received, as follows:

1. 5 Diamond Heating and Cooling, Inc.
2. Comfort Mechanical, Inc.
3. Paradigm Mechanical Corp.
4. Southcoast Heating & Air Conditioning

The initial review of the technical proposals showed all proposers to be responsive and responsible to the requirements of the solicitation.

An evaluation panel was comprised of representatives from SDTI, SDTC, Land Management, Maintenance of Wayside and Finance departments. The proposals were evaluated based on the following (technical and cost) factors:

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

After the initial evaluation of proposals received, the evaluation panel determined Paradigm Mechanical Corp. to be the highest ranked proposer and requested a best and final offer (BAFO) cost proposal. The panel re-evaluated the revised submission per the RFP requirements.

The following table represents the proposers’ final scores and rankings following the evaluation of revised technical and cost proposals:

Proposer Name	Technical Score	Cost Score	Total Score (Tech + Cost)	Ranking
Paradigm Mechanical Corp.	41.20	40.00	81.20	1
Comfort Mechanical, Inc.	43.60	16.43	60.03	2
Southcoast Heating & Air Conditioning	40.00	18.34	58.34	3
5 Diamond Heating and Cooling, Inc.	40.00	11.77	51.77	4

Based on the panel's evaluation of the technical proposal and assessment of price, MTS staff has determined that Paradigm Mechanical Corp. provided a proposal that offers the best value to MTS and meets all of the requirements as outlined in the RFP.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG256.0-18 (in substantially the same format as Attachment A), with Paradigm Mechanical Corp., for HVAC maintenance and repair services for a three (3) year base period, with two (2) one-year options, exercisable at the sole discretion of MTS (total of five years).

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contacts: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. PWG256.0-18

PWG256.0-18
CONTRACT NUMBER

FILE/PO NUMBER(S)

**STANDARD SERVICES AGREEMENT
FOR
HVAC MAINTENANCE & REPAIR**

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: Paradigm Mechanical Corp. Address: 6550 Federal Blvd.

Form of Business: Corporation Lemon Grove, CA 91945

(Corporation, partnership, sole proprietor, etc.)

Telephone: 619.456.4562 Email Address: Melinda@PMCcontracting.com
Authorized person to sign contracts: Melinda Dicharry President
Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows: HVAC Maintenance & 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 three (3) base years, with two (2) option 1-year extensions, exercisable at the sole discretion of MTS. Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$213,855.20 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____	
Approved as to form:	By: _____	
By: _____ Office of General Counsel	Signature	
	Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$213,855.20</u>	<u>Various</u>	<u>2019</u>

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. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 GRANT APPLICATION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution No. 18-15 certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service in MTS's service area, a prerequisite to receiving FTA Section 5310 funding.

Budget Impact

None

DISCUSSION:

MTS is applying for a grant under the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Section 5310 funds may be used toward capital expenses, such as vehicle procurement to expand capacity and replacement of an existing bus or van. MTS is requesting funding for the replacement of 11 paratransit vehicles.

In order to be considered eligible for Section 5310 funds, Title 49 U.S.C. § 5310 (b) (2) provides that MTS must certify there are no private, nonprofit organizations "readily available" in the area to provide transportation to meet the needs of seniors and individuals with disabilities. "Readily available" is defined as willing, interested and capable of providing the proposed service at a comparable cost of the identified clientele in the same service area, with the same hours of frequency, and at the same level of service.

Since MTS is the responsible public transportation agency required to provide complementary paratransit service, MTS is unaware of any private, nonprofit



organizations that are readily available to provide the same complementary paratransit services within MTS's service area. A public hearing is required before MTS may certify that no private, nonprofit organization is readily available to carry out complementary paratransit service within the MTS service area.

Notice of the December 13, 2018 public hearing, held at the regularly scheduled MTS board meeting, was posted in a newspaper of general circulation on November 12, 2018. In addition, individual notice of the public hearing was sent to nine private, nonprofit transportation providers within San Diego County, who are members of the Accessible Services Advisory Committee (ASAC) on November 8, 2018. To date, MTS has received no comments or testimony that has demonstrated that there are any private, nonprofit organizations readily available to provide the same complementary paratransit services within MTS's service area.

Therefore, staff recommends that the MTS Board of Directors approve Resolution 18-15 certifying that there are no private, nonprofit organizations readily available to provide complementary paratransit services within MTS's service area.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Resolution No. 18-15
B. San Diego MTS Notice of Public Hearing

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 18-15

Resolution certifying that there are No Private, Nonprofit Organizations Readily Available to provide the same Complementary Paratransit Service within MTS's service area as proposed within MTS's application for Federal Transit Administration Section 5310 funds

WHEREAS, the Federal Transit Administration (FTA) established a capital grant program, as set forth in Section 5310 of Title 49 of the United States Code, for meeting the transportation needs of seniors and individuals with disabilities ("FTA Section 5310")

WHEREAS, FTA Section 5310 funds are being awarded by the San Diego Association of Governments (SANDAG), through a competitive application process; and

WHEREAS, FTA Section 5310 provides that funds may be apportioned to a local governmental authority to provide transportation services if there are no private, nonprofit organizations readily available in the area to provide the proposed services; and

WHEREAS, SANDAG requires that any local governmental authority applying for FTA Section 5310 funding must provide proof that there are no private, nonprofit organizations readily available in the area to provide the same proposed services by doing the following: 1) holding a public hearing certifying that no private, nonprofit organizations are readily available; 2) providing sufficient notice of such public hearing; 3) providing private, nonprofit, transportation providers with individual notice of the public hearing; and 4) passing a resolution certifying that there are no private, nonprofit organizations readily available to provide the same complementary paratransit services within MTS's service area; and

WHEREAS, a public hearing was held on December 13, 2018 to certify that there are no private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

WHEREAS, prior notice of the date, time and specific purpose of said public hearing was published by MTS in a newspaper of general circulation on November 12, 2018, at least 30 days prior to the public hearing; and

WHEARS, prior notice of the date, time and specific purpose of the said public hearing was sent individually to nine private, nonprofit transportation providers within San Diego County, who are members of the Accessible Services Advisory Committee (ASAC) on November 8, 2018.; and

WHEREAS, no comments or testimony has been received to demonstrate there are any private, nonprofit organizations readily available to provide the same complementary paratransit service within MTS's service area; and

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED by the San Diego Metropolitan Transit System Board of Directors that San Diego Metropolitan Transit System has determined that no private, nonprofit organization is readily available to provide the same complementary paratransit service in MTS's service area as proposed in MTS's application for FTA Section 5310 funding.

PASSED AND ADOPTED, by the Board of Directors this 13th day of December 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

Office of the General Counsel
San Diego Metropolitan Transit System



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SAN DIEGO METROPOLITAN TRANSIT SYSTEM

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN, that the San Diego Metropolitan Transit System (MTS) Board of Directors will hold a public hearing to consider the matter described below on December 13th, 2018 at 9:00 a.m., at its regular scheduled board meeting, located in the Board Meeting Room on the 10th floor of the James R. Mills Building at 1255 Imperial Avenue, San Diego, California, 92101.

MTS is required by the Americans with Disabilities Act (ADA) to provide origin-to-destination complementary paratransit services within a $\frac{3}{4}$ mile radius of any operating fixed bus or trolley route. As the public transit operator for bus and trolley lines in the central and southern parts of San Diego County, MTS fulfills its obligation to provide complementary paratransit services and consistently meets all other ADA requirements.

MTS is applying for a grant under the Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. Section 5310 funds may be used toward capital expenses, such as vehicle procurement to expand capacity and replacement of an existing bus or van. MTS's application would request funding for the purchase of 11 paratransit vehicles for the replacement of 11 vehicles that are beyond their useful life.

In order to be considered eligible for Section 5310 funds, Title 49 U.S.C. § 5310 (b) (2) provides that MTS must certify there are no private, nonprofit organizations "readily available" in the area to provide transportation to meet the needs of seniors and individuals with disabilities. "Readily available" is defined as willing, interested and capable of providing the proposed service at a comparable cost of the identified clientele in the same service area, with the same hours of frequency, and at the same level of service.

Since MTS is the responsible public transportation agency required to provide complementary paratransit service, MTS is unaware of any private, nonprofit organizations that are readily available to provide the same complementary paratransit services within MTS's service area. A public hearing is required before MTS may certify that no private, nonprofit organization is readily available to carry out complementary paratransit service within the MTS service area.

Your testimony is invited at the public hearing. If you are unable to attend the meeting, you are encouraged to submit your written comments prior to the public hearing. Comments and questions may be directed to Jay Washburn at Jay.Washburn@sdmts.com or 619-235-2648.





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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

MID-COAST CORRIDOR TRANSIT PROJECT – PROJECTED STAFFING

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the addition of 85 positions in preparation for the Mid-Coast Corridor Trolley Project (Mid-Coast Trolley Project).

Budget Impact

The Mid-Coast Trolley Project and subsequent operational costs are fully funded by TransNet through SANDAG and there will be no impact to the MTS Operating Budget.

DISCUSSION:

The Mid-Coast Trolley Project is an 11-mile extension of the MTS Trolley Blue Line, starting from the Old Town Transit Center and running north to the University Town Center (UTC) area, with nine (9) new stations in between. Heavy civil construction for the Mid-Coast Trolley Project started in the fall of 2016 and the extension is scheduled to open to the public in the fall of 2021.

The cost of the Mid-Coast Trolley Project is \$2.171 billion, including financing costs. Fifty-two percent of the cost is funded with TransNet funds and forty-eight percent is funded with Federal Transit Administration (FTA) Full Funding Grant Agreement (FFGA) funds. The FTA's FFGA was approved on September 14, 2016.

The Mid-Coast Trolley Project will greatly expand San Diego Trolley, Inc. (SDTI) operations and will require the hiring of approximately 85 additional positions, which are detailed in the position tables below. Approximately 30 of the maintenance positions need to be hired soon, as the Joint Apprenticeship Training Program takes approximately three (3) years to complete. Other positions, such as Train Operators and Facilities Servicepersons, have less time consuming training requirements and will be hired approximately four (4) months in advance of the line opening.



Once approved, MTS staff will start recruiting and staffing for the opening of the Mid-Coast Trolley Project.

TRANSPORTATION	#	Estimated Start Date
Controllers	4	First Day of Service
Line Supervisors	3	First Day of Service
Training Supervisor	1	1/4/2021
Train Operators	28	4/12/2021
Transportation Total	36	

LRV MAINTENANCE	#	Estimated Start Date
Training Supervisor	1	Posted Shortly
LRV Supervisors	3	Posted Shortly
LRV Mechanics	5	Current Recruitment
	11	5/1/2019
LRV Maintenance Total	20	

MOW	#	Estimated Start Date
Wayside Department		
Wayside Supervisor	1	1/1/2019
Assistant Training Supervisor	1	1/1/2019
Wayside Maintainers	6	3/1/2019
Track Department		
Track Supervisor	1	12/1/2020
Track Maintainers	3	12/1/2020
MOW Total	12	

FACILITIES	#	Estimated Start Date
Full-time Supervisor	1	8/1/2021
Service Person	12	8/1/2021
Facilities Total	13	

REVENUE	#	Estimated Start Date
Revenue Maintainers	4	6/1/2020
Revenue Total	4	

SUMMARY			
	Supervisors	Front Line	Total
Transportation	8	28	36
LRV Maintenance	4	16	20
MOW	3	9	12
Facilities	1	12	13
Revenue		4	4
TOTAL	16	69	85

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

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com



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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

JOB ORDER CONTRACT (JOC) ON-CALL GENERAL BUILDING AND FACILITIES
CONSTRUCTION – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWL234.1-17 (SANDAG Doc. No. 5007503) (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC), for an increase to the contract value.

