



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

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

March 14, 2019

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

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| A. | ROLL CALL | |
| B. | APPROVAL OF MINUTES – February 7, 2019 | Approve |
| C. | COMMITTEE DISCUSSION ITEMS | |
| 1. | Quarterly Mid-Coast Corridor Transit Project Update (Sharon Humphreys of SANDAG) | Informational |
| 2. | 12th & Imperial Transit Center Development (Tim Allison)
Action would receive a report from Keyser Marston and Associates regarding the proposed redevelopment of the 12th & Imperial Transit Center. | Possible
Action |
| 3. | Palm Avenue Trolley Station Transit-Oriented Development (Tim Allison)
Action would direct staff to move forward with discussions with the development team of National CORE and Malick Infill for a proposed Palm Avenue Trolley Station development. | 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.



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| 4. | CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE
EVALUATION/ CONFERENCE WITH LABOR NEGOTIATORS – CHIEF
EXECUTIVE OFFICER Pursuant to California Government Code Sections
54957 and 54957.6;
<u>Agency-Designated Representative:</u> Georgette Gomez, Chairperson
<u>Employee:</u> Paul C. Jablonski | Possible
Action |
| | | |
| D. | REVIEW OF DRAFT March 21, 2019 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: April 4, 2019 | |
| I. | ADJOURNMENT | |

DRAFT

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

February 7, 2019

MINUTES

A. ROLL CALL

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

B. APPROVAL OF MINUTES

Mr. Arapostathis moved for approval of the minutes of the January 10, 2019, MTS Executive Committee meeting. Ms. Rios seconded the motion, and the vote was 4 to 0 in favor with Mr. Fletcher and Ms. Salas absent.

C. COMMITTEE DISCUSSION ITEMS

1. Implementation Procedures for Board Policy No. 18 (Sharon Cooney)

Tim Allison, Manager of Real Estate Assets, introduced this item and Debbie Ruane, with Norwood Development Strategies. He discussed the background of Board Policy No. 18 and provided a brief history of the creation of the procedural manual for the policy. Ms. Ruane continued the presentation and reviewed the main points of the procedural manual. She discussed the process to identify best practices, the Request for Qualifications (RFQ)/Request for Proposals (RFP) criteria; design criteria; and the opportunities for innovation. Lastly, she reviewed the next steps going forward which would be to receive and incorporate comments from the Executive Committee, update inventory and the website, continue to pursue development opportunities, and finalize the procedural manual.

PUBLIC COMMENTS

Maya Rosas – Ms. Rosas commented on behalf of Circulate San Diego. She provided comments and recommendations for the procedural manual. Ms. Rosas recommended for zoned capacity to be specifically mentioned in the prioritization section of the manual. She stated they appreciate that non-prioritized sites can also receive proposals from developers. Ms. Rosas requested that a timeframe be included in the RFP section. She stated that specific parking replacement numbers should also be included in the manual. They are recommending that parking requirements are not more than what is actually utilized today and should not be determined on a case-by-case basis. Ms. Rosas also commented that they do not want to see a reduction in density due to design specifications.

COMMITTEE COMMENTS

Chair Gomez provided the following recommendations to include in the manual: stronger language for developers to provide transit passes, more reference to infrastructure for biking and active transportation, and more clarification related to parking. Ms. Cooney replied that MTS would prefer lower parking requirements; however, it is important to evaluate each site on a case-by-case basis to accommodate transit riders that do not live at the site and drive to the transit station to ride transit. Chair Gomez also asked for the manual to include shared parking as an option.

Ms. Rios inquired about non-prioritized sites and asked if the specific jurisdictions will have input related to those sites. Ms. Cooney replied that the cities will have input and work as a partner to MTS during the development of any site that is in their specific jurisdiction. Ms. Rios also requested for stronger language in the manual related to transit passes.

Mr. Arapostathis asked if density requirements would exclude developers from applying for a state density bonus. Ms. Ruane replied that density requirements do not exclude developers from applying for bonuses.

Action Taken

Chair Gomez moved to forward a recommendation to the Board of Directors to approve the proposed implementation procedures for Board Policy 18, "Joint Development Program". Ms. Montgomery seconded the motion, and the vote was 6 to 0 in favor.

2. Palm Avenue Trolley Station Transit Oriented Development (Sharon Cooney and Tim Allison)

Sharon Cooney, Chief of Staff, introduced this item. She stated that MTS has had interest from various developers for this property in the past, but none of the developers had moved forward with their proposals. Ms. Cooney noted that staff is looking for feedback on the most recent proposal. Mr. Allison continued the presentation. He presented a picture of the vicinity aerial of the Palm Avenue site. He reviewed the details, specifications and regional proximity of the site. Mr. Allison provided information on the development team, which includes National CORE and Malick Infill Corporation. Lastly, he presented renderings of the project site, housing element, commercial/mobility hub, and parking.

Andrew Malick, with Malick Infill Corporation, discussed the benefits of this project and site location. He noted that it is a very walkable and bikeable community, near the Otay Regional Valley Park, which is an added benefit.

Brian Woods commented on behalf of National CORE and stated that they see this as a great opportunity to not only house people safely, but to also help them live healthy and thriving lives by bringing resident services to those living on the property.

PUBLIC COMMENT

Kelvin Barrios – Mr. Barrios commented on behalf of Laborers' International Union of North America (LIUNA) Local 89. He stated that he wanted to comment on the joint development program procedural manual. Mr. Barrios stated that they are recommending that joint development projects are constructed using a skilled and trained workforce and to comply with prevailing wage requirements. He also encouraged that these recommendations be taken up before any joint development agreements are approved by the Board.

COMMITTEE COMMENTS

Ms. Salas commented that it seems most of the joint development projects will include some type of affordable housing and asked if this would automatically trigger prevailing wage requirements. Karen Landers, General Counsel, replied that prevailing wage requirements would depend on the developer's funding source. Ms. Salas asked what the strategy would be to increase the densities of the local community plan. Mr. Malick replied that they will be working with the community and the jurisdiction on increasing the density requirement for the site.

Mr. Arapostathis asked if there was a grocery store within walking distance to the site. Mr. Malick replied that there is a miniature grocery store within walking distance, and they are also looking to build a miniature market on the site. Ms. Cooney also noted that there is a grocery store one trolley stop up from the site. Mr. Jablonski commented that there is a potential for a day care facility at the site too.

Chair Gomez stated that she would like to encourage the developers to provide transit passes to residents. She commented on the parking requirements for this site and asked if a parking study had been completed. Mr. Malick replied that they will engage a parking consultant for this site once there is an official agreement with MTS to move forward on the project. Chair Gomez recommended that the developers work with the community and Councilmember Vivian Moreno, who is the City of San Diego representative for this site.

Mr. Fletcher commented that it is important to work with the local stakeholders on the development of this project. He also asked that the developers and MTS be mindful of the partners they are considering to work with on the project and ensure that there is support from stakeholders and the community. Mr. Fletcher said that he is pleased to hear that there is a potential for the opportunity for a childcare facility.

Mr. Allison noted that this item serves as the public notice for this site location. He stated that if they do not receive any further interest from other developers, then staff will bring this item back to receive approval to move forward in the exclusive negotiating agreement.

Ms. Montgomery stated that she is interested in the community plan and adjusting the density requirements. She commented that she would like to see the community engaged before decisions are made to move forward on the project. Ms. Montgomery encouraged staff and the developers to sit down with Councilmember Moreno on this project.

Action Taken

No action taken.

D. REVIEW OF DRAFT February 14, 2019 BOARD AGENDA (TAKEN BEFORE CLOSED SESSION)

Recommended Consent Items

6. Investment Report – Quarter Ending December 31, 2018
7. Proposed Revisions to San Diego Metropolitan Transit System (MTS) Policy No. 41 – Signature Authority
Action would approve the proposed revisions to MTS Policy No. 41 – Signature Authority.
8. Excess Insurance Renewals for Liability and Workers' Compensation Program
Action would approve the purchase of excess liability insurance (at limits of \$75 million less a \$2 million self-insured retention [SIR]) and excess workers' compensation insurance (at statutory limits less a \$1 million self-insured retention [SIR]). The new policies would be in effect from March 1, 2019 through March 1, 2020.
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 and County by the Adoption of a Uniform Paratransit Ordinance; (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. San Diego Metropolitan Transit System (MTS) Task Order Contract Approval for Design Services to Double Track the Bayside Terminal
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1949-AE-31 for MTS Doc. No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$706,805.56 to perform design services for the Bayside Terminal double track project.
11. Train Number Signs, Brackets and Support for SD9 Trolley Vehicles for Mid-Coast – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1483.0-19, a Sole Source agreement, with Woojin IS America, Inc. (Woojin), to provide train number signs, brackets and support for the new Mid-Coast SD9 Light Rail Vehicles (LRV).
12. Mobile Router and Cellular Communications Pilot – Conduent Software and Hardware Changes – Sole Source Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1914.1-16 with Conduent Transportation Solutions, Inc. (Conduent) for the provision of software changes required to implement the mobile router and cellular communications project.

13. San Diego and Arizona Eastern (SD&AE) Railway Company Quarterly Reports and Ratification of Actions Taken by the SD&AE Board of Directors at its Meeting on January 29, 2019

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.

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

There was no SANDAG Transportation Committee agenda discussion.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS (TAKEN BEFORE CLOSED SESSION)

There was no Committee Member Communications and Other Business discussion.

G. PUBLIC COMMENTS (TAKEN BEFORE CLOSED SESSION)

There were no Public Comments.

The Executive Committee convened for Closed Session at 9:50 a.m.

C3. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/
CONFERENCE WITH LABOR NEGOTIATORS – CHIEF EXECUTIVE OFFICER
Pursuant to California Government Code Sections 54957 and 54957.6;
Agency-Designated Representative: Georgette Gómez, Chairperson
Employee: Paul C. Jablonski

The Executive Committee reconvened from Closed Session at 11:29 a.m.

Oral Report on Final Actions Taken in Closed Session

C3. The Executive Committee gave a performance evaluation and gave instructions to labor negotiators.

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for March 14, 2019, at 9:00 a.m.

I. ADJOURNMENT

Chair Gomez adjourned the meeting at 11:30 a.m.

Chairperson

Attachment: Roll Call Sheet



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Agenda Item No. C1

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

March 14, 2019

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





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Agenda Item No. C2

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

March 14, 2019

SUBJECT:

12TH & IMPERIAL TRANSIT CENTER DEVELOPMENT (TIM ALLISON)

RECOMMENDATION:

That the Executive Committee receive a report from Keyser Marston and Associates regarding the proposed redevelopment of the 12th & Imperial Transit Center.

Budget Impact

None.

DISCUSSION:

The 12th & Imperial Transit Center is one of the busiest transit centers in the region, offering service on all Trolley lines and four major bus routes. The current transit center is constrained due to a relatively small footprint. Several years ago, MTS purchased the parcels adjacent to its existing property for the purpose of expanding the transit center.

MTS now owns all of the private parcels south of Imperial Avenue and west of 14th Street, consisting primarily of two triangular shaped lots on either side of National Avenue, between 13th and 14th Streets. The property is currently bisected by two public streets, National Avenue and 13th Street that would likely need to be vacated.