Budget Impact

The total estimated cost of this amendment would not exceed \$2,000,000. Funding will be included in the budget of each project for which a task order will be issued under this agreement. This amendment brings the total contract award to \$3,000,000.

DISCUSSION:

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

In October 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general building and facilities construction services. This includes demolition, maintenance and modification of existing



buildings and facilities as well as the construction of buildings and facilities with all incidental professional and technical services required. MTS took the opportunity to enter into a joint solicitation with SANDAG to more efficiently procure JOC related services as well as utilize the economies of scale. After reviewing the proposals received, staff determined that ABC presented the lowest responsive and responsible unit price adjustment factor.

The combined resultant agreements totaled \$4,000,000.00. SANDAG's portion was \$3,000,000 and the portion assigned to MTS was \$1,000,000. Since the award, MTS has experienced an increase in construction related projects while SANDAG has utilized their portion less than anticipated. MTS has now utilized almost all of the initial contract value and has requested that additional funds from the SANDAG portion be reallocated to MTS. SANDAG's revised contract value is now set at \$1,000,000 and MTS's revised contract value would be \$3,000,000.

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

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 1 to MTS Doc. No. PWL234.1-17 (in substantially the same format as Attachment A) with ABC Construction Company, Inc., to increase the total contract value.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft MTS Doc. No. PWL234.1-17

December 13, 2018

MTS Doc. No. PWL234.1-17

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

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. PWL234.0-17

Dear Mr. Czubernat:

This shall serve as Amendment No. 1 to our agreement for the Metropolitan Transit System (MTS) ON-CALL GENERAL BUILDING AND FACILITIES CONSTRUCTION SERVICES as further described below.

SCOPE OF SERVICES

There shall be no changes to the Scope of Services.

SCHEDULE

There shall be no changes to the schedule.

PAYMENT

Not exceed \$3,000,000 without prior written approval from MTS. The total value of this contract including this amendment shall.

All other terms and conditions of the original Agreement PWL234.0-17 shall remain in effect.

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

Sincerely,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Kenneth Czubernat
ABC Construction Company, Inc.

LMARQUIS-CL

Date: _____

Attachment:

cc: Michael Diana, Steve Augustyn, Bid File



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

BUS OPERATOR UNIFORMS - 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. B0692.0-18 (in substantially the same format as Attachment A) with Ace Uniforms and Accessories, Inc. (Ace) for the provision of bus operator uniforms for a three (3) year base period with two (2) one-year optional terms (for a total of 5 years); and
- 2) Exercise each option year at the CEO's discretion.

Budget Impact

The total cost of this agreement is a not-to-exceed amount of \$1,332,394.00 for a three (3) year base amount of \$783,563.77 and two (2) one-year options totaling \$548,830.23.

The costs are based on estimated quantities of bus operator uniforms that may be needed for each year, and will be funded under MTS Bus Operations account number 213014-571280 using local funds.

DISCUSSION:

On August 10, 2018, MTS issued an Invitation for Bids (IFB) for the supply of Bus Driver uniforms. This is a supply-only contract and drivers are responsible for the cleaning and replacement of uniforms. Annual uniform replacement allowances are stipulated in the Collective Bargaining Agreement with the Amalgamated Transit Union (ATU) Local 1309, and are also provided by MTS for the initial provisioning of uniforms for new hires. MTS anticipates providing uniforms for approximately 500 bus operators every year. In



addition, this contract includes the procurement of award shirts for the annual safe drivers program. By selecting a single uniform supplier, MTS standardizes the look and quality of the uniforms.

Four (4) bids were received on the due date of September 26, 2018 (see Bid Summary – Attachment B). All bidders were deemed responsive except for two -- Affinity Apparel and Prudential Uniforms. These two bidders did not comply with the IFB requirements and hence, were deemed non-responsive. Ace was deemed the lowest responsive, responsible bidder for the five-year period at \$1,332,394.00.

Therefore, staff is requesting that the MTS Board of Directors authorize the CEO to: (1) execute MTS Doc. No. B0692.0-18 with Ace Uniforms and Accessories, Inc. (Ace) for the provision of bus operator uniforms for a three (3) year base period with two (2) one-year optional terms (for a total of 5 years); and (2) exercise each option year 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

Attachments: A. Draft MTS Doc. B0692.0-18
B. Bid Summary

STANDARD PROCUREMENT AGREEMENT

B0692.0-18
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: Ace Uniforms and Accessories, Inc. Address: 633 16th Street

Form of Business: Corporation San Diego, CA 92101

(Corporation, partnership, sole proprietor, etc.)

Telephone: 619-233-0227
joe@aceuniforms.com

Email Address:

Authorized person to sign contracts: Joe Martin General Manager
Name Title

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

Bus Operator Uniforms as specified in the MTS minimum technical specifications/Scope of Work (attached as Exhibit A), in accordance with the Standard Conditions Procurement, including Standard Conditions Procurement (attached as Exhibit B), Ace Uniforms' Bid dated 9/26/18 (attached as Exhibit C), and Signed MTS Forms – Ace Uniforms (attached as Exhibit D).

The contract term is for up to a five (5) year period (3-year base with two 1-year options, exercisable at MTS's sole discretion). The Base period shall be effective from January 1/2019 through December 31, 2021; and the Option periods shall be effective January 1, 2022 through December 31, 2023. Payment terms shall be net 30 days from invoice date.

The base period shall be in the amount of \$783,563.77, and the option period shall be in the amount of \$548,830.23. The total value of this contract shall not exceed \$1,332,394.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$ 783,563.77 – Base Period		
\$ 548,830.23 – Option Years I & II		
\$1,332,394.00 – Total	213014-571280	FY 19-24

By: _____ Date _____
Chief Financial Officer

(____ total pages, each bearing contract number)

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

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**BUS OPERATOR UNIFORMS IFB
 MTS DOC. NO. B0692.0-18**

BID SUMMARY

BIDDER	BID AMOUNT
Ace Uniforms and Accessories, Inc. *	\$1,332,394.00
Affinity Apparel (> <i>non-responsive</i>)	\$1,286,131.85
Kingsbury Uniforms	\$1,577,038.74
Prudential Uniforms (> <i>non-responsive</i>)	\$1,373,398.17

* Lowest responsive, responsible Bidder
 >Non-responsive Bidders





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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

NEXTFARE COMPASS CARD SYSTEM MAINTENANCE EXTENSION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No.3 to MTS Doc No. G1695.0-14 (in substantially the same format as the Attachment A) with Cubic Transportation Systems Inc. for the extension of the current maintenance agreement for an additional three-year period.

Budget Impact

The total value of this amendment is \$2,132,604.00 bringing the total contract value to \$4,627,147.00. The renewal is being funded through Compass Card Back Office operations budget 532010-571250.

DISCUSSION:

In early 2009, MTS, the San Diego Association of Governments (SANDAG) and North County Transit District (NCTD) began transitioning from paper fare products to the Compass Card smart card. Under a Memorandum of Understanding (MOU) between MTS, SANDAG and NCTD, SANDAG's Information Technology Department had the responsibility of operating and maintaining the Compass Card "back office". SANDAG entered into a five-year agreement with the software developer, Cubic Transportation Systems, Inc. (Cubic) for software maintenance. The agreement was renewable annually with the last year of service ending on December 12, 2013.

In August 2013, MTS and SANDAG negotiated a new agreement with Cubic to continue the service to support daily operations as part of the transition of responsibilities of



Compass Card operations from SANDAG to MTS. As of July 1, 2014 MTS became fully responsible for all related tasks.

The current maintenance agreement expires on June 30, 2019 and MTS desires to extend this agreement for an additional three year term. This extension will provide ongoing support of the current fare system and will ensure a smooth transition as MTS implements a new fare system.

The following table represents the annual prices for the three year software maintenance services agreement.

Table 1: Software Maintenance Support

Year	Cost	Total Extension Years 6-8
6	\$531,600	\$531,600
7	\$558,180	\$1,089,890
8	\$586,089	\$1,675,869

MTS has the ability to purchase block hours on two levels, which can be used for services that are out of scope of the maintenance agreement. These are divided into two groups called Field Service and Engineering block hours. Staff anticipates utilizing the full 200 block hours available under each service type and has included this cost in the total amendment not-to-exceed amount.

Table 2: Field Service Block Hours

Block Hours	Year 6	Year 7	Year 8	Total Price Years 6-8
50	\$11,226	\$11,787	\$12,376	\$35,389
100	\$19,501	\$20,476	\$21,500	\$61,477
200	\$25,918	\$27,214	\$28,575	\$81,707

Table 3: Engineering Service Block Hours

Block Hours	Year 6	Year 7	Year 8	Total Price Years 6-8
100	\$51,363	\$53,931	\$56,628	\$161,922
200	\$85,163	\$89,421	\$93,892	\$268,476
300	\$118,962	\$124,910	\$131,156	\$375,028

Since the Cubic software has no licensed third party service providers and all intellectual property rights to the software code is held by Cubic, it is recommended that a sole-source procurement be utilized to acquire the necessary maintenance support services for the software.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No.3 to MTS Doc. No. G1695.0-14, (in substantially the same format as Attachment A), with Cubic Transportation Systems Inc., for the extension of the current maintenance agreement for an additional three-year period.

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

Key Staff Contact: Sharon Coney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Amendment No 3 MTS Doc. No. G1695.3-14

DRAFT

December 13, 2018

MTS Doc. No. G1695.3-14

Cubic Transportation System Inc.
Stacy Schievelbein
5650 Kearny Mesa
San Diego CA 92111

Subject: AMENDMENT NO. 3 TO THE METROPOLITAN TRANSIT SYSTEM (MTS) DOC. NO.
G1695.0-14; CUBIC SUPPORT SERVICES SOFTWARE MAINTENANCE

Mr. Steve Sawyer:

This shall serve as Amendment No. 3 to our agreement for Cubic Software Maintenance Support Agreement as further described below.

SCOPE

Pursuant to the Scope of Work of MTS Doc No.G1695.0-14. This amendment shall provide the additional 3 years support services and maintenance for Cubic software as detailed in Attachment A.

SCHEDULE

This contract shall be extended for additional three (3) years effective from July 1, 2019 through June 30, 2021.

PAYMENT

As a result of this Amendment the contract value will increase by \$2,132,604.00 from \$2,494,543.00 to \$4,627,147.00. All other conditions remain unchanged.

Please sign below, and return the document to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect.

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Stacy Schievelbein,
Contracts Manager

Date: _____

NOV2018.G1695.0-14.CUBIC.doc

Enclosure: Attachment A- Scope of Work dated August 29, 2018
Attachment B- Pricing Sheet dated August 29, 2018
Cc: J. Washburn, S. Bobek, S. Elmer, R. Degala



1255 Imperial Avenue, Suite 1000
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(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

MASTER CONCESSIONAIRE SERVICES – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 5 to MTS Doc. No. L0901.0-10, (in substantially the same format as Attachment A) with BriceHouse Station, LLC (“BriceHouse”), extending the contract to April 30, 2023.