The resulting unified parcel affords the agency the opportunity to improve the functionality and increase the capacity of the transit center. There would also be sufficient land to incorporate a transit-oriented development (TOD) that could provide housing, jobs, and services adjacent to one of the best-served transit centers in the region. Such a development would meet MTS Board Policy 18's primary goal, which is to promote quality TOD on or near the transit system that will generate new opportunities to create direct and indirect revenue for MTS while contributing to environmentally sustainable livable communities that are focused on transit accessibility.



In November 2018, MTS contracted with consultant Kimley-Horn to develop potential layouts for a redesigned transit center which would incorporate a developable space for a TOD. The Executive Committee at its January 2019 meeting received a report from the consultant team regarding the development potential. Staff also hired Keyser Marston and Associates, Inc. (KMA) to perform a market financial and development assessment on the property and consider the work performed by the Kimley-Horn team. Staff will brief the Executive Committee on KMA's findings.

/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. C3

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

March 14, 2019

SUBJECT:

PALM AVENUE TROLLEY STATION TRANSIT-ORIENTED DEVELOPMENT (TIM ALLISON)

RECOMMENDATION:

That the Executive Committee direct staff to move forward with discussions with the development team of National CORE and Malick Infill for a proposed Palm Avenue Trolley Station development.

Budget Impact

None.

DISCUSSION:

MTS has received an unsolicited development proposal for the Palm Avenue Trolley Station in the Otay Mesa – Nestor Community of the City of San Diego. Two developers have teamed together to bring forward a mixed-use, mixed-income transit-oriented development proposal for the site. National CORE is an experienced developer and operator of affordable-housing projects. Malick Infill is a developer focused on transit-oriented development and place-making.

The Palm Avenue Trolley Station is approximately 3.9 acres with approximately 488 total parking spaces (Attachment A). The site is relatively flat and suitable for development. Demand for parking at this site is low relative to the current number of spaces. This lot has been used at various times for trolley material storage, contractor lay-down yards, and other activities on the excess parking areas. The station is south of the Otay Valley Regional Park with a trail access from the north of the station to the Park.



This station is well placed for access to South Bay locations, employment centers, and regional recreation activities, and is only a 30-minute trolley ride into downtown San Diego. The property is currently split-zoned IL-1 and RM-1 and would require a rezone to allow for the proposed mixed-use development. A rezone would be consistent with the vision and strategies of the Otay Mesa Nestor Community Plan. The Plan designates the Palm City neighborhood, centered at Palm Avenue and Hollister, as one of five neighborhood centers. The Plan recognizes the “great potential for revitalization,” stating “It is an ideal location for pedestrian-oriented development incorporating commercial, residential and civic uses.” The transit center site is specifically identified as the “cornerstone” of the Palm City neighborhood and a site for mixed-use transit-oriented development. It should be noted that while the Community Plan drafted over 12 years ago references a density of 29 dwelling units per acre, the density proposed by the development team is more appropriate given the current climate for housing and development along transit corridors.

The development proposal is reflected in the site plan attached as Attachment B. The team proposes two residential mixes. National CORE proposes 150 affordable units serving 30% to 60% of the Area Median Income. Malick Infill proposes 100 units of moderate to middle-income housing serving residents at 81% to 150% of the Area Median Income.

The proposal offers some commercial space, a mobility hub, community services for the residents, and possible incubator office space. The development team proposes 254 parking spaces of which 175 spaces will replace the existing MTS parking spaces for transit patrons.

MTS adopted revisions to Policy 18, “Joint Development Program” calling for unsolicited development proposals received to be publically noticed to allow for other development interests to submit a competing proposal within 30 days for consideration by the MTS Board of Directors. The proposal was publically noticed over the past 30 days, and MTS has not received any additional interest.

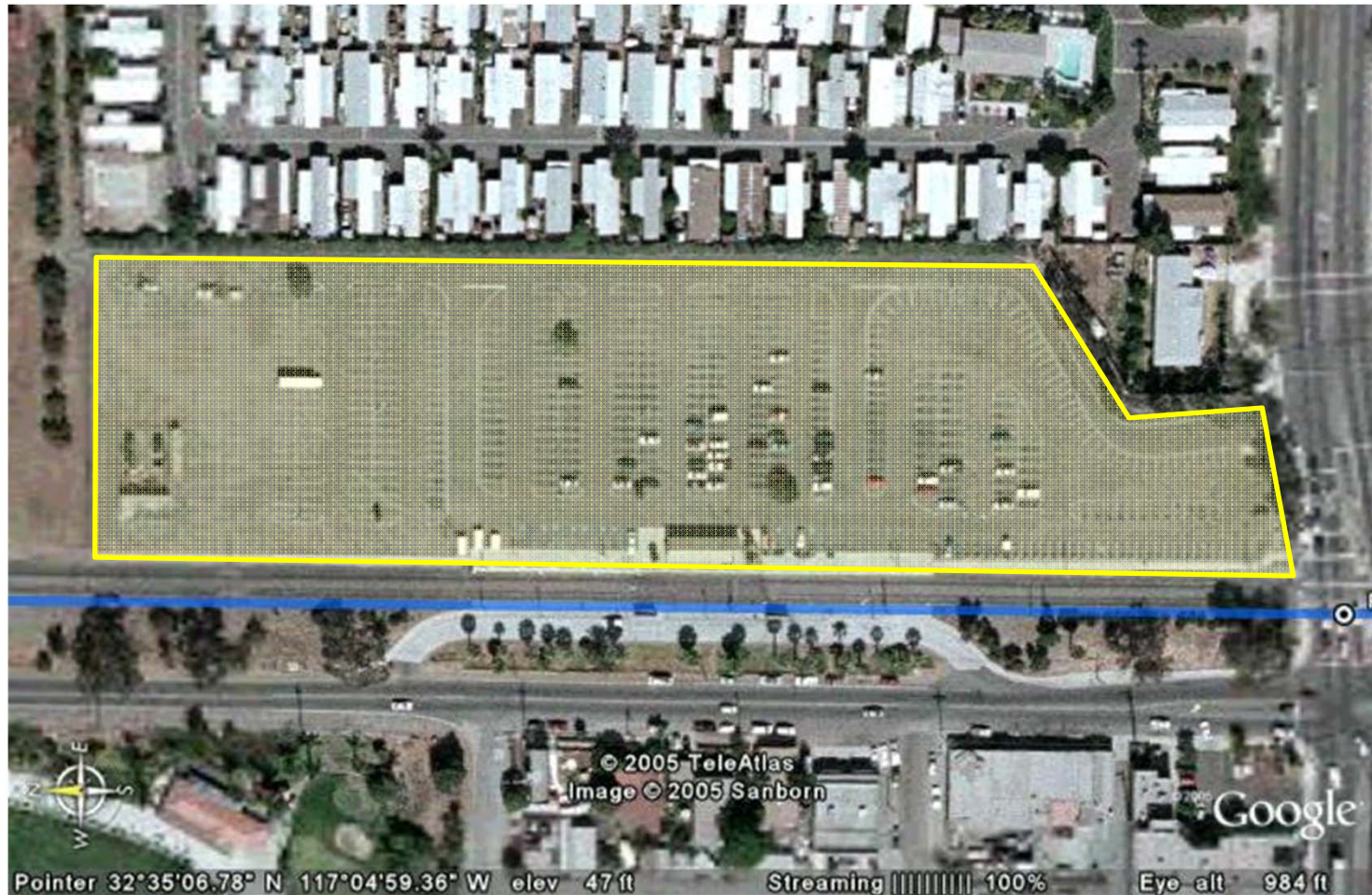
Since no other interest was received to develop the Palm Avenue Trolley Station, staff recommends moving forward negotiating with the development team on its proposal. With Executive Committee concurrence, staff would discuss the land-use issues with the City of San Diego, conduct a financial and development highest-and-best-use analysis, and bring the project back to the Executive Committee for further direction.

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

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

Attachments: A. Palm Avenue Trolley Station Parking Spaces
B. Development Proposal

Palm Avenue Station



Development Proposal Schematic





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DRAFT

Agenda

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BOARD OF DIRECTORS MEETING & FINANCE WORKSHOP

March 21, 2019

9:00 a.m.

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

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ACTION RECOMMENDED

1. Roll Call
2. Approval of Minutes – February 14, 2019 Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics
during the meeting

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



CONSENT ITEMS

6. Property Insurance Renewal Approve
Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2019, through March 31, 2020, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).
7. Blue Line Right of Way Fence Improvements – Award Work Order Under a Job Order Contract (JOC) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-52 to MTS Doc. No. PWL234.0-17 with ABC Construction Company, Inc. (ABC) for the replacement of a portion of the chain link fence along the Blue Line right-of-way.
8. Blue Line Traction Power Substations Installation – Contract Award Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL262.0-19 with Mid-Coast Transit Constructors (MCTC) for the installation of three (3) Traction Power Substations on the Blue Line.
9. Light Rail Vehicle (LRV) Braking Resistor Segments – Contract Award Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1481.0-19 with HI-TEC Enterprises, for LRV Braking Resistor Segments.
10. Fiscal Year 2018-2019 Low Carbon Transit Operations Program (LCTOP) Funding Approve
Action would adopt Resolution No. 19-2 in order to: (1) agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; (2) authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; (3) authorize the use of, and application for, \$6,248,084 in Fiscal Year 2018-2019 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities; (4) authorize the use of \$1,204,139 in Fiscal Year 2017-2018 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities; and (5) certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit Disadvantaged Communities (DAC) identified in Section 39711 of the Health and Safety Code.
11. RuBAN™ Software and Support Sole Source Contract Amendment Approve
Action would authorize the Chief Executive Officer (CEO) to: (1) Execute Amendment No.1 to MTS Doc. No. G2071.0-18 with Davra Networks (Davra), increasing the contract value of and extending the term of the RuBAN™

Software and Support agreement; and (2) Exercise all option years, at the CEO's discretion.

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| 12. | <u>San Diego Metropolitan Transit System (MTS) El Cajon Blvd. Retaining Wall Retrofit Construction Services – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL264.0-19 with Western Rim Constructors, Inc. for the El Cajon Blvd. retaining wall retrofit. | Approve |
| 13. | <u>Imperial Avenue Division (IAD) Zero Emission Bus (ZEB) Charger Project Phase I Construction – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB268.0-19 with Alvarez & Shaw, Inc. (a Disadvantage Business Enterprise (DBE)) for the IAD ZEB Charger Project Phase I Construction. | Approve |
| 14. | <u>Replacement of Existing Lighting Fixtures with New LED Lighting in the Lot at the Imperial Avenue Division (IAD) – Award Work Order Under a Job Order Contract (JOC)</u>
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7502-03 to MTS Doc. No. PWG238.0-17 with Select Electric, Inc. (Minority Owned Business Enterprise (MBE)) for the replacement of existing lighting fixtures with new LED lighting in the lot at IAD. | Approve |
| 15. | <u>Support for Account Based Fare Collection System Phase IV: Implementation Process – Contract Amendment</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1923.7-16, a Sole Source extension with CH2M, to provide support services for the Account Based Fare Collection System Implementation phase. | Approve |
| 16. | <u>Kearny Mesa Division Bus Wash Blowers Construction – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB267.0-19 with Ahrens Mechanical (Disabled Veteran Business Enterprise (DVBE)) for the Kearny Mesa Division (KMD) Bus Wash Blowers Construction Project. | Approve |
| 17. | <u>Purchase of Network Communication Equipment</u>
Action would authorize the Chief Executive Officer (CEO) to execute the Purchase Order with Advance Digital Solution International Inc. for the provision of network equipment for the Trolley network communications system. | Approve |
| 18. | <u>Replacement of Lighting Fixtures in the Trolley Pits at Building C – Award Work Order Under a Job Order Contract (JOC)</u>
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-51 to MTS Doc. No. PWL234.0-17, with ABC Construction Company, Inc. (ABC), for the replacement of lighting fixtures in the trolley pits at Building C. | Approve |
| 19. | <u>San Diego Metropolitan Transit System (MTS) Task Order Contract Approval for Rio Vista Station Retaining Wall and Station Repair Design Services</u>
Action would authorize the Chief Executive Officer (CEO) to execute Amendment 1 to Work Order WOA1949-AE-06 for MTS Doc. No. G1949.0-17 | Approve |

with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$123,992.84 to perform additional design-engineering services for the Rio Vista Station Retaining Wall and Station Repairs.