Budget Impact

This is a revenue-generating contract. MTS’s revenue is based on a percentage split of the monthly rent/lease rate and advertising as shown below:

Service	MTS revenue share	BriceHouse revenue share
Concessionaire services	62%	38%
Advertising: Kiosks	50%	50%
Advertising: Pole Banners	70%	30%
Advertising: Walls Large Format	50%	50%
Advertising: Temporary Fence Banners	50%	50%
Comic Con activation and management	90%	10%
Market the Gaslamp trolley station for special events	50%	50%

The current annual revenue to MTS is \$423,040.59. Staff estimates the revenue for the four years to be \$1,692,162.



DISCUSSION:

On April 22, 2010 (AI 30), following a competitively negotiated procurement, the MTS Board awarded a master concessionaire contract to Kobey Corporation for up to a nine-year period beginning May 1, 2010 and ending April 30, 2019. During the course of the contract, it was assigned to BriceHouse. As MTS's Master Concessionaire, BriceHouse solicits and manages concessions on MTS-owned property (e.g., retail or food service kiosks at MTS trolley stations and one-time special events at MTS's Gaslamp Square Park property), soliciting and managing advertising at various MTS-owned properties, and managing MTS's third-party Comic Con installations.

The concessions BriceHouse oversees include short and long term tenants. Because of the long-term nature of some uses, and associated capital costs to install such uses, revenue generating concession contracts typically have a longer duration than other service contracts.

As staff began the process of evaluating next steps in anticipation of the expiration of the BriceHouse concession contract on April 30, 2019, two main issues were identified that will prevent MTS from having sufficient data for a new ten-plus year contract: opening of the MidCoast trolley extension (including nine new light rail stations between Old Town and University Town Center) and the next generation fare system project. The MidCoast project is expected to be put into service in the Fall of 2021. The next generation fare system is scheduled to be implemented at the same time. Staff proposes that the existing Master Concessionaire contract with BriceHouse be extended to April 30, 2023. This will allow staff to collect at least 12 months of revenue and service performance data on the new stations. This information will be used to develop a new Request For Proposals that will be solicited in late 2022.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L0901.5-10, (in substantially the same format as Attachment A) with BriceHouse for an additional four (4) years.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Amendment MTS Doc. No. L0901.5-10

DRAFT

December 13, 2018

MTS Doc. No. L0901.5-10

G. Bradford Saunders, President
BriceHouse Inc.
StationShop Media
2550 Fifth Avenue, Suite 600
San Diego, CA 92103

Subject: AMENDMENT NO. 5 TO MTS DOC. NO. L0901.0-10; MASTER CONCESSIONAIRE SERVICES

This shall serve as Amendment No. 5 to our agreement for Master Concessionaire Services as further described below.

SCOPE OF SERVICES

There shall be no changes to the scope of services of this agreement. The original scope of work including changes made under Amendments 1 through 4 is shown in Exhibit A.

SCHEDULE

As a result of this amendment, the term of the contract is extended from May 1, 2019 to April 30, 2023.

PAYMENT

There shall be no changes to the payment provision of this agreement. The revenue splits are shown in Exhibit A.

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

G. Bradford Saunders
Transportation Management & Design, Inc.

Date: _____

cc: W. Terry, R. Schupp, L. Marinesi, Contract File



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

VARIABLE MESSAGE SIGN (VMS) DISPLAY ASSEMBLY FOR SOUTH BAY BUS
RAPID TRANSIT (BRT) STATIONS – 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. L1468.0-19, (in substantially the same format as Attachment A) with My Electrician Inc., for the supply of the South Bay BRT VMS sign assemblies.

Budget Impact

The total budget for this project shall not exceed \$218,008.00 and is funded by Capital Improvement Project (CIP) account # 3004010301.

DISCUSSION:

MTS is in need of a contractor to furnish VMS displays and enclosure assemblies, which will, upon delivery to MTS, be installed by MTS staff. The display assemblies will be for the new South Bay Bus Rapid Transit (BRT) stations, which will be opening in Spring 2019.

On October 12, 2018, MTS posted an Invitation for Bids (IFB) for the VMS for South Bay BRT Stations. On November 13, 2018, MTS received 7 bids, all of which were deemed to be responsive and from responsible contractors.

The bids and MTS's Independent Cost Estimate (ICE) are summarized below:



BID SUMMARY VMS SIGNS –INDEPENDENT COST ESTIMATE (ICE) \$402,985	
<u>Bidder</u>	Bid Price
<i>My Electrician</i>	\$218,008.00
Infinite Tech	\$223,845.29
Solari Corp	\$429,800.00
F & N Enterprises	\$492,155.00
Graybar Electric	\$530,792.56
Transit Vue	\$568,187.50
Moor Electric	\$569,501.16

Upon review of the bids received, MTS staff has determined that My Electrician's bid is fair and reasonable by a comparison to current market pricing of bidders and MTS's ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1468.0-19, (in substantially the same format as Attachment A) with My Electrician Inc., for the South Bay BRT VMS procurement.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Services Agreement; Contract L1468.0-19

DRAFT

**STANDARD PROCUREMENT AGREEMENT
FOR
VARIABLE MESSAGE SIGN DISPLAY ASSEMBLY**

<u>L1468.0-19</u> 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: My Electrician Inc. Address: 27315 Jefferson Ave. ST. J-46

Form of Business: Corp. Temecula, CA 92590

(Corporation, partnership, sole proprietor, etc.)

Telephone: _____ Email Address: _____

Authorized person to sign contracts: Brian Alston President
Name Title

The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows: Variable Message Sign Display Assembly Detail as specified in the Scope of Work (attached as Exhibit A), Bid Form (attached as Exhibit B), and in accordance with the Standard Conditions Procurement (attached as Exhibit C) and Federal Requirements (attached as Exhibit D).

The contract term is for NTP + 56 Calendar days. Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$218,008.00 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____	
Approved as to form:	By: _____ Signature	
By: _____ Office of General Counsel	Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
<u>\$218,008.00</u>	<u>3004010301</u>	<u>F</u>
<u>Y19</u>		

By: _____
Chief Financial Officer Date

(____ total pages, each bearing contract number)

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



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

LIGHT RAIL VEHICLES (LRVs) ON-BOARD VIDEO SURVEILLANCE SYSTEM
(OBVSS) PREVENTATIVE MAINTENANCE, EMERGENCY SERVICES, NEW
INSTALLATIONS AND UPGRADES AS REQUIRED – SOLE SOURCE CONTRACT
AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1469.0-19, a Sole Source contract, with Seon Design USA (Seon) (in substantially the same format as Attachment A), for the provision of OBVSS preventative maintenance, emergency services, new installations and upgrades as required on LRVs for three (3) years beginning February 1, 2019.

Budget Impact

The value of this agreement will not exceed \$571,245.63. The project will be funded by the fiscal year (FY) 2020 Capital Improvement Program (CIP) budget.

DISCUSSION:

The trolley OBVSS provides MTS with an enhanced ability to record events that occur onboard vehicles. This helps in monitoring the safety and security of passengers and assets alike. To ensure the OBVSS remains continuously operational and also to help identify potential systemic problems, MTS requires routine preventative maintenance, emergency services, new installations and upgrades.

In March 2011, after a competitive procurement, MTS awarded contract No. L0955.0-10 to UTC Fire & Security for the installation of MobileView OBVSS on 128 LRVs and two (2) Presidential Conference Cars (PCCs) with nine (9) cameras each.



In January 2016, after a competitive procurement, MTS awarded contract No. L1294.0-16 to UTC for post-warranty services, repair and maintenance of the existing MobileView system for three (3) years. The contract terminates January 31, 2019. In November 2017, UTC sold the MobileView product line to Seon and the MTS contract was assigned to Seon as part of that transaction. MobileView is a proprietary video surveillance system owned by Seon. Seon is the only provider of preventative maintenance, emergency services, new installations and upgrades for MobileView systems.

In October 2016, under a separate contract No. L0914.12-10, MTS exercised the option to purchase an additional 45 LRVs from Siemens Industry, Inc. For these new LRVs, both MTS and Siemens agreed to install the same MobileView OBVSS system as the existing system for compatibility. The new LRVs start arriving late 2018 and continue to 2020.

As the MTS LRV fleet size increases to 175 vehicles in the next few years, MTS needs to have the same level of maintenance support to ensure the OBVSS remains continuously operational, efficient and effective. Under the proposed three year contract term (February 1, 2019 to January 31, 2022), Seon will provide all technical resources including all supervision and labor; provide all parts, tools and related software; install, maintain, troubleshoot, repair and test the system to ensure it stays operational. Once the new LRVs exhaust the initial one year warranty period, the vehicle's MobileView system will be covered by this maintenance contract.

Staff deems Seon's bid (\$571,245.63) to be fair and reasonable by a comparison of MTS's Independent Cost Estimate at \$577,106.25, resulting in an overall savings of \$5,860.63.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1469.0-19, a Sole Source contract, with Seon Design USA, for the provision of OBVSS preventative maintenance, emergency services, new installations and upgrades as required on LRVs for three (3) years.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachment: A. Draft Standard Services Agreement; Contract L1469.0-19

DRAFT

L1469.0-19 CONTRACT NUMBER

**STANDARD SERVICES AGREEMENT
FOR
TROLLEY ONBOARD VIDEO SURVEILLANCE SYSTEM (OBVSS) SERVICES**

THIS AGREEMENT is entered into this ____ day of _____ 2019, 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: Seon Design (USA) Corp. Address: 1313 East Maple Street, Suite 213
Bellingham, WA 98225
 Form of Business: Corporation Telephone: (877) 630-7366
 (Corporation, partnership, sole proprietor, etc.)

Authorized person to sign contracts: Tom Gill General Manager
 Name Title

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

LRV OBVSS preventative maintenance, emergency services, new installations and upgrades, as specified in the Scope of Work (attached as Exhibit A), Seon's bid (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for up to three (3) years effective February 1, 2019 through January 31, 2022.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$571,245.63 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____	
By: _____ Office of General Counsel		Signature	
		Title: _____	
AMOUNT ENCUMBERED		BUDGET ITEM	
\$571,245.63		1007103101	
		FISCAL YEAR	
		FY 19 - FY 22	

By: _____ Chief Financial Officer 11/6/18
 (____ total pages, each bearing contract number) SA-
 SERVICES DATE



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

TROLLEY STATION NETWORK COMMUNICATION EQUIPMENT 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. G2226.0-19 (in substantially the same format as the Attachment A) with AT&T Corp. to replace the trolley station network communications equipment.

Budget Impact

The total value of this agreement will not exceed \$2,375,368.85. The project includes \$1,930,315.50 for materials and professional services and \$445,053.35 for software subscription and maintenance support for the duration of the contract term. The project will be funded through the Capital Improvement Project (CIP) account 1007106101-599902 and the software subscription maintenance costs will be funded through the Information Technology operations budget 661010-571250.

DISCUSSION:

MTS utilizes the trolley station network to facilitate the processing of debit/credit transactions for fare purchases, monitoring of closed-circuit television (CCTV) video by security staff, publishing of Next Train Arrival (NTA) information to the variable message signs (VMS) and announcements on the Public Address (PA) system.