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| 20. | <u>Third Party Compass Card and Transit Pass Sales – Amended Agreement with Albertsons</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1598.6-13, with Albertsons for the provision of selling MTS and North County Transit District (NCTD) Compass Card passes at all Albertsons and select Vons groceries stores for two (2) additional years. | Approve |
| 21. | <u>Vendor Managed Inventory (VMI) Program for Transit Maintenance Spare Parts – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Document Number B0701.0-19 with The Aftermarket Parts Company, LLC for the supply of certain maintenance spare parts under a vendor managed inventory framework. | Approve |
| 22. | <u>Trolley Track Improvements – Change Orders 1-9</u>
Action would: (1) Ratify Construction Change Orders 1 through 5 with Veolia Transportation Maintenance & Infrastructure (VTMI) to MTS Doc. No. PWL243.0-17 totaling \$166,541.64, for Trolley Track Improvements on MTS's Orange Line and Green Line Light Rail Vehicle (LRV) service route(s); and (2) Authorize the Chief Executive Officer (CEO) to execute MTS Document No. PWL243.0-17 - Change Orders 6 through 9, with VTMI, for \$1,548,856.31. | Approve |

FINANCE WORKSHOP

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| 23. | <u>Fiscal Year 2019 Midyear Adjustment (Mike Thompson)</u> |
| 24. | <u>Fiscal Year 2020 Operating Budget Discussion (Mike Thompson)</u> |
| 25. | <u>Fiscal Year 2020 Capital Improvement Program (Mike Thompson)</u> |

CLOSED SESSION

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| 26. | a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION Pursuant to California Government Code Section 54956.9(d)(1) Miguel Lopez v. San Diego Trolley, Inc., Metropolitan Transit System et al. San Diego Superior Court Case No. 37-2018-00011347-CU-PA-CTL | Possible Action |
| | b. 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 (Representing SDTI Train Operators, Electromechanics, Servicepersons and Clerical Staff)
<u>Agency-Designated Representative:</u> Jeff Stumbo | Possible Action |

c. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Pursuant to California Government Code Section 54956.9(d)(4) (One potential case: Riverstone Capital, LLC)	Possible Action
d. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/ CONFERENCE WITH LABOR NEGOTIATORS – CHIEF EXECUTIVE OFFICER Pursuant to California Government Code Sections 54957 and 54957.6; <u>Agency-Designated Representative:</u> Georgette Gomez, Chairperson <u>Employee:</u> Paul C. Jablonski	Possible Action

NOTICED PUBLIC HEARINGS

27. None.

DISCUSSION ITEMS

30.

31.

32.

33.

34.

35.

REPORT ITEMS

45.	<u>Mobile Hub Application & Real Time Trolley Update (Rob Schupp)</u>	Informational
46.	<u>Fiscal Year 2019 Second Quarter Performance Monitoring Report (Denis Desmond)</u>	Informational
47.		
48.		
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: April 11, 2019
65. Adjournment



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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) Property Insurance Program, effective March 31, 2019, through March 31, 2020, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).

Budget Impact

The preliminary renewal premium would not exceed \$1,174,132 which represents a \$171,066 or 17% combined increase over last year's actual premium of \$1,003,066. The premium is anticipated to be charged against the budgets of MTS (\$17,821), SDTC (\$308,239), and SDTI (\$848,072). The premium will be split between fiscal years 2019 and 2020 as follows:

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/18 - 03/31/19			
Agency	FY 19	FY 20	Total Premium
MTS	\$4,455	\$13,366	\$17,821
SDTC	\$77,060	\$231,179	\$308,239
SDTI	\$212,017	\$636,055	\$848,072
TOTAL	\$293,532	\$880,600	\$1,174,132



DISCUSSION:

MTS's current property insurance policy will expire on March 31, 2019. This line of coverage insures against physical damage, vandalism and theft caused to the real and personal property of MTS, SDTC, and SDTI. The coverage is obtained through the California State Association of Counties – Excess Insurance Authority (CSAC-EIA) which is a joint purchase group of 52 California counties and 33 other California public entities. SDTC has been insured through this group since 1993. In November 1997, all MTS entities became insured with CSAC-EIA.

The CSAC-EIA Property Program is a complex layering of multiple insurance carriers, including both domestic and international insurers. Some of the CSAC-EIA members, including both the City and County of San Diego, have purchased earthquake insurance in the past. MTS and its entities have traditionally elected not to purchase this optional coverage.

Due to the size of its membership, the CSAC-EIA Program has tremendous premium purchasing power. Special form perils coverage provides risk protection on most perils (including terrorism), and causes of loss unless specifically excluded by the policy. Some of the perils excluded in MTS' program include earthquake, wear and tear, pollution, war risk, employee fraud, nuclear radiation, and loss to landscaping, money, or watercraft. These exclusions do not include every peril or property specifically excluded; however, they are examples of the types of losses that would not be covered.

The proposed renewal policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence. Under the proposed renewal, the following occurrence-based deductibles would apply: 1) \$25,000 for real estate & personal contents property; 2) \$100,000 for bus collisions; 3) \$250,000 for light rail vehicle collisions; 4) \$250,000 comprehensive coverage on the combined rolling stock (buses and light rail vehicles); and 5) \$1.5 million on roads, bridges, and tunnels. Loss valuation is generally calculated on a replacement cost basis.

The increase in this year's premium is based on the following factors: (1) MTS's total insured values increased by \$76,513,018 from \$1,166,907,552 in March 2018 to \$1,243,420,570 in March 2019. Some of this was trending of existing values based on Marshall Swift trend factors, and some of this was based on new acquisitions, including the approximate \$57M in new light rail vehicles. (2) The catastrophic hurricane and wildfire property losses that were suffered globally in both 2017 and 2018 have caused carriers to become more conservative in their underwriting practices. Many carriers have reduced their capacity (limits being offered). Other carriers are not renewing in certain high hazard areas. Some reinsurance syndicates have gone out of business while others have cut back on their underwriting and/or raised their rates. (3) CSAC-EIA's property program has been impacted by this overall market situation as well as by its own catastrophic and attritional losses in the past few years. (4) The final factor impacting this insurance renewal has to do with CSAC-EIA's long-term carrier, Lexington Insurance Company. For years CSAC-EIA has enjoyed a three year rolling agreement with Lexington on the primary layer of coverage (first \$25M per loss). The rolling agreement allowed for insurance rate stabilization. This year Lexington declined to renew the rolling agreement, so that capacity had to be replaced by additional carriers at

higher rates. Despite these sobering realities, MTS still saves premium dollars and is afforded lower deductibles by insuring its property through the CSAC-EIA membership than it would on a stand-alone basis.

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

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

Attachment: A. Preliminary Premium Allocations for MTS, SDTC, & SDTI

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2019 to March 31, 2020**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

DATE: February 25, 2019

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2019/2020 TOTAL ANNUAL PREMIUM: \$17,821
 2018/2019 TOTAL ANNUAL PREMIUM: \$14,372
 PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM: 23.99%
 2019/2020 TOTAL REPORTED INSURABLE VALUES*: \$56,603,850
 2018/2019 TOTAL REPORTED INSURABLE VALUES: \$54,376,483
 PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES: 4.10%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$56,183,092	0.0238	\$13,389
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$2,544
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$420,758	0.2166	\$911
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$ 0	0.0000	\$ 0
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0107	\$ 0
Total Annual Premium			\$16,845
Estimated Taxes and Fees			\$ 43
Estimated EIA Administration Fees			\$1,249
Estimated Pre-Paid Balance Adjustment			\$210
No Claims Bonus (2016/2017)			\$-525
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 18, 2019	TOTAL COLLECTIBLE PREMIUM		\$17,821

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2019 to March 31, 2020**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TRANSIT CORPORATION**DATE: February 25, 2019**

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2019/2020 TOTAL ANNUAL PREMIUM:	\$308,239
2018/2019 TOTAL ANNUAL PREMIUM:	\$309,992
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	-0.57%
2019/2020 TOTAL REPORTED INSURABLE VALUES*:	\$243,469,434
2018/2019 TOTAL REPORTED INSURABLE VALUES:	\$245,060,371
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	-0.65%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$84,355,828	0.0404	\$34,095
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$10,934
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$562,150	0.2166	\$1,217
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$158,551,456	0.1600	\$253,682
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0316	\$ 0
Total Annual Premium			\$299,929
Estimated Taxes and Fees			\$771
Estimated EIA Administration Fees			\$5,171
Estimated Pre-Paid Balance Adjustment			\$4,781
No Claims Bonus (2016/2017)			\$-2,411
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 18, 2019	TOTAL COLLECTIBLE PREMIUM		\$308,239

*****PRELIMINARY PREMIUM ALLOCATION*****

**CSAC EXCESS INSURANCE AUTHORITY
PROPERTY PROGRAM
POLICY TERM: March 31, 2019 to March 31, 2020**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TROLLEY, INC.**DATE: February 25, 2019**

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2019/2020 TOTAL ANNUAL PREMIUM:	\$848,072
2018/2019 TOTAL ANNUAL PREMIUM:	\$678,703
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	24.95%
2019/2020 TOTAL REPORTED INSURABLE VALUES*:	\$1,243,420,570
2018/2019 TOTAL REPORTED INSURABLE VALUES:	\$1,166,907,552
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	6.56%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$793,271,245	0.0204	\$161,666
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$55,839
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$1,453,613	0.2166	\$3,148
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$447,695,712	0.1367	\$612,192
C. Mobile Equipment (Non-highway licensed)	\$1,000,000	0.1500	\$1,500
D. Fine Arts (scheduled)	\$ 0	0.0102	\$ 0
Total Annual Premium			\$834,344
Estimated Taxes and Fees			\$2,144
Estimated EIA Administration Fees			\$12,513
Estimated Pre-Paid Balance Adjustment			\$10,549
No Claims Bonus (2016/2017)			\$-11,478
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 18, 2019	TOTAL COLLECTIBLE PREMIUM		\$848,072



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

BLUE LINE RIGHT OF WAY FENCE IMPROVEMENTS – AWARD WORK ORDER
UNDER A JOB ORDER CONTRACT (JOC)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-52 to MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC) for the replacement of a portion of the chain link fence along the Blue Line right-of-way.