In late 2011, MTS working with SANDAG finalized a design to replace the then aging network communications equipment at the trolley stations utilizing Cisco Synchronous Optical Network (SONET) technology. At this time the SONET technology is more than eight (8) years old. In December 2015, Cisco announced end-of-life for the SONET



technology with an obsolescence date of December 2019. This means MTS must replace the installed SONET network with a modern, supported technology platform before December 2019.

MTS intends to utilize the County of Merced's contract with AT&T for this procurement. The quoted pricing 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. This cooperative approach achieves cost-effectiveness and efficiency and takes advantage of volume pricing achieved through competition.

AT&T will be engaged to implement the trolley station network communication equipment replacement and will provide all necessary software, hardware and professional services required to complete the project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute to MTS Doc. No. G2226.0-19 (in substantially the same format as Attachment A) with AT&T to replace the trolley station network communications equipment.

/s/ Paul C. Jablonski

Paul C. Jablonski
Chief Executive Officer

Key Staff Contact: Sharon Coney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft MTS Doc. No. G2226.0-19
B. Price Breakdown

STANDARD SERVICES AGREEMENT

G2226.0-19
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 all necessary hardware, software, and professional services to replace the trolley station network communication equipment, piggybacked through Fast Open Contracts Utilization Services (FOCUS) Contract no. 2015156 in accordance with the Change Order Request Pricing Schedule-Network Schedule Tracking ID: 214095-21 (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 \$2,375,368.85 [\$1,930,315.50 for the Materials and Professional Service/Labor and \$445,053.35 for the software subscription and maintenance support].

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
\$1,930,315.50	1007106101-599902	
\$445,053.35	661010-571250	19

By: _____ Date
Chief Financial Officer



**AT&T Network Integration
Change Order Request**

Att. B, AI 17, 12/13/18

Focus Contract No.: 2015156
AT&T Network Integration Tracking ID: 214095-21
Document Ver #: 1.1 Focus 3 Trolley SDN 11/15/18

END PURCHASER Legal Name ("End Purchaser")	CONTRACTOR AT&T Corp. ("AT&T")	AT&T Branch Sales Contact Name
San Diego Metropolitan Transit System	AT&T	Name: Gene Bild
END PURCHASER Address	AT&T Corp. Address and Contact	AT&T Branch Sales Contact Information
Street Address: 1255 Imperial St., Ste. 1000 City: San Diego State / Province: CA Country: USA Domestic / Intl / Zip Code: 92101	One AT&T Way Bedminster NJ 07921-0752 Contact: Master Agreement Support Team Email : mast@att.com	Address: 7337 Trade Street #3100 City: San Diego State / Province: CA Country: USA Domestic / Intl / Zip Code: 92121 Fax: Email: gene.bild@att.com Sales/Branch Mgr: Mark Thompson SCVP Name: Christopher Roy
END PURCHASER Contact	AT&T Address and Contact	AT&T NI Contact Information
Name: Sandra Bobek Title: Chief Information Officer Telephone: 619-238-0100 x6404 Fax: Email: sandra.bobek@sdmts.com	Name: Title: Telephone: Street Address: City: State / Province: Country: Domestic / Intl / Zip Code:	Name: Jaymee Jusko Address: 1452 Edinger Avenue City: Tustin State / Province: CA Country: USA Domestic / Intl / Zip Code: 92780 Telephone: 714-962-3210 Email: jaymee.jusko@att.com
END PURCHASER Billing Address		
Street Address: 1255 Imperial St., Ste. 1000 City: San Diego State / Province: CA Country: USA Domestic / Intl / Zip Code: 92101		

This Pricing Schedule for AT&T Network Integration Services and Equipment Resale ("NI Pricing Schedule") is pursuant to the terms and conditions of the Focus 3 2015156 Agreement between Contractor ("AT&T") and County of Merced referenced above ("Agreement"). In the event of an inconsistency among terms, the order of priority is: (i) the applicable Statement of Work ("SOW"); (ii) the NI Pricing Schedule and (iii) the Agreement.

AGREED:
End Purchaser: San Diego Metropolitan Transit System

AGREED:
AT&T

By: _____
(Authorized Agent or Representative)

By: _____
(Authorized Agent or Representative)

(Typed or Printed Name)

(Typed or Printed Name)

(Title)

(Title)

(Date)

(Date)

ATTUID: jj1767



AT&T CHANGE ORDER REQUEST FORM

Change Request Number: 21 to NI Attachment/Addendum/Pricing Schedule dated: January 15, 2016

AT&T Requestor: **Jaymee Jusko** NI Tracking #: **214095-21**

Title: **Engagement Manager** Date of Request: **11/15/18**

Nature of the Change Request:

Please list specific details explaining the Change:

End Purchaser requests AT&T to provide the Equipment and Professional Services for the Trolley SDN Project. See Scope of Work in Appendix B below. Contract Term is 60 months.

Any work outside of NBH must be requested in writing and pre-approved before additional work is performed and additional charges will apply.

If End Purchaser wishes to issue a PO instead of signing this changer order, please include copy of quote/SOW below and add below statement on PO to AT&T:

“This PO is issued by San Diego Metropolitan Transit System (“End Purchaser”) pursuant to the AT&T Network Integration NI Pricing Schedule dated 10/26/15.”

Change Priority (if applicable): **High**

Attached Materials: See Bill of Materials in Appendix A below

(list of additional documents required for other sources – i.e. engineering drawings, equipment order list, etc.)

To be completed by the Project Manager:

Impact on Pricing and Work Order(s): \$2,375,368.85 (including est. tax)

SUMMARY OF COSTS:

Core Backbone Upgrade to SDN				
CPE Required			\$	1,689,434.34
Maintenance for CPE			\$	237,963.45
Subscription Total			\$	192,194.80
Sub-Total			\$	2,119,592.59
Taxes (7.75%)			\$	145,826.26
Shipping (Standard No Expedite)				NC
Equipment Total			\$	2,265,418.85
		# of Hrs	Hourly Rate	
ATT Professional Service Block of hours to be billed at Actuals FOCUS Contract Cabling and Fiber Verification Professional Services	Network Consultant 2 - Normal Hours	260	\$ 225.00	\$ 58,500.00
	Project Manager - Normal Hours	208	\$ 150.00	\$ 31,200.00
	Field Tech 2 - Normal Hours (TTP)	162	\$125.00	\$ 20,250.00
Labor Sub-Total			\$	109,950.00
TOTAL PROJECT COSTS			\$	2,375,368.85



AT&T Network Integration Change Order Request

Att. B, AI 17, 12/13/18

APPENDIX A: BILL OF MATERIAL

Manufacturer Part #	Description	Qty	List Price	st Disco	Cust Price	Ext. Price
C9300-48P-A	Catalyst 9300 48-port PoE+, Network Advantage	56	\$10,030.00	58.50%	\$4,162.45	\$233,097.20
CON-SNT-C93004PA	SNTC-8X5XNBD Catalyst 9300 48-port PoE+, Network AdvaService Duration: 60 Months	56	\$2,990.00	22.49%	\$2,317.55	\$129,782.74
C9300-NW-A-48	C9300 Network Advantage, 48-port license	56	\$0.00	.00%	\$0.00	\$0.00
S9300UK9-169	UNIVERSAL	56	\$0.00	.00%	\$0.00	\$0.00
PWR-C1-715WAC/2	715W AC Config 1 Secondary Power Supply	56	\$1,250.00	58.50%	\$518.75	\$29,050.00
CAB-TA-NA	North America AC Type A Power Cable	112	\$0.00	.00%	\$0.00	\$0.00
C9300-NM-2Q	Catalyst 9300 2 x 40GE Network Module	56	\$2,550.00	58.50%	\$1,058.25	\$59,262.00
C9300-STACK-NONE	No Stack Cable Selected	56	\$0.00	.00%	\$0.00	\$0.00
C9300-SPWR-NONE	No Stack Power Cable Selected	56	\$0.00	.00%	\$0.00	\$0.00
C1A1TCAT93002	Cisco ONE Advantage Term, C9300 48-port	56	\$0.00	.00%	\$0.00	\$0.00
C1A1TCAT93002-5Y	C1 Advantage Term C9300 48P 5Y - DNA, 25 ISE PLS, 25 SWATCHService Duration: 60 Months	56	\$7,030.00	58.50%	\$2,917.45	\$163,377.20
C1-C9300-48-DNAA-T	Cisco ONE C9300 DNA Advantage 48-Port Term licenses	56	\$0.00	.00%	\$0.00	\$0.00
C1-C9300-TRK-5Y	Cisco ONE Subscription SKU 5YService Duration: 60 Months	56	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-T	Cisco ONE ISE BASE License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-TRK-5Y	Cisco ONE Subscription ISE BASE 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-T	Cisco ONE ISE PLUS License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-TRK-5Y	Cisco ONE Subscription SKU ISE Plus 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-T	Cisco ONE StealthWatch License Term - 1 Flow License	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-TRK-5Y	Cisco ONE Subscription SWATCH SKU 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1AA1TCAT93001	Cisco ONE Advantage Add-On Term, C9300	56	\$0.00	.00%	\$0.00	\$0.00
C1AA1TCAT93001-5Y	C1 Advantage Add-On Term C9300 5Y - 25 ISE PLS, 25 SWATCHService Duration: 60 Months	56	\$1,240.00	58.50%	\$514.60	\$28,817.60
C1-ISE-BASE-T	Cisco ONE ISE BASE License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-TRK-5Y	Cisco ONE Subscription ISE BASE 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-T	Cisco ONE ISE PLUS License Term	1400	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-TRK-5Y	Cisco ONE Subscription SKU ISE Plus 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-T	Cisco ONE StealthWatch License Term - 1 Flow License	1400	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-TRK-5Y	Cisco ONE Subscription SWATCH SKU 5YService Duration: 60 Months	1400	\$0.00	.00%	\$0.00	\$0.00
PWR-C1-715WAC	715W AC Config 1 Power Supply	56	\$0.00	.00%	\$0.00	\$0.00
QSFP-40G-LR4-S=	QSFP 40GBASE-LR4 Trnscvr Mod, LC, 10km, Enterprise-Class	108	\$10,900.00	58.50%	\$4,523.50	\$488,538.00
QSFP-H40G-CU1M=	40GBASE-CR4 Passive Copper Cable, 1m	2	\$265.00	58.50%	\$109.98	\$219.95
N7K-SUP2E=	Nexus 7000 - Supervisor 2 Enhanced, Includes 8GB USB Flash	2	\$47,335.01	58.50%	\$19,644.03	\$39,288.06
N7KS2K9-82	Cisco NX-OS Release 8.2 for Nexus 7000 Series	2	\$0.00	.00%	\$0.00	\$0.00
N7K-USB-8GB	Nexus 7K USB Flash Memory - 8GB (Log Flash)	2	\$0.00	.00%	\$0.00	\$0.00
N7K-F306CK-25=	Nexus 7000 F3-Series 6 Port 100GbE (CPAK)	1	\$70,000.00	58.50%	\$29,050.00	\$29,050.00
CPAK-100G-SR10	CPAK-100G-SR10 Transceiver module, 100m OM3 MMF	2	\$7,350.00	58.50%	\$3,050.25	\$6,100.50
CON-SNT-CPAK30UG	SNTC-8X5XNBD CPAK-100G-SR10 Transceiver module100mService Duration: 12 Months	2	\$490.00	22.49%	\$379.80	\$759.60
C9500-32QC-A	Catalyst 9500 32-port 40/100G only, Advantage	4	\$29,900.00	58.50%	\$12,408.50	\$49,634.00
CON-SNTP-C9532ACQ	SNTC-24X7X4 Catalyst 9500 32-port 40/100G only, AdvaService Duration: 60 Months	4	\$16,130.00	22.49%	\$12,502.36	\$50,009.45
C9500-NW-A	C9500 Network Stack, Advantage	4	\$0.00	.00%	\$0.00	\$0.00
C9K-F1-SSD-240G	Cisco pluggable SSD storage	4	\$3,000.00	58.50%	\$1,245.00	\$4,980.00
S9500UK9-169	UNIVERSAL	4	\$0.00	.00%	\$0.00	\$0.00
C9K-PWR-650WAC-R	650W AC Config 4 Power Supply front to back cooling	4	\$0.00	.00%	\$0.00	\$0.00
C9K-PWR-650WAC-R/2	650W AC Config 4 Power Supply front to back cooling	4	\$2,100.00	58.50%	\$871.50	\$3,486.00
CAB-9K12A-NA	Power Cord, 125VAC 13A NEMA 5-15 Plug, North America	8	\$0.00	.00%	\$0.00	\$0.00
CAB-CONSOLE-USB	Console Cable 6ft with USB Type A and mini-B	4	\$30.00	58.50%	\$12.45	\$49.80
QSFP-40G-LR4-S	QSFP 40GBASE-LR4 Trnscvr Mod, LC, 10km, Enterprise-Class	32	\$10,900.00	58.50%	\$4,523.50	\$144,752.00
C1A1TCAT95004	Cisco ONE Advantage Low Term 24Y Port C9500	4	\$0.00	.00%	\$0.00	\$0.00
C1A1TCAT95004-5Y	C1 Advantage Low Term C9500 5Y - DNA, 25 ISE PLS, 25 SWATCHService Duration: 60 Months	4	\$19,770.00	58.50%	\$8,204.55	\$32,818.20
C1-SWATCH-T	Cisco ONE StealthWatch License Term - 1 Flow License	100	\$0.00	.00%	\$0.00	\$0.00
C1-SWATCH-TRK-5Y	Cisco ONE Subscription SWATCH SKU 5YService Duration: 60 Months	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-T	Cisco ONE ISE BASE License Term	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-BASE-TRK-5Y	Cisco ONE Subscription ISE BASE 5YService Duration: 60 Months	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-T	Cisco ONE ISE PLUS License Term	100	\$0.00	.00%	\$0.00	\$0.00
C1-ISE-PLS-TRK-5Y	Cisco ONE Subscription SKU ISE Plus 5YService Duration: 60 Months	100	\$0.00	.00%	\$0.00	\$0.00
C1-C9500-32QC-DNA	Cisco ONE C9500 High DNA Advantage Term licenses	4	\$0.00	.00%	\$0.00	\$0.00
C1-C9500-TRK-5Y	Cisco ONE Subscription SKU 5YService Duration: 60 Months	4	\$0.00	.00%	\$0.00	\$0.00