Budget Impact

The total cost will not exceed \$293,978.92 inclusive of a direct cost of \$285,472.42 and the contractor share of administrative fees totaling \$2,883.56. Total administrative fees are \$8,506.50 (contractor share \$2,883.56 and MTS share \$5,622.94). Funding will be from the MTS Capital Improvement Project 2006107001 – Fence Improvements on Right of Way.

DISCUSSION:

MTS has chain link fence along the Blue Line right of way that is at the end of useful service life and needs to be removed and replaced.

This project generally consists of replacing all 10,720 linear feet of fence from Sigsbee Street to Smythe Crossing with new fence. This project will result in improved security along this segment of the Blue Line.



In September 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 general building and facility contracting services such as demolition, maintenance, and modification of existing buildings and facilities, with all required incidental professional and technical services required. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement. Three bids were received and the contract was awarded to ABC.

A work order will be issued to ABC for the removal and replacement of the fencing along the Blue Line. ABC will be providing all materials, labor, equipment, and disposal necessary for replacing the fencing. Work is expected to be complete by late fall 2019.

Pricing for this repair task order was reviewed and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC7503-52 to MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC for the replacement of a portion of the chain link fence along the Blue Line right of way.

/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. PWL234.0-17, Work Order MTSJOC7503-52

JOB ORDER CONTRACT
WORK ORDER

PWL234.0-17

CONTRACT NUMBER

MTSJOC7503-52

WORK ORDER 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, hereinafter referred to as "Contractor":

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

Form of Business: Corporation San Diego, CA 92113

(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat Project Manager
Name Title

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

Pursuant to the SANDAG JOC Contract Section 7-1.04A(3), 1% of the work order value has been deducted. MTS will pay both the Contractor (1%) and the MTS/Owner share of the Gordian Group license fee. The total cost for this work order will not exceed \$288,355.98 inclusive of a direct cost of \$285,472.42 and a 1% Gordian Group license fee of \$2,883.56.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$285,472.42

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>\$ 285,472.42</u>	<u>2006107001/599908</u>	<u>2019</u>

By: _____ Date _____
Chief Financial Officer



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Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

BLUE LINE TRACTION POWER SUBSTATIONS INSTALLATION – 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. PWL262.0-19 (in substantially the same format as Attachment A) with Mid-Coast Transit Constructors (MCTC) for the installation of three (3) Traction Power Substations on the Blue Line.

Budget Impact

The value of this agreement will not exceed \$3,128,993.00 and is funded under the MTS Capital Improvement Program (CIP) Project number 2008101301.

DISCUSSION:

There are currently ten (10) Traction Power Substations (Substation) located along the Blue Line that have been in service since the original Blue Line Trolley started more than 38 years ago. The substations have surpassed their life expectancy and require constant maintenance, which has become extremely costly due to the lack of replacement parts. The replacement parts have become either obsolete, hard to find, or very expensive to repair. Also, the substations' flooring is warping and deteriorating causing safety hazards for maintenance employees during maintenance calls. Staff has identified three (3) substations along the Blue Line most in need of replacement and is seeking Board approval to replace with new substations.

Currently, MTS has an existing substation procurement contract with Siemens, where MTS has exercised the Options to take delivery of an additional 17 substations (14 substations for Mid Coast and 3 for MTS Blue Line). MTS would like to use the three (3)



Blue Line substation contract options for replacing the three (3) existing substations on the Blue Line first.

On November 27 2018, staff issued an Invitation for Bids (IFB) for the installation of the three substations. One responsive bid was received by the due date of January 18, 2019.

Blue Line TPSS Installation	
COMPANY NAME	BID AMOUNT
<i>MCTC</i>	\$3,128,993.00
<i>ICE</i>	\$2,932,293.00

A single bid analysis was conducted in order to determine if there was an element of the solicitation or the specification that limited competition, and it was determined that the solicitation and specifications met all requirements for an open competition. In general, there is limited competition in the area for specialized substation construction which leads to low number of bid submissions. Based on the bid received, and in comparison with the independent cost estimate, MCTC's price of \$3,128,992.75 was determined to be fair and reasonable. MCTC has designated three (3) subcontractors for this project, two (2) of which are certified as a Disadvantaged Business Enterprise (DBE).

Subcontractor Name	Designation	Estimated Amount
HMS Construction	None	\$2,033,845.45
ACE Fence Company	DBE	\$62,579.86
Alvarez and Shaw	DBE	\$31,289.93

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL262.0-19 (in substantially the same format as Attachment A) with MCTC for the installation of three (3) Traction Power Substations on the Blue Line.

/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. PWL262.0-19

**STANDARD CONSTRUCTION AGREEMENT
FOR
CPC SUBSTATION REPLACEMENT**

PWL262.0-19 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, hereinafter referred to as "Contractor":

Name: Mid-Coast Transit Constructors

Address: 4690 Executive Drive

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

San Diego, CA 92121

Telephone: 858-218-0700

Email Address: emeisgerier@mctciv.com

Authorized person to sign contracts: Eric Meisgerier

Deputy Project Manager

Name

Title

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

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

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

CPC SUBSTATION REPLACEMENT

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

CONTRACT TIME. Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Base Work required by the Contract Documents within 180 calendar days from the commencement date stated in the Notice to Proceed. Add Alternate Work required by the Contract Documents completed within an additional 360 calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE. MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of three million one hundred twenty-eight thousand nine hundred ninety-three Dollars (\$ 3,128,993.00). Payment shall be made as set forth in the General Conditions.

LIQUIDATED DAMAGES. It is agreed that the Contractor will pay MTS the sum of **\$2,444.00** for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees

MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

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

Invitation for Bids (IFB)
Information and Instructions for Bidders
Contractor's Bid Forms
Bid Bond
Designation of Subcontractors
Designation of Other Third Party Contractors
Information Required of Bidders
Non-Collusion Declaration Form
Iran Contracting Act Certification
Public Works Contractor Registration Certification
Performance Bond
Payment (Labor and Materials) Bond
General Conditions
Special Provisions (or Special Conditions)
Federal Requirements (Federal Transit Administration)
Technical Specifications prepared by Gina Shaw ., dated 6-6-2018_
Standard Specifications (Excluding sections 1-9 in their entirety)
Addenda
Plans prepared by Gina Shaw, dated 6-6-2018
Change Orders as executed by MTS

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

This Contract shall supersede any prior agreement of the parties.

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____ Signature	
By: _____ Office of General Counsel		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$3,128,993.00	2008101301	FY20	
By: _____ Chief Financial Officer		Date _____	
(____ total pages, each bearing contract number)		SA-CONSTRUCTION (REV X-17)	



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Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

Draft for Executive Committee Review Date: 3/14/19

SUBJECT:

LIGHT RAIL VEHICLE (LRV) BRAKING RESISTOR SEGMENTS – CONTRACT
AWARD

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1481.0-19 (insubstantially the same format as Attachment A) with HI-TEC Enterprises, for LRV Braking Resistor Segments.

Budget Impact

The total budget for this project shall not exceed \$789,879.60 (\$731,370 plus \$58,509.60 CA sales tax) and is funded by the LRV budget account 350016-545100.

DISCUSSION:

MTS operates a fleet of LRVs which includes 52 SD100 vehicles. These vehicles are equipped with braking systems that rely principally on precisely modulated resistance to electrical energy flows in the propulsion systems. This resistance helps regulate train speed and is managed through resistor banks that are integrated in the propulsion system. The constant acceleration/deceleration of trains results in deformations to these resistor banks which must be remedied quickly to ensure trolleys operate safely and efficiently.

The resistor bank components are all manufactured by GINO for Siemens Industry and require periodic overhaul as part of MTS's preventive maintenance program to ensure continued safe, reliable service. MTS must procure additional resistor equipment for stock to facilitate these maintenance activities and minimize vehicle downtime.



On December 21, 2019, staff issued an Invitation for Bids (IFB). A single responsive and responsible bid was received from HI-TEC Enterprises by the due date of February 1, 2019.

In compliance with the Federal Transit Administration (FTA) requirements for single bids, staff conducted a post-bid survey of potential bidders that chose not to submit a bid. Staff received no responses to the survey and upon review of the specification determined that there were no restrictions to competition.

After conducting a cost analysis in relation to past purchases, and reviewing HI-TEC Enterprises' bid for responsiveness and responsibility, and comparing it to the ICE, it was determined that HI-TEC Enterprises provided a fair and reasonable price.

LRV BREAKING RESISTOR SEGMENTS		
Contract Term	HI-TEC	ICE
Year 1	\$ 231,450.00	\$ 248,664.36
Year 2	\$ 241,740.00	\$ 256,124.28
Year 3	\$ 258,180.00	\$ 263,807.94
Grand Total (Basis of Award)	\$ 731,370.00	\$ 768,596.58
*Tax not included in bid comparison		

Therefore, staff recommends that the Board of Directors authorize the CEO to execute MTS Doc. No. L1481.0-19, (in substantially the same format as Attachment A) with HI-TEC Enterprises for LRV Braking Resistor Segments.

/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. L1481.0-19
B. Cost Breakdown

STANDARD PROCUREMENT AGREEMENT

L1481.0-19
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, hereinafter referred to as "Contractor":

Name: HI-TEC Enterprises. Address: 1601 Ives Avenue, Suite J

Form of Business: _____ Oxnard, CA 93033

(Corporation, partnership, sole proprietor, etc.)

Telephone: 805-247-9007

Email Address: c.eising@hitecent.com

Authorized person to sign contracts: Clark Eising Vice President
Name Title

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

Light Rail Vehicle (LRV) Braking Resistor Segments 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), Hi-Tec Enterprises' Bid dated 2/1/98 (attached as Exhibit C), and Signed MTS Forms – Hi-Tec Enterprises (attached as Exhibit D).

The contract term is for three (3) years for the amount of \$789,879.60. The period shall be effective from April 1, 2019 through March 31, 2022. Payment terms shall be net 30 days from invoice date.

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
\$789,879.60	350016-545100	FY 19-23

By: _____ Date
Chief Financial Officer

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

MTS BID FORMS

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

MTS Doc. No. L1481.0-19Opening: Refer to Calendar of EventsFor: LIGHT RAIL VEHICLE (LRV) BREAKING RESISTOR SEGMENTS

YEAR 1					
Item #	Stock Code	OEM (Siemens) Part number	ITEM DESCRIPTION	Estimated Quantity	Extended Price
1	70195255	910-491-000-01	Resistor Band Segment R9, R11, R21 (Siemens)	6	60,870.00
2	70198173	910-491-000-02	Resistor Band Segment R4 (Siemens)	6	55,590.00
3	70198693	910-491-000-03	Resistor Band Segments R4/R3 (Siemens)	6	60,450.00
4	70195248	910-491-310-01	Resistor Band Segments R1 (Siemens)	6	54,540.00
				Subtotal	231,450.00
				Tax	18,516.00
				Freight Charges (If applicable)	— 0 —
				Total Year One	\$ 249,966.00

*The quantities described on the bid form are for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered/used may be more or less than what is anticipated on the bid form, and it is dictated by MTS' actual requirements and the available funding at the time each phase and/or option is initiated.

YEAR 2					
Item #	Stock Code	OEM (Siemens) Part number	ITEM DESCRIPTION	Estimated Quantity	Extended Price
1	70195255	910-491-000-01	Resistor Band Segment R9, R11, R21 (Siemens)	6	63,570.00
2	70198173	910-491-000-02	Resistor Band Segment R4 (Siemens)	6	58,050.00
3	70198693	910-491-000-03	Resistor Band Segments R4/R3 (Siemens)	6	63,150.00
4	70195248	910-491-310-01	Resistor Band Segments R1 (Siemens)	6	56,970.00
				Subtotal	241,740.00
				Tax	19,339.20
				Freight Charges (If applicable)	— 0 —
				Total Year Two	261,079.20

*The quantities described on the bid form are for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered/used may be more or less than what is anticipated on the bid form, and it is dictated by MTS' actual requirements and the available funding at the time each phase and/or option is initiated.

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

BID FORMS - CONTINUEDMTS Doc. No. L1481.0-19Opening: Refer to Calendar of EventsFor: LIGHT RAIL VEHICLE (LRV) BREAKING RESISTOR SEGMENTS

YEAR 3					
Item #	Stock Code	OEM (Siemens) Part number	ITEM DESCRIPTION	Estimated Quantity	Extended Price
1	70195255	910-491-000-01	Resistor Band Segment R9, R11, R21 (Siemens)	6	67,890.00
2	70198173	910-491-000-02	Resistor Band Segment R4 (Siemens)	6	62,010.00
3	70198693	910-491-000-03	Resistor Band Segments R4/R3 (Siemens)	6	67,440.00
4	70195248	910-491-310-01	Resistor Band Segments R1 (Siemens)	6	60,840.00
				Subtotal	258,180.00
				Tax	20,654.40
				Freight Charges (If applicable)	— 0 —
				Total Year Three	278,834.40

*The quantities described on the bid form are for bidding purposes only. They represent what MTS anticipates as a requirement, but MTS does not guarantee this quantity. The actual quantity ordered/used may be more or less than what is anticipated on the bid form, and it is dictated by MTS' actual requirements and the available funding at the time each phase and/or option is initiated.

Contract Term	Totals
Year 1	\$ 249,966.00
Year 2	\$ 261,079.20
Year 3	\$ 278,834.40
Grand Total (Basis of Award)	\$ 789,879.60

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



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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

FISCAL YEAR 2018-2019 LOW CARBON TRANSIT OPERATIONS PROGRAM
(LCTOP) FUNDING

RECOMMENDATION:

That the Board of Directors adopt Resolution No. 19-2 in order to:

- 1) agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects;
- 2) authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation;
- 3) authorize the use of, and application for, \$6,248,084 in Fiscal Year 2018-2019 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities;
- 4) authorize the use of \$1,204,139 in Fiscal Year 2017-2018 LCTOP funding for capital projects which reduce greenhouse gas emissions and approve mobility with a priority on serving disadvantaged communities; and
- 5) certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit Disadvantaged Communities (DAC) identified in Section 39711 of the Health and Safety Code.

Budget Impact

Resolution No.19-2 would add \$7,452,223 to the existing Zero Emission Bus Pilot project (MTS CIP No. 10011055).



DISCUSSION:

The LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862 (SB 862). The LCTOP is a formula-based program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.

As a condition of the LCTOP, the San Diego Metropolitan Transit System (MTS) must agree to comply with specific terms and conditions outlined in the LCTOP Certification and Assurances Form. In addition, the Board of Directors must authorize the CEO, or their designated representative, to execute all required documents of the LCTOP and amendments thereto with the California Department of Transportation. Upon approval by the MTS Board of Directors, MTS will use the FY 2018-19 LCTOP allocation of \$6,248,084, and \$1,204,139 of the FY 2017-2018 allocation for the following purposes:

Project	2017-2018 LCTOP Amount	2018-2019 LCTOP Amount
Zero Emission Bus Pilot Program	\$1,204,139	\$6,248,084
Total LCTOP Allocation		\$7,452,223

The LCTOP requires that the Board Resolution state Disadvantaged Communities (DAC) requirements if the service area of the implementing agency includes any DACs as identified by the California Environmental Protection Agency (CalEPA). The MTS service area includes 37 DACs as identified by CalEPA. Hence, MTS is required to certify that at least 50% of the total LCTOP funds received will be spent on projects or services that benefit DACs identified in Section 39711 of the Health and Safety Code. MTS staff has conducted an analysis of the project areas and determined that both projects will provide direct and meaningful benefits to DACs in the MTS service area, indicating that one hundred percent of the allocated funds will provide benefits to DACs.

/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. 19-2

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 19-2

Resolution Authorizing the Execution of the Certifications and Assurances and Authorized Agent Forms for the 2018-2019 Low Carbon Transit Operations Program (LCTOP) For the Zero Emission Bus Pilot Program (\$6,248,084), and use of the Roll Forward of Funds from 2017-2018 for Zero Emission Bus Pilot (\$1,204,139)

WHEREAS, the San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the California Department of Transportation as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the San Diego Metropolitan Transit System (MTS) wishes to delegate authorization to execute these documents and any amendments thereto to the Paul Jablonski, Chief Executive Officer, and designated representatives.

WHEREAS, the San Diego Metropolitan Transit System (MTS) wishes to implement the Zero Emission Bus Pilot Program, and use the funds that were rolled forward \$1,204,139 in 2017-18 funds for the zero emission bus pilot.

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the San Diego Metropolitan Transit System Board of Directors that San Diego Metropolitan Transit System agrees to comply with all conditions and requirements set forth in the Certification and Assurances document, and applicable statutes, regulations, and guidelines for all Low Carbon Transit Operations (LCTOP) funded transit projects.

BE IT FURTHER RESOLVED by the San Diego Metropolitan Transit System Board of Directors that the Chief Executive Officer, or designated representative, be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED by the San Diego Metropolitan Transit System Board of Directors that the San Diego Metropolitan Transit System be authorized to apply for and use \$6,248,084 in FY 2018-2019 LCTOP funds, and \$1,204,139 in 2017-2018 LCTOP funds for the following projects:

- Zero Emission Bus Pilot Program - \$7,452,223

BE IT FURTHER RESOLVED by the San Diego Metropolitan Transit System Board of Directors that the San Diego Metropolitan Transit System agrees to spend at least 50% of all LCTOP funds received on projects or services that benefit SB535 Disadvantaged Communities.

PASSED AND ADOPTED, by the Board of Directors this 21st day of March 2019 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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Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

RuBAN™ SOFTWARE AND SUPPORT SOLE SOURCE CONTRACT AMENDMENT

RECOMMENDATION:

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

- 1) Execute Amendment No.1 to MTS Doc. No. G2071.0-18 (in substantially the same format as Attachment A) with Davra Networks (Davra), increasing the contract value of and extending the term of the RuBAN™ Software and Support agreement; and
- 2) Exercise all option years, at the CEO's discretion.

Budget Impact

The total estimated cost of this amendment will not exceed \$125,800. This amendment will be funded through the MTS Information Technology Operating Budget Account No. 661010-571250.

The table below summarizes budget for the proposed amendment:

Description	Amount
Additional Budget RuBAN™ Software and Support for Next Train Arrival (\$5,000 x 5 mos.)	\$25,000.00
4 Years RuBAN™ Software and Support for trolley real-time GTFS (\$2,100 x 48 mos.)	\$100,800.00
Total Amount	\$125,800.00



DISCUSSION:

Passenger information systems provide a key communication link between transit operations and the traveling public. In 2015 and as the result of a competitive procurement process, Davra's RuBAN™ platform was selected for the Next Train Arrival (NTA) pilot project. Since that initial pilot, MTS has expanded the RuBAN™ platform and completed a series of projects designed to improve the traveler's experience by providing up to date, real-time, relevant travel information.

In September 2016, MTS completed the implementation of the NTA project for all train lines and in November 2016, MTS began the implementation of the Public Address (PA) System and Light Rail Vehicle (LRV) Remote Diagnostics System projects which continued to leverage and expand upon the RuBAN™ platform. In December 2017, the MTS Board of Directors approved MTS Doc. No. G2071.0-18 with Davra through a Sole source contract, for RuBAN™ Software and Support for three base years and two - 1 year options, exercisable at MTS's sole discretion for a total of \$300,000.

In early 2018, while evaluating additional enhancements that could improve the usability of the transit system, it was identified that MTS did not have a real-time trolley General Transit Feed Specification (GTFS). GTFS "feeds" are important as they allow public transit agencies to publish their transit data and third-party developers' can then use that data to write transit applications. GTFS datasets are used in a variety of types of applications, including trip planners such as Google Maps and mobile applications such as OneBusAway. Davra were engaged to create a trolley real-time GTFS dataset for publication to Google, OneBusAway and any third party vendors who wished to utilize the dataset. Davra completed the GTFS project in December 2018.

Davra has developed and expanded the RuBAN™ platform to meet agency needs and is responsible for support of all aspects of this platform. This support includes software development, configuration, implementation, testing and support of the essential cross system integrations. In order to maintain the RuBAN™ platform in a state of good repair and continue to provide the real-time information which our transit riders have come to expect and rely upon, it is necessary that Davra continue to provide operational support of the RuBAN™ platform.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute G2071.1-18, (in substantially the same format as Attachment A) with Davra for the software and support of the RuBAN™ platform.

/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 MTS Doc. No. G2071.1-18

DRAFT

March 21, 2019

MTS Doc. No. G2071.1-18

Davra Networks.
Mr. Brian McGlynn
440 North Wolfe Rd
Sunnyvale, CA 94085

Subject: AMENDMENT NO. 1 TO MTS DOC. NO. G2071.0-18 DAVRA NETWORKS, RuBAN™
SOFTWARE AND SUPPORT SOLE SOURCE CONTRACT AMENDMENT

This shall serve as Amendment No. 1 to the MTS contract with Davra Networks for the RuBAN™ software and support as further described below.

SCOPE

This amendment shall add the ongoing software and support for trolley real-time GTFS to the RuBAN™ platform for four (4) years as detailed in Attachment A.

SCHEDULE

MTS is exercising the two (2) option years from December 1, 2020 through November 30, 2022.

PAYMENT

As a result of this Amendment the contract value will increase by \$125,800.00 from \$300,000.00 to \$425,800.00. The contract value shall not be exceeded without prior written approval from MTS.

Please sign and return the document marked "Original" to the Contracts Administrator 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

Brian McGlynn
Chief Operating Officer

Date: _____



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Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) EL CAJON BLVD.
RETAINING WALL RETROFIT CONSTRUCTION SERVICES - CONTRACT AWARD

RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL264.0-19 (in substantially the same format as Attachment A) with Western Rim Constructors, Inc. for the El Cajon Blvd. retaining wall retrofit.

Budget Impact

Funding for the project is included in MTS's Capital Improvement Project (CIP) 20060078 for the retrofit of the existing retaining wall east of Hill Street in El Cajon. The cost for the retrofitting the retaining wall is \$352,000.20.