AT&T Network Integration
Change Order Request

Att. B, AI 17, 12/13/18

100GBASE LR4 QSFP Transceiver, LC, 10km over SMF	8	\$29,995.00	58.50%	\$12,447.93	\$99,583.40
100GBASE SR4 QSFP Transceiver, MPO, 100m over OM4 MMF	2	\$2,155.00	58.50%	\$894.33	\$1,788.65
DNA Center Appliance	3	\$79,265.00	58.50%	\$32,894.98	\$98,684.93
SOLN SUPP 8X5XNBD DNA Center ApplianceService Duration: 60 Months	3	\$24,690.00	22.49%	\$19,137.22	\$57,411.66
DNA Center SW 1.2	3	\$0.00	.00%	\$0.00	\$0.00
Power Cord, 125VAC 13A NEMA 5-15 Plug, North America	6	\$0.00	.00%	\$0.00	\$0.00
2.20 GHz E5-2699 v4/145W 22C/55MB Cache/DDR4 2400MHz	6	\$0.00	.00%	\$0.00	\$0.00
32GB DDR4-2400-MHz RDIMM/PC4-19200/dual rank/x4/1.2v	24	\$0.00	.00%	\$0.00	\$0.00
1.9TB 2.5 inch Enterprise Value 6G SATA SSD(1 FWPDP)-PM863	18	\$0.00	.00%	\$0.00	\$0.00
Cisco UCS VIC1227 VIC MLOM - Dual Port 10Gb SFP+	3	\$0.00	.00%	\$0.00	\$0.00
32GB SD Card for UCS servers	3	\$0.00	.00%	\$0.00	\$0.00
Cisco UCS 770W AC Power Supply for Rack Server	6	\$0.00	.00%	\$0.00	\$0.00
Cisco 12G SAS Modular Raid Controller	3	\$0.00	.00%	\$0.00	\$0.00
Cisco 12Gbps SAS 4GB FBWC Cache module (Raid 0/1/5/6)	3	\$0.00	.00%	\$0.00	\$0.00
Trusted Platform Module 2.0 for UCS servers	3	\$0.00	.00%	\$0.00	\$0.00
Enable RAID 1 Setting	3	\$0.00	.00%	\$0.00	\$0.00
UCS S3260 480G Boot SSD (Micron 6G SATA)	6	\$0.00	.00%	\$0.00	\$0.00
10GBASE-SR SFP Module, Enterprise-Class	6	\$700.00	58.50%	\$290.50	\$1,743.00
100 Training credit. Expires in 1 yr. Team Captain requiredService Duration: 12 Months	2	\$10,000.00	.00%	\$10,000.00	\$20,000.00
SD-Access Advise and Implement QuickStartService Duration: 12 Months	1	\$86,255.07	.00%	\$86,255.07	\$86,255.07
Cisco Business Critical Services Routing and Switching	1	312,696.90	22%	\$243,903.58	\$243,903.58
Low Voltage cables and Misc parts	1	cost plus 10%		\$17,150.00	\$17,150.00
				Product Total	\$1,689,434.34
				Service Total :	\$237,963.45
				Subscription Total	\$192,194.80
				Total Price:	\$2,119,592.59

APPENDIX B: SCOPE OF WORK**Statement of Work****1. Engagement Reference**

End Purchaser Trolley SDN Project Upgrade

Engagement Number: eGBS#: 214095-21

AT&T is being contracted to perform the services described herein to End Purchaser.

2. Introduction

AT&T welcomes the opportunity to present this Statement of Work to The End Purchaser. To the extent possible, this document offers a solution specifically tailored to the needs of End Purchaser as AT&T understands them today.

The Scope of this project is to deploy the Equipment in Appendix A based on design developed by Cisco and AT&T. This Statement of Work describes the scope and details the costs to project manage and install the solution.

3. Description of Work

AT&T will provide Project Management, Network Consultant and Field Technician Services to perform the work outlined herein to work with the End Purchaser staff during the duration of the engagement. Throughout the engagement, AT&T will require the assistance of End Purchaser staff members who can provide access to buildings and district personnel. The Consultants will use a collaborative and flexible approach when working with the End Purchaser.

The Consultants will work under the direction of a Single Point of Contact assigned by End Purchaser. Leveraging technical knowledge and industry best practices, the Consultants will implement the SDN solution in accordance with a documented plan that will be co-developed by End Purchaser and AT&T. Throughout the engagement, the End Purchaser staff will receive knowledge transfer from the AT&T and Cisco Consultants. This will help End Purchaser improve its ability to understand and manage the new system during and after the implementation.

Work is divided into the following sections:

- A. Project Management
- B. Design Services
- C. Implementation Services
- D. Acceptance Testing

Cisco Services are limited to the following pre-defined scope:

- Up to Eight (8) Fabric-enabled switches
- One (1) DNA-Center Appliance ("DNA-C")
- One (1) Identity Services Engine ("ISE")
- One (1) Wireless LAN Controller ("WLC")
- Up to Ten (10) Wireless Access Points ("AP")
- Up to two (2) virtual networks
- Up to four (4) IP address pools
- Up to two (2) VNs (enclaves - macro-segmentation)
- Up to two (2) groups/SGTs per VN (micro-segmentation)
- Up to five (5) access control policies per group
- Up to two (2) Wireless LANs / Service Set Identifiers ("SSID"s)
- Support migration of up to fifty (50) users or devices onto the SD-Access fabric. Deployment is to be completed either (1) in a lab environment, or (2) on an End Purchaser network segment with limited and defined connectivity to the rest of the existing production network.

- SD-Access Campus Fabric is to be built in parallel to existing network infrastructure.
- Users will be migrated to new IP subnets (existing IP subnet can be used but entire subnet will be moved to SD-Access fabric)
- User migration does not include changes to existing access lists (ACLs) or firewall (FW) policies
- User migration does not include converting users/devices to use 802.1x authentication
- If the End Purchaser is not providing network services, the End Purchaser will need to provide (or acquire) one (1) Unified Computing System (“UCS”) with vSphere 6 standard licensing onto which Cisco will install virtual machines to provide isolated network services.
- Services support the following target Use Cases:
 - o SD-Access Campus Fabric Automation for Wired and Wireless LAN; Design profiles; Network provisioning (underlay & overlay); Policy administration.
 - o Network Security / Segmentation; Virtual Networks (“VNID”); Security Group Tagging (“SGT”); Policy administration and enforcement.
 - o Host Onboarding; Assign IP pools; Dynamic device authentication (802.1x, MAB); Device static pool assignment.

A. Project Management

In support of the Services for this Project, AT&T shall assign a designated AT&T Project Manager to interface directly with the End Purchaser's Project Manager.

The AT&T Project Manager's responsibilities are as follows:

- Serve as the primary interface to the End Purchaser organization.
- Coordinate the site installation priorities and the installation schedules with the End Purchaser Project Manager. Installation dates may vary if network connectivity is being installed and coordinated as part of this Project. End Purchaser and AT&T will mutually agree to the Project timeline.
- Function as the escalation focal point for issues that may arise under this SOW.
- Provide, at the End Purchaser's written or oral request, status updates as to the progress of the Services provided under this SOW—these updates will be provided via email or telephone conversations.
- Conduct a formal Project kick-off meeting and review the SOW and associated Services. The AT&T Implementation Coordinator will work with the End Purchaser to create a communication plan that identifies both AT&T and End Purchaser resources required for the Project.
- Develop and maintain any contact list, communication plan as well as track and monitor prioritized action items and issues list.
- Process and track Equipment procurement orders as required.
- Coordinate schedules and work with AT&T and End Purchaser personnel to determine readiness of each facility for receipt of Services and/or Equipment.

B. Design Services

Pre-planning Session(s) will be convened with the End Purchaser to discover and share relative information concerning the Project before the work is started. Information discovered during this session will be used during the configuration and testing portions of the Project.

During the Pre-planning Session, AT&T/Cisco and the End Purchaser's IT staff will review the following items in preparation for the Project:

1. Design & Architecture

AT&T will review the SDN solution and perform the design architecture and migration plan review. The team will perform the following tasks.