DISCUSSION:

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



On October 29, 2018, MTS issued an Invitation for Bids (IFB) for the El Cajon Boulevard Retaining Wall Retrofit project. Six (6) responsive bids were received on December 13, 2018 from:

EI CAJON WALL	
COMPANY NAME	BID AMOUNT
** Western Rim	\$352,000.20
<i>Blue Pacific</i>	\$394,186.00
<i>Wright</i>	\$396,777.77
<i>Alvarez & Shaw</i>	\$397,097.00
<i>Hazard</i>	\$447,958.00
<i>FedVet</i>	\$618,784.00
ICE	\$368,800.00

**** Lowest Responsive, Responsible Bidder**

After a review for responsiveness and responsibility, staff determined that Western Rim Constructors presented MTS with the lowest responsive and responsible bid. Western Rim has designated one (1) subcontractor for this project, which is certified as a Woman Owned Business (WBE) and a Small Business (SB).

Subcontractor Name	Certification	Estimated Amount
Quality Rebar, Inc.	WBE, SB	\$20,206

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL264.0-19 (in substantially the same format as Attachment A) with Western Rim Constructors, Inc. for the El Cajon Blvd. retaining wall retrofit.

/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. PWL264.0-19

**STANDARD CONSTRUCTION AGREEMENT
FOR
EL CAJON BOULEVARD RETAINING WALL RETROFIT**

PWL264.0-19 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, hereinafter referred to as "Contractor":

Name: Western Rim Constructors Inc. Address: 621 Andreasen Dr. Ste. B

Form of Business: Corp. Escondido, CA 92029
(Corporation, Partnership, Sole Proprietor, etc.)

Telephone: 760-489-4328 Email Address: Rbyrom@westernrim.net

Authorized person to sign contracts: <u>Ray C Samuelson</u>	<u>President</u>
Name	Title

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

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

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

EL CAJON BOULEVARD RETAINING WALL RETROFIT

The work will consist in general of performing removal and replacement of asphalt pavement, and construction of concrete retaining walls along the MTS trolley Right-of-Way, within a private parking lot owned by Enterprise Car Rental, in El Cajon, CA. Proposed work includes removal and disposal of asphalt pavement; construction of cast-in-place concrete retaining walls (two types: 1. Cantilevered with foundation, 2. Dowel affixed wall on existing footing); structural backfill with drainage system; installation of asphalt pavement including subbase; pavement markings and wheel stops; and performing all other work necessary to complete the work and procuring all material, in accordance with the Contract Plans and Special Provisions.

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

CONTRACT TIME. Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within **120 calendar days** from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE. MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of three hundred fifty-two thousand dollars and twenty cents \$352,000.20. Payment shall be made as set forth in the General Conditions.

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

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

- Invitation for Bids (IFB)
- Information and Instructions for Bidders
- Contractor's Bid Forms
- Bid Bond
- Designation of Subcontractors
- Designation of Other Third Party Contractors
- Information Required of Bidders
- Non-Collusion Declaration Form
- Iran Contracting Act Certification
- Public Works Contractor Registration Certification
- Performance Bond
- Payment (Labor and Materials) Bond
- General Conditions
- Special Provisions (or Special Conditions)
- Federal Requirements (Federal Transit Administration)
- Technical Specifications prepared by RailPros, dated January 5, 2017
- Standard Specifications (Excluding sections 1-9 in their entirety)
- Addenda
- Plans prepared by RailPros, dated July 27, 2016
- Change Orders as executed by MTS

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

This Contract shall supersede any prior agreement of the parties.

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____ Signature	
By: _____ Office of General Counsel		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$352,000.20	20060078	FY20	
By: _____ Chief Financial Officer		Date _____	
(____ total pages, each bearing contract number)		SA-CONSTRUCTION (REV X-18)	



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

IMPERIAL AVENUE DIVISION (IAD) ZERO EMISSION BUS (ZEB) CHARGER
PROJECT PHASE I CONSTRUCTION – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB268.0-19 (in substantially the same format as Attachment A) with Alvarez & Shaw, Inc. (a Disadvantaged Business Enterprise (DBE)) for the IAD ZEB Charger Project Phase I Construction.

Budget Impact

The value of this agreement will not exceed \$361,678.00 and is funded under the San Diego Transit Corporation (SDTC) Capital Improvement Program account 1001105501.

DISCUSSION:

In continued efforts to reduce carbon emissions in San Diego, the MTS Board of Directors unanimously approved the implementation of a ZEB pilot program. Part of the pilot program includes the purchase of six (6) 40-foot electric buses from New Flyer and options to purchase nine depot chargers. The total cost is estimated to be \$6 million and the buses are expected to arrive in July 2019.

The ZEBs will be utilized on existing routes throughout San Diego. The pilot program will allow MTS to analyze vehicle performance, challenges and capabilities. Staff will also analyze characteristics such as route profiles, passenger loads, operator performance, and battery capacity. In order to run the buses, depot chargers need to be installed to recharge the buses overnight.



The IAD ZEB Charger Project Phase I consists of the installation of six (6) charging stations at the IAD facility with related new electrical service, an SDG&E meter, transformer, switchgear, related underground conduit and conductors.

On December 26, 2018 staff issued an Invitation for Bids (IFB). Four (4) responsive bids were received by the due date of February 5, 2019. Of the four (4) bidders, one bidder (Alvarez & Shaw) is certified as a DBE, while another bidder (Morrow Meadows) is certified as a Woman Owned Business (WBE).

ZEB PHASE I	
COMPANY NAME	BID AMOUNT
** Alvarez & Shaw (DBE)	\$361,678.00
<i>Morrow Meadows (WBE)</i>	<i>\$380,511.99</i>
<i>CTE</i>	<i>\$670,858.00</i>
<i>PAR electrical</i>	<i>\$620,412.45</i>
ICE	\$370,378.00

**** Lowest Responsive, Responsible Bidder**

Based on the bids received, and in comparison with the independent cost estimate, Alvarez & Shaw's price of \$361,678.00 was determined to be fair and reasonable. Alvarez & Shaw has designated one (1) subcontractor for this project.

Subcontractor Name	Designation	Estimated Amount
Ensley Electric	Small Business (SB)	\$210,000

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWB268.0-19 (in substantially the same format as Attachment A) with Alvarez & Shaw, Inc. for the IAD ZEB Charger Project Phase I Construction.

/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. PWB268.0-19

PWB268.0-19 CONTRACT NUMBER

**STANDARD CONSTRUCTION AGREEMENT
FOR
IMPERIAL AVENUE DIVISION ZEB CHARGER PROJECT PHASE I**

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: <u>Alvarez & Shaw Inc.</u>	Address: <u>13080 Hwy 8 Business</u>
Form of Business: _____ (Corporation, Partnership, Sole Proprietor, etc.)	<u>El Cajon, CA 92021</u>
Telephone: _____	Email Address: <u>rclaudio@alvarez&shaw.com</u>
Authorized person to sign contracts: <u>Chase Alvarez</u>	<u>CEO</u>
Name	Title

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

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

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

IMPERIAL AVENUE DIVISION ZEB CHARGER PROJECT PHASE I

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

CONTRACT TIME. Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within 90 calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE. MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of Three hundred sixty-one thousand six hundred seventy-eight Dollars (\$ 361,678.00). Payment shall be made as set forth in the General Conditions.

LIQUIDATED DAMAGES. It is agreed that the Contractor will pay MTS the sum of \$1,000.00 for each and every calendar day of delay beyond the time prescribed in the Contract Documents for finishing the Work, as Liquidated Damages and not as a penalty or forfeiture. In the event this is not paid, the Contractor agrees

MTS may deduct that amount from any money due or that may become due the Contractor under the Contract. This Section does not exclude recovery of other damages specified in the Contract Documents.

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

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

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

This Contract shall supersede any prior agreement of the parties.

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____ Signature	
By: _____ Office of General Counsel		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$361,678.00	1001105501	FY19	
By: _____ Chief Financial Officer		Date _____	
(____ total pages, each bearing contract number)		SA-CONSTRUCTION (REV X-17)	



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

Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

REPLACEMENT OF EXISTING LIGHTING FIXTURES WITH NEW LED LIGHTING IN
THE LOT AT THE IMPERIAL AVENUE DIVISION (IAD) - AWARD WORK ORDER
UNDER A JOB ORDER CONTRACT (JOC)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7502-03 to MTS Doc. No. PWG238.0-17 (in substantially the same format as Attachment A) with Select Electric, Inc. (Minority Owned Business Enterprise (MBE)) for the replacement of existing lighting fixtures with new LED lighting in the lot at IAD.

Budget Impact

The total cost will not exceed \$106,753.35 inclusive of a direct cost of \$103,664.37 and the contractor share of administrative fees totaling \$1,047.11. Total administrative fees are \$3,088.98 (contractor share \$1,047.11 and MTS share \$2,041.87). Funding will be from the SDTC IAD Lot Lighting Replacement Fiscal Year (FY) 2020 Capital Improvement Project (contingent upon approval by the Board).

DISCUSSION:

The IAD is a twenty-four hour facility that currently has pole mounted site lighting throughout. The existing fixtures and associated wiring are past their useful life. Consequently, the lighting often fails, which in turn requires frequent replacement of the equipment. For safety reasons it is imperative that the site have full lighting capability for night time operations.

The IAD Lot Lighting Replacement project generally consists of replacing all existing pole mounted lights and all wall mounted external lights at the Richard A. Murphy (RAM)



Maintenance Building and service lanes with LED based equivalent lights and all associated wiring from the fixture to its junction box connection. The project will reduce maintenance costs associated with the repeated repair of the existing lighting, and enhance the visibility of in the site.

In September 2016, the San Diego Association of Governments (SANDAG) and MTS issued a joint solicitation for the provision of on-call JOC general electrical, traffic signal and communications construction services. This includes general electrical contracting services such as communications, traffic lights, traffic signalization, synchronization systems, and related civil construction improvements work with all required incidental professional and technical services required. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement. Four bids were received and the contract was awarded to Select Electric, Inc.

A work order will be issued to Select Electric, Inc. (MBE) for the replacement of existing lighting fixtures with new LED lighting in the lot at IAD. Select Electric, Inc. will be providing all materials, labor, equipment, and disposal necessary for replacing the lighting. Work is expected to be complete by the end of April 2019.

Pricing for this repair task order was reviewed and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC7502-03 to MTS Doc. No. PWG238.0-17 (in substantially the same format as Attachment A) with Select Electric, Inc. for the replacement of existing lighting fixtures with new LED lighting in the lot at IAD.

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

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

Attachment: A. MTS Doc. No. PWG238.0-17, Work Order MTSJOC7502-03

JOB ORDER CONTRACT
WORK ORDER

PWG238.0-17
CONTRACT NUMBER

MTSJOC7502-03
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2019, in the State of California by and between San Diego Metropolitan Transit System, a California public agency, and the following contractor, hereinafter referred to as "Contractor":

Name: Select Electric. Inc. Address: 2790 Business Park Drive
Vista, CA 92081
 Form of Business: Corporation
 (Corporation, partnership, sole proprietor, etc.)
 Telephone: 619-460-6060
 Authorized person to sign contracts: Jeremy Coriale President
 Name Title

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG238.0-17), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

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

The total cost for this work order will not exceed \$104,711.48 inclusive of a direct cost of \$103,664.37 and a 1% Gordian Group license fee of \$1,047.11.