- Validate high level design
- Review existing device configurations
- Create implementation test plan
- Implement the Cisco SDN solution and required Cabling

2. On-Site Staging (per Appendix A - Bill of Material)

AT&T will stage all Equipment included in the BOM for the Services provided in this SOW at each specified location as follows:

- Unpack Equipment.
- Verify order.
- Verify configurations per End Purchaser requirements.
- Power on self-test and best practice hardware test.
- Assembly and burn-in of equipment components.
- Equipment configuration. (If the End Purchaser chooses to provide any Equipment configuration, AT&T must receive it at least ten (10) business days prior to agreed-upon Equipment installation date at the End Purchaser Site).

Staging is a network implementation solution provided by AT&T that helps reduce the risk and complexity of deploying multi-site technologies by staging components before implementation.

Staging combines technical expertise, consistent and scalable processes. AT&T Staging includes receiving, assembly, burn-in, hardware testing and RMA of failed components. This service is provided at End Purchaser's on-site secure location.

To help you achieve the goals of on-time, error-free turn-up, staging gives you these features:

- Component audit, assembly, burn-in, and test—prevents faulty equipment from adversely affecting your network
- Documentation and configuration validation—verifies components perform as expected at time of cutover

C. Implementation Services

AT&T will install, configure and test the new equipment at the designated End Purchaser location. Installation will consist of unboxing all units and components, inspecting for shipping damage, and discarding packaging materials in End Purchaser-specified locations. The data equipment will be mounted into the appropriate cabinet or mounting rack by securely bolting to the mounting rails. AT&T assumes that any rack space exists or will be provided by End Purchaser prior to implementation. All interface and hardware option modules will be installed into the unit and necessary power and data cables will be attached.

Power-on self-tests will be performed, and the appropriate software configured. All usable interfaces will be tested for proper operation by connecting to a known operational network connection, and the appropriate logical attachment, ping, or loop tests will be performed. Written documentation of all configuration and software parameters will be recorded and provided to the End Purchaser representative.

Installation services are limited to Appendix A - Bill of Material.

Cisco SDN Solution

- AT&T/Cisco will provide End Purchaser with a prerequisites questionnaire to capture use case and technical data to aid in the design and configuration of the solution.
- AT&T/Cisco will conduct interviews (the number and frequency of such interviews to be at Cisco's discretion) with key members of End Purchaser's organization, and/or a Technology Workshop.
- End Purchaser will provide AT&T/Cisco with input for each technology discipline by: a) participating in the requirements workshop; b) participating in interviews; and/or c) returning the completed prerequisites questionnaire.
- End Purchaser will provide AT&T/Cisco relevant documentation related to the current architectural design(s)

AT&T/Cisco will perform SD-Access installation and configuration for the following components:

- **Identify Services Engine (ISE)** (if not using End Purchaser instance): a) Configure ISE bootstrapping; b) Configure system administrators and accounts; c) Configure certificates; d) Configure ISE deployment; e) Configure network resources; f) Configure users and identity stores; g) Authentication configuration; h) Authorization configuration; i) Guest configuration; j) integrate with up to one (1) Active Directory domain.
- **Identify Services Engine (ISE)** (if using End Purchaser instance): a) Review and verify ISE minimum requirements b) provide notification of identified deficiencies.
- **DNA Center:** a) Set up and install the latest version of DNA- Center/DNA-C on End Purchaser's DNA-C appliance; b) Integrate DNA- Center with ISE instance being leveraged for this infrastructure; c) Discover and inventory the infrastructure as defined in Section 3.3.
- **SD-Access Fabric Provisioning (Underlay):** a) Manual Setup, including: i) DNA Center Discovery, Inventory & Topology App, ii) If not using automated underlay, create and deploy manual underlay templates; b) Automated Setup - DNA Center Design App – Switching Profile.
SD-Access Fabric Provisioning (Overlay): a) Assign devices to site; b) Create Fabric domain(s); c) Add devices to a Fabric domain – i) Set up Control Plane, ii) Set up Border Nodes (internal and/or external).
- **SD-Access Address Pools and Host Onboarding:** a) Assign IP pools (wired and wireless); b) Dynamic device authentication – i) 802.1X, MAB; c) Static device pool assignment.
- **SD-Access Policy Administration:** a) Create Virtual Network(s); b) Group creation and/or import from ISE; c) Group policy definition.
- **SD-Access Fabric Enabled Wireless (FEW):** a) IP Pool assignment for APs and clients; b) Add wireless controller to Fabric; c) Configure campus Fabric for wireless integration; d) Configure up to two (2) wireless SSIDs for Fabric (including Guest SSID); e) Network device configurations; and f) Guest SSID is provided by ISE portal.

AT&T/Cisco will perform the following migration support:

- Validate user profiles for those users/devices to be migrated
- Validate current user/device configurations.
- Plan user/device migration from existing to SD-Access infrastructure.
- Execute physical and software configuration changes to infrastructure and policies to enable migration from existing environment to the SDA fabric.
- Configure WAN access on the SD-Access Border/Control Node to enable migration from existing environment to the SDA fabric.
- Configure up to twenty (20) access policies using DNA Center for SD-Access Policy Administration.
- Test connectivity and access of user profiles.
- Assist in troubleshooting of migrated user connectivity and access.

As-Built documentation

AT&T/Cisco will draft the As-Built Document which includes information necessary to carry out the implementation at the End Purchaser location and to verify basic operation and Ready for Service configuration. "Ready for Service" means that solution is functioning as designed.

AT&T/Cisco will provide the As-Built Document for review and approval specific to End Purchaser's installation. This documentation will be provided in both hard-copy and on electronic media thus allowing End Purchaser to keep the documentation up-to-date.

D. Acceptance Testing

AT&T/Cisco will perform acceptance testing which involves running a suite of tests on the installed system. Each individual test, known as a case, exercises a particular operating condition of the user's environment or feature of the system, and will result in a pass or fail outcome. AT&T/Cisco will perform testing to confirm operation as per the testing described in the As-Built Document and demonstrate Use Case(s) through test execution to key End Purchaser stakeholders and project sponsors.

Once testing is completed and verified it is the End Purchaser's responsibility to provide all maintenance for the component/site.

4. Deliverables

The project will include the following deliverables:

- Solution Requirements Development
- Implementation Execution
- As-Built Document
- Testing Execution
- Migration Support
- Knowledge Transfer

5. Approach

Service Delivery Methodology

AT&T utilizes a Life Cycle Methodology that is highly disciplined in its approach to network consulting - focusing on planning, design, and implementation - that eliminates ineffective problem solving. The AT&T/Cisco Consultants will leverage this methodology as the framework for delivering quality results for End Purchaser on this engagement. The methodology enables AT&T to offer optimum network solutions based on specific End Purchaser business strategies and market opportunities.

The methodology facilitates AT&T Consultants in overcoming the challenges faced by others in this business arena by providing:

- Internal processes and technology expertise required for expedient, professional, and cost-effective delivery of consulting services
- Promoting a level of consistency, quality, and excellence that distinguishes AT&T from all others.

The AT&T life cycle methodology identifies the framework to Plan, Design, and Implement Network Technology solutions in the Enterprise market space.

AT&T will sponsor a "Project Kick-Off" meeting to review this SOW, obtain any information required from End Purchaser but not yet received, and discuss working arrangements not defined in this SOW.

Each party will designate a Single Point of Contact (SPOC) that has the authority to represent such party and has decision-making authority for most matters. All material communications should be conducted through the SPOCs. Such communications should either be in writing or summed up in writing. However, it is recognized that for the sake of efficiency, there will need to be direct communications between AT&T team members and various End Purchaser employees. Any conversation that may have a material outcome on the success of the engagement will need to be documented and sent to the SPOCs.

A project plan will be developed and agreed to early in the engagement. This project plan will highlight key milestones, deliverable dates, responsible party(s) and any predecessor activities. The project plan will be maintained throughout the engagement and progress will be tracked against it.

At the conclusion of the engagement, AT&T/Cisco will provide transfer of information to End Purchaser regarding the deliverables developed.

- Provide one (1) formal knowledge transfer session either On Site or Remote for one (1) Business Day, including informal knowledge transfer throughout the project on topics related to the proposed network design, configuration, and management concerns.
- Provide information to End Purchaser regarding any course prerequisites for all End Purchaser personnel nominated to attend the Knowledge Transfer Session.
- Cisco will determine an appropriate format and delivery method of the Knowledge Transfer Session.
- Agree with End Purchaser on location and commencement date for the Knowledge Transfer Session.
- Conduct an executive presentation to review the final deliverables and discuss next steps.

6. Risks

AT&T has identified the following potential risks in being able to complete this engagement as defined in the deliverables and completion criteria sections. If any of these risks are in danger of occurring, AT&T shall invoke the Escalation Process. If any of these risks do occur, the parties agree to resolve the situation via the Change Order Process. Notwithstanding the foregoing, neither of the parties is bound to use the Change Order Process in the event of a material breach by the other party.

- Product vendor(s) being unable to remedy hardware or software that fails to perform to specification and cannot be remedied in the timeframe required to meet the engagement schedule.
- Product vendor(s) being unable to deliver all necessary hardware and software in the timeframe required to meet the engagement schedule.

7. Assumptions

The assumptions and dependencies below were used by AT&T to scope this engagement based on information provided to it by End Purchaser. If any of these items prove to be invalid, the parties agree to resolve the situation via the Change Order Process. The assumptions and dependencies below were used by AT&T to scope this engagement.

General Assumptions

AT&T's proposal is based upon the following assumptions where they apply. We reserve the right to re-quote or request a change order if there are major deviations from the assumptions listed below.

- End Purchaser will provide adequate parking for AT&T & subcontractors and employees at no such cost to AT&T or its subcontractors.
- End Purchaser is responsible for all costs associated with permits, easements, and/or rights-of-way.
- Pricing is valid through December 24, 2018.
- No PSA or PLA language requirements have been disclosed to AT&T at bid time.
- AT&T typically requires a minimum two (2) week installation lead time after receipt of AT&T **Project Installation Guide (PIG)** network configuration information. Less than two (2) weeks lead time is considered an emergency implementation and will be assessed a premium charge.
- All installations will be performed during Normal Business Hours Monday through Friday, 8:00AM to 5:00PM. Any other part of this project that is performed during non-business hours or weekends at the End Purchaser's request will be billed at AT&T's standard overtime, weekend, or holiday rates.
- All work will be performed over a consecutive timeframe, unless otherwise specified.
- If necessary, AT&T will add to the order via AT&T's standard change order process any network or wiring components required to complete the installation.
- If any equipment supplied by AT&T is found to be defective during the installation, AT&T will replace the equipment at no extra charge and complete the installation as specified.
- Any delays experienced while an AT&T Engineer is on-site due to End Purchaser infrastructure or wide area network provider problems will be billable at AT&T's applicable hourly rate schedule.
- AT&T reserves the right to charge End Purchaser for the full amount of the installation in the event that the End Purchaser cancels or reschedules any installation without 3 days prior written notice. Cancellation or rescheduling with less than 3 days' notice will result in a cancellation charge.
- SD-Access feature configuration is limited to those features necessary to provide the capabilities described above. Configuration of other features or extensions are out of scope.
- End Purchaser will provide adequate downtime to install the equipment.
- AT&T assumes that there will not be any special conditions or restrictions that would affect a productive workday.
- End Purchaser's unions, personnel and vendors will be cooperative and forthcoming with information.
- Prices are valid only for the duration of the initial engagement. Additional services to be priced on an as requested basis.
- This quote is made with the understanding that AT&T will not have to work under any special conditions or restrictions that would affect a productive workday. Any delays that occur will be billable at AT&T's standard, overtime, weekend or holiday rates.
- AT&T will have access to systems, hardware, computer rooms, wiring closets, etc., that are necessary to accomplish the deliverables of this engagement.

- End Purchaser must assign a person as a point of contact representative to work with the AT&T personnel, to answer questions as they arise and to coordinate any End Purchaser resources required for the successful completion of the engagement.
- The project will be implemented on a collaborative basis utilizing both AT&T and End Purchaser resources. The specific tasks, roles and responsibilities will be defined throughout this project. However, the collaborative nature of this engagement must be stressed. This will allow for a more effective knowledge transfer process.
- End Purchaser is responsible for compatibility of all hardware and software to be installed.
- End Purchaser will secure all equipment in a locked room.
- End Purchaser will be responsible for transportation of equipment from central receiving to any remote locations (if applicable).
- End Purchaser is responsible for delivering product to be installed to the immediate installation area on the same floor and for providing clear area for installation.
- End Purchaser is responsible to provide adequate staging area with proper space, power and environmental.
- End Purchaser will be responsible for asset tagging of new equipment prior to installation (if required by End Purchaser or not provided as part of the scope of work by AT&T as noted herein).
- End Purchaser is responsible for troubleshooting of End Purchaser application compatibility issues.

Site Readiness Assumptions

- End Purchaser will receive, inspect, and securely store equipment received onsite where the equipment is to be installed.
- All End Purchaser-provided materials will be on site prior to start of job by AT&T and its subcontractors. If not, the End Purchaser could incur delay charges.
- AT&T assumes that all sites will have adequate power, rack-space, network connectivity and cabling to support the new solution.
- Once the project has started, we assume that all other trades will progress in a timely manner so that AT&T progress will not be impeded.
- AT&T assumes that there is adequate and secure storage space available on the project site for the storage of tools and materials for the duration of the project.
- AT&T requires keys or an escort to gain access to all areas of work from the start to the end of their workday. Keys must be received prior to the day's work and will be returned at the end of each workday.
- It is the End Purchaser's responsibility to provide a secure room for the test and lab equipment.
- Appropriate workspace must be available, including sufficient power, lighting, cooling, and telephone and Internet access.
- The End Purchaser is responsible for all cabling and wiring between MDFs, IDFs and individual data jacks/fiber connections.
- AT&T will be responsible for the Plan, Design, and Implementation phases of the AT&T purchased network components only.

Network Readiness Assumptions

- All communications facilities, (e.g. LAN cabling) locally and between locations that are necessary for this engagement, are either currently available or will be provided by End Purchaser within the agreed upon schedule for this engagement. Unless specifically call out in cabling Scope of Work.
- If the infrastructure changes at any location during the engagement, AT&T will address the network (LAN) via a Change Order.
- AT&T will strive to meet End Purchaser's redundancy requirements within the parameters of equipment and network connections provided.
- Existing DNS and DHCP infrastructure is already installed and configured.
- End Purchaser will be responsible for troubleshooting all network connectivity problems to resolve general and network connectivity issues.

- End Purchaser will supply password information, including but not limited to, system and ISP passwords, required to perform the installation prior to the start of the engagement.

Installation Assumptions

- All existing equipment is in working order and performing as advertised.
- End Purchaser makes available all existing documentation for existing network.
- Rack space is available for all server and network equipment.
- All environmental conditions (e.g. power, air conditioning, rack and floor space) are either currently available or will be provided within the agreed upon schedule for this engagement.
- AT&T will not relocate existing equipment within the rack for installation of new equipment.
- AT&T will not relocate existing equipment between MDF/IDF's.
- End Purchaser will provide the physical plant cabling required between the patch panels and switching equipment except as outlined in cabling scope of work.
- All required hardware, firmware and software (servers, storage devices, operating systems, and software) that are necessary for this engagement are either currently available or will be provided by End Purchaser within the agreed upon schedule for this engagement.
- AT&T will provide verbal overview to End Purchaser's designated systems administrator of basic network hardware unit setup.
- AT&T is not responsible for any loss of End Purchaser's data or network system security

8. Work Specifically Outside of this SOW

The following items are not included in this SOW. If they are so desired, a Change Order can be presented that would address them.

- End Purchaser is responsible for receiving, securing and asset tagging procured equipment (except for the hardware NAS will asset tag as noted herein)
- Equipment will be installed only once. If redeployment is required for any reason during the engagement, a Change Order will be presented outlining the appropriate charges.
- End Purchaser is responsible for disposal of all legacy network equipment. Any equipment removed by AT&T will be left in the wiring closet from which it was removed from service.

9. Completion Criteria

This engagement will be deemed completed when the following items have been accomplished:

- All deliverables specified in this SOW have been submitted or completed.

10. End Purchaser Responsibilities

End Purchaser agrees to provide timely access to all personnel, resources (including all necessary hardware, software, and network access, adequate and secure workspace) and requested information that is deemed necessary by AT&T to ensure that AT&T can fulfill its commitments stated herein. When possible, AT&T will make reasonable efforts to provide lead-time to End Purchaser. Typically, this notification will occur at the weekly status meetings. However, it may be necessary from time to time to have a faster response level.

End Purchaser also specifically agrees to:

- Provide Executive sponsorship within End Purchaser at the executive level. This sponsorship will include notifying appropriate internal and external organizations of this engagement and requesting their full cooperation.
- Assign a SPOC to represent End Purchaser. The SPOC will have decision-making authority for most matters that may arise.
- Ensure that their SPOC be available to meet with AT&T a minimum of once a week for the Status meeting.
- Provide input to and approval of the project plan.

- The End Purchaser SPOC will be responsible to facilitate the scheduling of interviews and information gathering sessions within the End Purchaser organization unless other arrangements are agreed upon by the SPOCs.
- Provide appropriate personnel to assist in identifying users of systems and contact information.
- Provide timely access to staff and personnel to answer questions regarding business or network information.
- Make End Purchaser personnel (network, application and users) available for testing at appropriate points in this engagement.
- The End Purchaser SPOC will be responsible to identify and coordinate with the appropriate individuals within End Purchaser to review draft deliverables. These reviews must be within the agreed upon timeframe in order to maintain the engagement schedule.
- Make appropriate representatives available for the presentation of the final deliverable.
- Inform AT&T of any developments in other projects that might impact this engagement.
- Provide AT&T with any relevant internal or external Service Level Agreements (SLAs) at the Kickoff meeting.
- Complete all preliminary surveys requested by AT&T prior to the start of this engagement and deliver them to AT&T at the Kickoff meeting.
- Provide AT&T with all relevant documentation and information as it pertains to the business requirements and current network infrastructure at the Kickoff meeting.
- Provide all information and materials identified throughout this SOW on time. To the best of End Purchaser's ability, all information will be complete and accurate.
- Provide all test scripts, integration checklists and acceptance criteria as per the engagement schedule.
- The End Purchaser will be responsible for providing all site preparation including:
 - Any cabling not noted in the Site Survey documentation will not be covered by this project except for the cabling purchased from AT&T. Any other cabling requirements are the responsibility of End Purchaser.
 - Installation of all site wiring (power and signal, path and lengths) that is not noted in Survey documentation will not be covered by this project.
 - Installation of necessary power distribution boxes, conduits, groundings, lightning protection, connectors, and associated hardware.
 - Environmental modifications as required for the hardware.
 - Installation and verification of operation for all equipment not supplied by AT&T but required for installation (Servers etc.)
 - Preparing site according to the site preparation guide provided by AT&T.
 - All cable plant, Network Operating System (e.g. Novell, NT, UNIX), network drivers, application software, and testing for systems not supplied by AT&T.
 - Any delays due to the above items are billable at AT&T's hourly rate for Engineer time plus travel and expenses.
 - If the information provided by End Purchaser is incorrect or incomplete, AT&T shall have the right to charge End Purchaser for any increase in costs incurred or time expended by AT&T due to such error or omission.

11. Change Control

Changes to the approved cost, scope or schedule may occur only through the Change Order Process. Delays caused by factors outside of the reasonable control of AT&T will be addressed via the Change Order Process. AT&T understands that End Purchaser must authorize such travel and related expenses prior to expenditure.

[END OF DOCUMENT]



1255 Imperial Avenue, Suite 1000
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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

**Draft for
Executive Committee
Review Date: 12/6/18**

SUBJECT:

ULTRASONIC RAIL TESTING 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. L1473.0-19 (in substantially the same format as Attachment A) with Herzog Services, Inc. (Herzog), for the provision of ultrasonic rail testing services for three years beginning on January 1, 2019, and ending on December 31, 2021, subject to the MTS General Counsel approving a modified indemnification clause.

Budget Impact

The three-year total shall not exceed \$145,629.12 and will be funded by the San Diego Trolley, Inc. (SDTI) Track Department account 370016-571210.

DISCUSSION:

A prime goal of MTS is to deliver its public transit services in a safe and reliable manner. A significant factor in achieving this goal is to maintain MTS infrastructure in a state of good repair.

For the railroad track system, ultrasonic rail testing is critical to ensure MTS's safe operations as rail defects can lead to derailments. In addition, the Federal Railroad Administration (FRA) requires that MTS conducts a full-system rail test every 12 months. Due to the age of the rail lines, MTS conducts additional tests each year on its Blue, Orange, and Green Lines. On the Blue Line, the test frequency is four times per year at quarterly intervals. This is due to the volume of heavy rail freight carried on the line by the San Diego and Imperial Valley Railroad. The Orange Line and Green Line are tested once per year.



Testing takes place during an approved work window so as not to interfere with revenue service. It is performed on all running rail directly in contact with the train wheels. Portions of the frog and other track work not normally in direct contact with train wheels are tested. MTS maintenance of way personnel accompany the testing contractor on all inspections and take immediate action as defects or concerns are identified. A detailed report is then submitted to MTS showing flaws and defects discovered during the tests and inspections, describing the location, type, size, and recommended corrective action.

On September 10, 2018, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide ultrasonic rail testing on the MTS light rail system as prescribed by FRA standards, plus the additional testing recommended by MTS maintenance of way staff. A single bid from Herzog was received and publicly opened. Herzog's bid price was \$205,531.38.

On October 15, 2018, to ascertain that the solicitation was not restrictive, MTS emailed a survey to all the firms that had downloaded the IFB on PlanetBids, and firms that had previously expressed interest in the project, asking them their reason/s for not proposing. The results indicated that neither the IFB nor MTS's procurement processes played a role in their decision not to respond.

On October 19, 2018, MTS staff met with Herzog to discuss the scope of work and negotiate costs. MTS requested Herzog to review its costs and submit a revised bid.

On November 2, 2018, Herzog submitted a revised bid at \$145,629.12, a savings of \$59,902.26 from the original bid.