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$103,664.37

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
\$103,664.37	TBD	2019

By: _____ Date _____
 Chief Financial Officer



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

Draft for Executive Committee Review Date: 3/14/19

SUBJECT:

SUPPORT FOR ACCOUNT BASED FARE COLLECTION SYSTEM PHASE IV:
IMPLEMENTATION PROCESS – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1923.7-16, a Sole Source extension (in substantially the same format as Attachment A) with CH2M, to provide support services for the Account Based Fare Collection System Implementation phase.

Budget Impact

The total value of this amendment shall not exceed \$1,285,880.00, which will be funded under the Capital Improvement Program Number 1009004902, based on services rendered in support for the Account Based Fare Collection System Phase IV – Implementation Process. This amendment brings the contract total to \$1,826,158.70.

DISCUSSION:

MTS, the San Diego Association of Governments (SANDAG), and the North County Transit District (NCTD) transitioned from paper fare products to the Compass Card electronic fare collection system in 2009. MTS assumed the responsibility of the Compass Card management from SANDAG in 2014. MTS staff immediately began to review the current system status and began the process for modernization and replacement of system components originally procured in 2002.

A fare collection project working group was established to spearhead the creation of a set of preliminary requirements for the future electronic fare collection system. CH2M was awarded a contract after a competitive solicitation in July 2016 to assist staff with consulting services.



In 2016 a Whitepaper detailing the results of the working group's efforts was presented to the MTS Board of Directors at its December 8, 2016 meeting. The overall Board consensus was that staff could move forward with the next phase of analysis to further refine requirements for the fare collection system upgrade into a detailed Concept of Operations (ConOps).

In January 2017, the MTS Board of Directors awarded a sole source contract extension for \$252,596.00 to CH2M to create the ConOps since this project built on the extensive work from the 2016 Whitepaper project.

In November 2017, the Board of Directors awarded a sole source contract extension for \$249,088.00 to CH2M to assist in the Request for Qualifications (RFQ) and the Request for Proposals (RFP) procurement processes.

Today's proposed action would authorize MTS staff to retain CH2M to assist in the implementation phase of the recently awarded Account Based Fare Payment System. In the interest of economy, efficiency, and project knowledge, MTS wishes to continue its engagement with CH2M as a logical follow-on to work already in progress.

Considering that CH2M has gained extensive knowledge of MTS's existing fare structure and system, it is not expected that a separate competitive procurement will be of benefit to the agency. A new solicitation could yield a different consultant that would result in duplication of costs, time and effort needed by the successor to become familiar with MTS's needs and the concepts behind the project.

In addition, CH2M has worked on several fare system procurement efforts for other transit agencies such as Tri-County Metro Transportation District (TriMet), Honolulu Authority For Rapid Transportation (HART), New York City Transit and Seattle Sound Transit, and has demonstrated successful completion of these types of services.

The project schedule and task-specific costs are estimates based on similar types of projects but it is anticipated that as staff and the consultant make progress, there may be some adjustments. The costs are based on staff's best estimates of the level of effort required to successfully complete the project. In the event staff identifies additional issues, systems or concepts that should be considered in the implementation process, then the contract funding may need to be adjusted, either through the CEO's authority or by subsequent Board action.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G1923.7-16 (in substantially the same format as Attachment A) with CH2M to continue consulting services in the Support for Fare Collection System Phase IV – Implementation Process.

/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. G1923.7-16
B. CH2M Proposal

March 21, 2019

MTS Doc. No. G1923.7-16

CH2M Hill, Inc.
Hany Haroun
402 West Broadway, Suite 1450
San Diego, CA 92101

Subject: AMENDMENT NO. 7 TO MTS DOC. NO. G1923.0-16; SUPPORT FOR ACCOUNT BASED
FARE COLLECTION SYSTEM PHASE IV – IMPLEMENTATION PROCESS

This shall serve as Amendment No. 7 to our agreement for the Support for Fare Collection System as further described below.

SCOPE OF SERVICES

Consultant shall be responsible for performing all services as specified in Exhibit A, Scope of Work Support for Fare Collection System Phase IV – Implementation Process.

SCHEDULE

As a result of this Amendment the contract term is extended from June 30, 2019 to December 31, 2021 to allow for the completion of the implementation phase.

PAYMENT

As a result of this Amendment, the contract value is increased by \$1,285,880.00 from \$540,278.70 to \$1,826,158.70. The contract value shall not be exceeded without prior written approval from MTS.

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

Hany Haroun
Business Vice President

Date: _____

CL- G1923.7-16.CH2M.DSINGLETON.032119

cc: I. Maldonado, Contract File

Attachment: Exhibit A – CH2M Proposal



CH2M
402 W. Broadway Ste. 1450
San Diego, CA 92101
O (619) 687-0110
F (619) 687-0111
www.ch2m.com

San Diego Metropolitan Transit System
Attn: Diana Singleton
1255 Imperial Ave., Suite 1000
San Diego, CA 92101

February 14, 2019

Subject: Fare Collection System Implementation Support

Dear Ms. Singleton,

CH2M HILL, Inc. (CH2M) is pleased to submit our proposal to provide technical consultant services for the San Diego Metropolitan Transit System (MTS) next-generation fare collection system. In working with MTS throughout the last two years, CH2M is appreciative of the new opportunity to provide the agency with the necessary technical support as the project moves into the implementation phase.

Our existing working relationship with MTS, combined with our leading national expertise in fare system design and implementation, provides CH2M with the necessary capabilities, skills, and experience to provide the requested technical support.

As the leading provider of next-generation transit fare payment consulting services in the United States, CH2M has had extensive experience in developing written specifications for next-generation fare systems with diverse architectures. A summary of our project qualifications, related experience, and project team follow this letter.

This proposal shall remain valid for 120 days from February 14, 2019. I am authorized to contractually bind the firm upon completion of successful negotiations. If you have any questions about our proposal or would like additional information, please reach out to me or to Project Manager Alan Cheng.

Hany Haroun, Vice President
402 W. Broadway, Suite 1450
San Diego, CA 92101
phone: (619)272-7261
e-mail: Hany.Haroun@ch2m.com

Alan Cheng, Project Manager
1000 Wilshire Blvd, Suite 2100
Los Angeles, CA 90017
phone: (213) 228-8277
e-mail: Alan.Cheng@ch2m.com

CH2M attests that all information submitted with the proposal is true and correct. Thank you for the opportunity to conduct this important assignment on behalf of MTS.

Sincerely,
CH2M HILL, Inc.

Hany Haroun
Business Vice President

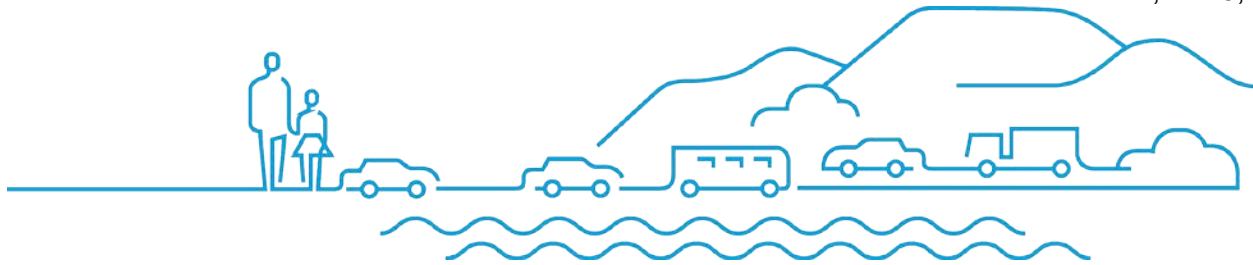


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Project Team

The CH2M team has extensive national experience designing and implementing next generation fare collection systems. This experience covers all scope of work areas needed for this project, and our value added for this assignment is augmented by best practices we have gained through delivering projects for clients nationwide. The following key personnel will be directly involved in providing consulting services for this effort, and have worked together extensively on previous assignments. Our proposed Project Manager is Alan Cheng, who has extensive experience on every next-generation project CH2M is supporting. He has served as project manager for similar efforts and will be supported by a fare technology team with expertise covering the range of skillsets that will be needed to see the MTS' next generation system to launch. Brief overviews of our key staff follow. Resumes of all proposed personnel are provided in the Appendix.

Alan Cheng, Project Manager

Alan Cheng is proposed as our Project Manager for this assignment. He will remain as a single point of contact with MTS, manage all technical work activities throughout the project duration, coordinate work across team members, provide both technical guidance and quality control for every deliverable, and communicate findings and recommendations with MTS.

Mr. Cheng has 10 years of fare collection experience, including his existing role as the CH2M project manager for the MTS fare collection project, Phoenix Valley Metro, and Orange County OCTA mobile ticketing project. This experience, coupled with Mr. Cheng's extensive national experience on major fare collection projects make him uniquely qualified to manage the next phase of fare collection in San Diego. Mr. Cheng previously served as CH2M project manager for the Los Angeles Metro TAP smartcard system, one of the largest regional smartcard fare systems in the country. He also served as deputy project manager in Honolulu to assess next generation technologies, fare policy alternatives, and partner integrations to design and procure a new fare collection system. In Portland, he is part of the technical team implementing an electronic open payment and mobile ticketing system. Mr. Cheng also serves as the CH2M project manager on the OCTA mobile ticketing project, which successfully designed, specified, and implemented a mobile ticketing pilot program. He was also a technical consultant for New York City Transit and Chicago CTA to design and implement replacements for the largest fare collection systems in the country. These new systems introduced additional payment media to customers including contactless smartcards, open payment credit cards, mobile payments, and support for regional interoperability.



Kelly Hines, Senior Professional

Ms. Hines has twenty years of transit industry and consulting experience, as both a consultant and a transit agency employee, in the areas of fare policy and systems, public transit finance, transportation performance assessment, and strategic planning. As a consultant during the first half of her career, she served as project manager or technical lead on a variety of assignments for transit agencies across the country including an equity analysis of transit service provision for the Utah Transit Authority; development of an indirect cost allocation model for Santa Clara Valley Transportation Authority; development of a long-range strategic plan for the Champaign-Urbana Mass Transit District; and, development of a cost and revenue allocation model for St. Louis Metro. More recently, Ms. Hines was instrumental in the implementation of the TAP fare collection system for Los Angeles Metro, creating the regional clearing and settlement process for all TAP operators; architecting the regional fare table structure to accommodate more than twenty regional operators; and, overseeing the migration of numerous fare policies and special pass programs to the TAP smart card system.

22

Years in transit industry, including fare collection system management

Brian Ross, Associate Professional

Mr. Ross has proven successes managing projects for two of the largest transportation agencies in the country, and has supported the design, development, and implementation of TriMet, C-TRAN and Portland Streetcar's Hop Fastpass, a new state-of-the-art account-based fare payment system. He's also been an integral part of the next-gen ORCA project in the Puget Sound and on the HOLO card implementation in Honolulu. Mr. Ross has a strong interest in transportation operations and technology with a focus on the end-user. Mr. Ross' greatest professional accomplishments are grounded in finding creative solutions to complex public problems, and he thrives on working with interdisciplinary project teams, including on-the-ground staff and all levels of management.