MTS has performed a price analysis of the three year costs to ensure the bid price MTS received is fair and reasonable. The cost comparison is summarized below:

Current MTS contract with Nordco (2016 to 2018)	MTS Independent Cost estimate	Herzog Initial Bid	Herzog Final Bid
\$138,039.21	\$140,578.72	\$205,531.38	\$145,629.12

Rail testing services of this kind typically require focused indemnification and allocation of risk contract clauses. While MTS believes its testing program, in addition to its ongoing efforts to maintain the rail line a state of good repair, is robust and at "best practices" levels, no testing program will be able to identify every defect. The testing company will not guarantee the rail is free of defects. Pricing for testing services is reflective of the agency (MTS) bearing ultimate responsibility for track conditions and indemnifying the testing company in the event it is named as a defendant in a liability claim after a derailment or other incident on the track. Today's action would authorize the MTS General Counsel to negotiate and approve a modified indemnification clause recognizing this allocation of risk.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1473.0-19 (in substantially the same format as Attachment A) with Herzog Services, Inc. (Herzog), for the provision of ultrasonic rail testing services for three years beginning on January 1, 2019, and ending on December 31, 2021.

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

Key Staff Contact: Sharon Cooney, 619.557.4513, Sharon.Cooney@sdmts.com

Attachments: A. Draft Standard Services Agreement MTS Doc. No. L1473.0-19
B. Price Breakdown

DRAFT

L1473.0-19 CONTRACT NUMBER

**STANDARD SERVICES AGREEMENT
FOR
ULTRASONIC RAIL TESTING SERVICES**

THIS AGREEMENT is entered into this ____ day of _____ 2019, 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: Herzog Services, Inc.Address: 700 South
RiversideForm of Business: Corporation
(Corporation, partnership, sole proprietor, etc.)St. Joseph, MO 64507Telephone: 816-364-3000Email Address: nseiter@herzogservices.com

Authorized person to sign contracts: _____	Troy Elbert	President
	Name	Title

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

Ultrasonic Rail Testing 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 Services (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Forms (attached as Exhibit E).

The contract term is for three years from 1/1/19 to 12/31/21. Payment terms shall be net thirty (30) days from invoice date. The total cost of this contract shall not exceed be \$145,629.12 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: <u>President</u>
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$145,629.12	370016-571210	FY 19 - FY 22

By: _____ Chief Financial Officer	11/10/18
(____ total pages, each bearing contract number)	SA-
SERVICES	DATE

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

YEAR ONE – 2019				
Description		Track Miles	Unit Price	Ext. Price
1	Rail Testing (Blue , Orange, Green)	192	\$ 212.43**	\$ 40,786.56**
2	*Option miles of testing system-wide. To be exercised at MTS' sole discretion	32	\$ 212.43**	\$ 6,797.76**
3	Mobilization/transportation cost. Paid once per year	Lump sum per year		\$ 0.00**
Total Amount:				\$ 47,584.32**

YEAR TWO – 2020				
Description		Track Miles	Unit Price	Ext. Price
1	Rail Testing (Blue , Orange, Green)	192	\$ 216.68**	\$ 41,602.56**
2	*Option miles of testing system-wide. To be exercised at MTS’ sole discretion	32	\$ 216.68**	\$ 6,933.76**
3	Mobilization/transportation cost. Paid once per year	Lump sum per year		\$ 0.00**
Total Amount:				\$ 48,536.32**

YEAR THREE – 2021				
Description		Track Miles	Unit Price	Ext. Price
1	Rail Testing (Blue , Orange, Green)	192	\$ 221.02**	\$ 42,435.84**
2	*Option miles of testing system-wide. To be exercised at MTS' sole discretion	32	\$ 221.02**	\$ 7,072.64*
3	Mobilization/transportation cost. Paid once per year	Lump sum per year		\$0.00*
Total Amount:				\$ 49,508.48**

Costs must be all-inclusive including but not limited to labor, equipment, supplies etc required to perform all the work described in the scope of services. MTS will not pay additional costs.

*MTS also asks Bidders additional option miles of testing system-wide per year, to their Bid. These options will be exercised at MTS' sole discretion.

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

MTS BID FORMS (continued)

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

GRAND TOTAL		
YEARS		TOTAL
1	Year One (1) Total:	\$47,584.32**
2	Year Two (2) Total:	\$48,536.32**
3	Year Three (3) Total:	\$49,508.48**
GRAND TOTAL (BASIS FOR AWARD)		\$ 145,629.12**

Bidder accepts responsibility for accuracy and presentation of the above numbers.

The quantities displayed on the bid form are for bidding purposes only. They represent what MTS anticipates, but are not guaranteed. The actual quantities may be more or less than anticipated, and are dictated by MTS's actual needs and available funding.

All bidders must complete the bid forms as provided. Failure to do so may deem the bid non-responsive.

** All pricing are estimates based on given work windows and historical production test speeds. Pricing will be subject to additional days as needed to complete the project at the rates specified in Exhibit A referenced and incorporated herein.

EXHIBIT A
ADDITIONAL WORK

2019 RATES			
Service	Rate	Unit	Description
Testing - Lump Sum	\$47,584.32	Lump	Ultrasonic testing annual lump sum based on utilization chart above.
Testing – Per Day	\$ 3,100.73	Day	Applicable to each eight (8) hour day of Rail Testing services for additional days as necessary per testing session
Testing - Overtime Rate	\$ 387.59	Hour	Applicable to each hour exceeding eight (8) hours per test day.
Mobilization – Per Day	\$ 2,847.08	Day	Applicable to each day of travel to and from the project site for additional days as necessary per testing session.
Stand-by Rate	\$ 3,100.73	Day	Applicable to stand-by days and weather days (no fault of contractor).

2020 RATES			
Service	Rate	Unit	Description
Testing - Lump Sum	\$48,536.32	Lump	Ultrasonic testing annual lump sum based on utilization chart above.
Testing – Per Day	\$ 3,162.75	Day	Applicable to each eight (8) hour day of Rail Testing services for additional days as necessary per testing session
Testing - Overtime Rate	\$ 395.35	Hour	Applicable to each hour exceeding eight (8) hours per test day.
Mobilization – Per Day	\$ 2,904.08	Day	Applicable to each day of travel to and from the project site for additional days as necessary per testing session.
Stand-by Rate	\$ 3,162.75	Day	Applicable to stand-by days and weather days (no fault of contractor).

2021 RATES			
Service	Rate	Unit	Description
Testing- Lump Sum	\$49,508.48	Lump	Ultrasonic testing annual lump sum based on utilization chart above.
Testing – Per Day	\$ 3,226.01	Day	Applicable to each eight (8) hour day of Rail Testing services for additional days as necessary per testing session
Testing - Overtime Rate	\$ 403.26	Hour	Applicable to each hour exceeding eight (8) hours per test day.
Mobilization – Per Day	\$ 2,962.17	Day	Applicable to each day of travel to and from the project site for additional days as necessary per testing session.
Stand-by Rate	\$ 3,226.01	Day	Applicable to stand-by days and weather days (no fault of contractor).



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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

December 13, 2018

Draft for

Executive Committee

Review Date: 12/6/18

SUBJECT:

THE ARC OF SAN DIEGO INTERIOR BUS CLEANING – SOLE SOURCE 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. B0693.0-19 (in substantially the same format as Attachment A) with the ARC of San Diego ("ARC") for deep cleaning the interiors of San Diego Transit Corporation (SDTC) buses for a five (5) year base period with two (2) 1-year options for a total of seven (7) years; and
- 2) Exercise each option year at the CEO's discretion.

Budget Impact

The total amount would not exceed \$2,917,242.40 (\$1,993,403.36 for the base period plus \$923,839.04 for the option period). The MTS Bus Maintenance operating budget funds this service annually under 311014-536150. MTS receives federal funds for preventative maintenance in the form of a grant, which is budgeted with 80% federal funds and 20% local funds of the total amount.

DISCUSSION:

ARC is a private, not-for-profit organization providing services for people with disabilities to promote personal, social, and economic independence. In 2005, the MTS Board of Directors awarded a one-year contract to ARC to deep clean SDTC buses on a trial basis. At that time, staff worked in conjunction with the International Brotherhood of Electrical Workers (IBEW) 465 union and signed an agreement to allow ARC members



to perform this work. This agreement made ARC workers honorary union members, which allowed them to perform this work without participating in the collective bargaining process. In 2013, a second long term contract was awarded to ARC which expires on March 31, 2019.

ARC's performance during the current contract term has been exceptional, and the costs have remained fair and reasonable. In addition, the socioeconomic benefit of a contract with ARC provides a win-win situation for both MTS and ARC. Due to the ongoing agreement between IBEW, ARC and MTS, staff has determined that another sole source agreement should be awarded to ARC to continue the service they are providing. ARC has demonstrated that its personnel provide services at a consistently high level and staff would like to renew the contract to continue receiving the services.

Based on staff's cost analysis, contracting this work to ARC will provide MTS an estimated annual savings of \$245,000.00 as compared to performing this service in-house.

Therefore, staff is requesting that the MTS Board of Directors authorize the CEO to (1) execute MTS Doc. No. B0693.0-19 (in substantially the same format as Attachment A) with ARC for deep cleaning the interiors of SDTC buses for five (5) year base period and two (2) one-year options (for a total of 7 years); and (2) exercise each option year 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

Attachment: A. Draft MTS Doc. B0693.0-19

DRAFT

STANDARD SERVICES AGREEMENT

B0693.0-19
CONTRACT NUMBER

THIS AGREEMENT is entered into this _____ day of _____, 2019, 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: The Arc of San Diego ("Arc") Address: 3030 Market Street

Form of Business: Not-for-Profit Organization San Diego, CA 92101
(Corporation, partnership, sole proprietor, etc.)

Telephone: 619-685-1175 Email: ASalis@arc-sd.com

Authorized person to sign contracts: Anthony De Salis Chief Operations Officer
Name Title

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

Provide deep cleaning and detailing of the interior of buses for MTS Bus Division [also known as San Diego Transit Corporation (SDTC)] 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 Arc's Proposal (attached as Exhibit D).

This contract is for up to a seven (7) year period (5-year base with two 1-year options (exercisable at MTS's sole discretion). The Base period shall be effective from April 1, 2019 through March 31, 2024. Option Years shall be effective from April 1, 2024 through March 31, 2026.

The total contract cost shall not exceed \$1,993,403.36 for the Base period and \$923,839.04 for the option years (if exercised) for a grand total of \$2,917,242.40 without written approval from MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer		Firm: _____
Approved as to form:		By: _____ Signature
By: _____ Office of General Counsel		Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR
\$1,993,403.36 - Base		
\$ 923,839.04 - Options		
\$2,917,242.40 - Total	311014-536150	19-26

By: _____
Chief Financial Officer Date

REQUEST TO SPEAK FORM

ORDER REQUEST RECEIVED

1

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

1. INSTRUCTIONS

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

(PLEASE PRINT)

DATE	December 6, 2018		
Name	MARGO TANGUY		
Address	229 16th Street #416 SO 904		
Telephone	619.231-1144		
Email			
Organization Represented	MTS Board volunteer Taxi Lease Driver Rep MTSAC		
Subject of Your Remarks	How events with Pres. Bush Sr. impacted MTSAC-MTS		
Regarding Agenda Item No.	G		
Your Comments Present a Position of:	<input type="checkbox"/>	<input checked="" type="checkbox"/> SUPPORT	<input type="checkbox"/> OPPOSITION

2. TESTIMONY AT NOTICED PUBLIC HEARINGS

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

3. DISCUSSION OF AGENDA ITEMS

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

4. GENERAL PUBLIC COMMENTS ON MATTERS NOT ON THE AGENDA

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

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