7

Years in transit industry, including fare collection system management

Ivan Atanassov, Staff Professional

Ivan Atanassov, a Fare Consultant with CH2M, has a range of experience in transportation engineering, system planning, and consulting. Mr. Atanassov served the role of fare consultant for MTS throughout development of the Concept of Operations that detailed the technical needs of the next-generation regional fare system. Mr. Atanassov is also currently serving as a technical consultant for the procurement of ticket vending devices at the Southern California Regional Rail Authority (Metrolink). This role involved drafting the technical aspects of the Request for Proposals, preparing capital cost estimates, and responding to clarification requests from proposers.

5

years as transportation engineer and consultant

Project Approach

With the system procurement process completed, efforts now turn to the design, testing, and implementation of the new fare collection system. CH2M will work closely with MTS to perform the required set of tasks, each of which is covered in the following sections. The tasks are renumbered below starting with Task 1 but were previously sub-tasks within the Optional Task 5 (Implementation Oversight and Technical Support) from our prior proposal dated October 10, 2017 or have been added to provide further clarification of support to be provided during this implementation phase.

Task 1. Develop Retail Network Specification and Procurement Support

Sales channel and distribution systems are the core of any fare system. As described in the Concept of Operations, MTS has chosen to pursue a retail gift card model for the primary public distribution of smartcards and reload of accounts. This approach entails the out-sourcing of retail network design and management.

CH2M will hold up to two workshops with MTS staff and selected stakeholders to discuss and collect technical requirements to be included in the scope of work. Such requirements included, but are not limited to:

- Retail location preferences (e.g., grocery stores, pharmacies, convenience stores)
- Desired hours of operation
- Preference to keep existing locations
- Coverage requirements including Title VI compliance
- Minimum/maximum locations
- Sales requirements/restrictions (minimum loads, cards without value, etc.)
- Reporting requirements
- Financial settlement
- Performance Indicators.

Based on these workshops, CH2M will develop a Statement of Work (SOW) and associated price forms for inclusion in an MTS procurement. The SOW will include the scope of services to be provided by the contractor and contract conditions, technical specifications, and evaluation criteria that will govern the contractor selection process.

Once the RFP (or other procurement approach) is released, CH2M will support the procurement process through award to the selected vendor. CH2M will review all project documents such as bid proposals. Summaries of project documents, including comments/analyses, will be provided to MTS staff for review. In this way, CH2M will help MTS evaluate vendor packages, as well as provide MTS with recommendations on fare system solutions that reduce costs, reduce risk, and other criteria. Additionally, CH2M will support vendor interactions by providing written responses and clarifications to vendor questions, as well as associated addendums to the RFP. Throughout the RFP process, CH2M will participate in pre-bid meetings, demonstrations, contract negotiations, and other meetings as deemed necessary to the RFP process. As part of contract finalization, CH2M will support the development of final terms and conditions, including the specifications (e.g. hardware, operations and maintenance) that define them.

Support for vendor network implementation from system design to integration with the fare collection system vendor to system launch is covered in Tasks 2 and 3.

Task 1 Deliverables

- Hold up to two (2) workshops for the development of functional technical specifications
- Provide Functional Technical Specification for use in the RFP
- Review, summarize, and analyze all project documents (e.g. RFP bid proposals)
- Address vendor questions/clarifications, and support the issuing of addendums to the RFP
- Support MTS in evaluating vendor proposals
- Participate in meetings (e.g. pre-bid, demonstrations, contract negotiations)

Task 1 Assumptions

- MTS will provide detailed fare sales information necessary for development of the retail specification and pricing forms
- MTS will provide Title VI requirements to be included in the technical specification, and will be responsible for evaluation of vendor proposals relative to such requirements

Task 2. Design Review Support and Technical Oversight

CH2M will oversee and support the complete system design and approval process from the initial Conceptual Design Review (CDR), through Preliminary Design Review (PDR), and completion of Final Design Review (FDR). We will establish a clearly documented procedure to review each design package against contractual requirements to determine compliance and verify project quality. T

During periodic meetings, the selected vendor(s) will provide status, including progress to date against schedule and budget as well as open or anticipated issues and status in addition to design submissions. The vendor will be contractually required to provide documentation ahead of time for review. CH2M will participate in these meetings and monitor attendance by the appropriate stakeholders, as well as document MTS action items for resolution.

CH2M will review each submittal and work with MTS to provide recommendations on approval or disapproval. We will maintain a list of open items and history on each submittal through resolution of all open items. A design review milestone will not be considered complete until all related issues are resolved and closed. We will also provide comments and oversight of all vendor QA/QC policies, processes, and procedures.

Task 2 Deliverables

- Oversee system design and approval process from CDR through FDR
- Participation in all scheduled coordination, progress, and design review meetings

Task 2 Assumptions

- Participation in weekly and monthly Coordination/Progress meetings shall be via conference call
- On-site participation in design review meetings (CDR, PDR, FDR)

Task 3. System Testing and Installation Support

A well-defined testing and acceptance program is critical to mitigating the risks associated with implementation of complex technology projects. First articles of new field equipment must be tested at the factory level, individual elements must be validated to function in isolation, and fully integrated systems must demonstrate their comprehensive functionality in both lab and production environments. CH2M will work with staff and the selected vendor to develop and oversee a comprehensive testing process to verify compliance and functionality in the San Diego environment, or raise issues that need to be addressed before the system is deployed in the field. The project team will review and approve detailed testing plans, pass/fail criteria, and procedures for completeness, efficiency, and contractual compliance. The complete testing and inspection program should consist of:

- Design qualification and first article testing
- Lab testing of stand-alone components and the fully integrated system in a controlled environment
- Field testing in the production environment
- System acceptance testing

All aspects of each system to be procured, enhanced, and/or integrated will be monitored throughout testing, pilot, and acceptance phases in order to provide stakeholders with the confidence needed to proceed with public launch.

Additionally, CH2M will support the installation of FCS equipment by:

- Reviewing, summarizing, and commenting on all vendor planning and design documents for deployment and commissioning of FCS equipment
- Ensure vendor has a sufficiently detailed plan for all aspects of the installation effort (i.e.: permits and authorizations, site specific plans, installation and configuration manuals, safety plans and manuals, schedule, etc.) that leverages existing resources and limits disruptions to current operations
- Contractor shall conduct on-site observation, review and comment on initial or first round of vendor installation and commissioning of FCS equipment, including network testing and device installation acceptance testing together with MTS staff.
- Review and comment on post-installation sign-off activities and as-built drawings to verify all work has been completed in conformance with contractual obligations of FCS vendor.
- Contractor shall review post-installation test results, including failed tests, corrective actions, and any necessary follow up activities.

Task 3 Deliverables

- Work with agency staff and vendor to develop and oversee a system testing process
- Participate on-site in first article, system integration, field, and acceptance testing
- Participate on-site in initial installation activities for bus and rail modes

Task 3 Assumptions

- One CH2M team member will support on-site testing for one week in vendor's Virginia location
- One CH2M team member will support on-site testing for one week in vendor's Germany location
- Installation oversight of remaining vehicles and rail stations after initial installations (i.e., first week for both bus and rail) will be performed by MTS staff

Task 4. Operational Readiness Support

The CH2M team will prepare a Deployment Plan documenting viable alternatives for transitioning the legacy system to the new system. These alternatives will build upon the revised ConOps document and technical specification. Where possible, the Deployment Plan will remain flexible, with the goal of confirming the program requirements for a smooth transition and identifying the range of strategies that meet transition needs. The Deployment Plan will identify alternatives and offer preliminary qualitative analysis for transitioning from operations of the current system to operations of the new system considering the relative advantages, disadvantages, costs, risks, duration, schedule, and agency and customer impacts of each alternative.

CH2M will assist in developing a set of SOPs to support a wide range of operational functions. In developing the SOPs, we will work with MTS and the fare system vendor to define agency roles and responsibilities, and develop detailed, step-by-step graphical guides for performance of each function. We will conduct onsite interviews with agency staff to understand current policies and procedures, and define new policies as needed. System documentation, developed by the fare system vendor, will be used as the basis for describing fare system operations, with information distilled into a user-friendly format, using flow charts and other graphical tools for easy consumption by MTS staff. The following is the preliminary set of ten (10) SOPs to be developed:

- Financial Accounting and Reconciliation
- Retail Network Vendor Management and Oversight
- Institutional Program Management
- Fare Media Management
- General Reporting
- Fare System Operations
- Fare System Maintenance
- Fare Inspection
- In-Person Customer Service
- Call Center Operations

The list of SOPs and contents will be refined throughout performance of this task, including update as-needed based on real-life experience during pilot through the initial quarter following system launch.

Task 4 Deliverables

- System Deployment Plan
- Up to ten (10) SOPs for critical fare collection-related tasks/functions

Task 4 Assumptions

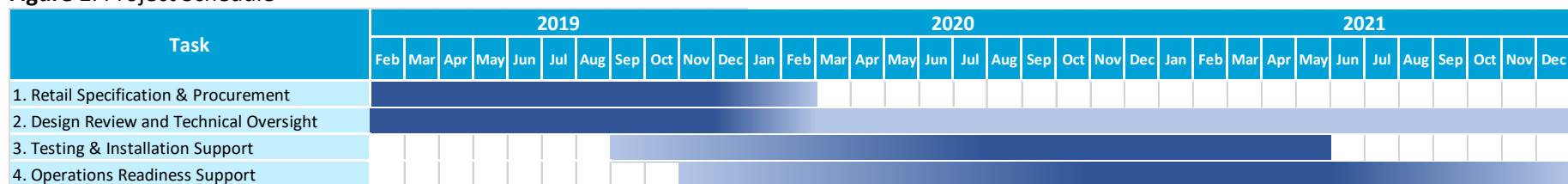
- MTS staff will assist in the identification of roles/responsibilities across departments
- MTS staff will make available existing SOPs and/or policy documents related to the performance of fare collection-related functions

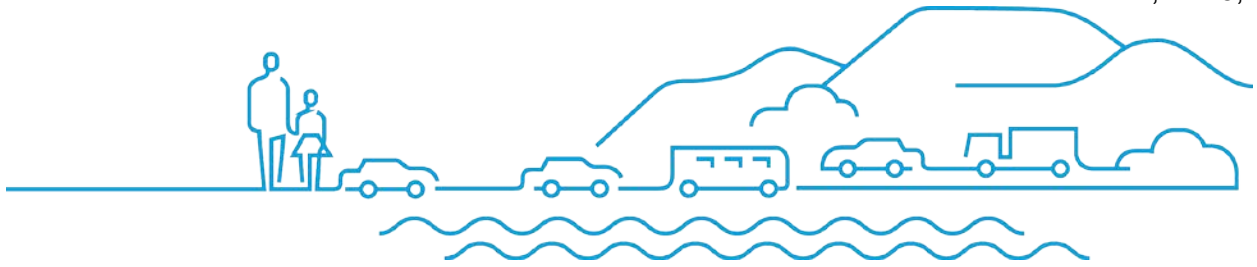


Estimated Timeline

CH2M's project approach and cost estimate is based upon the following schedule which is aligned to the selected vendor's proposed implementation schedule for system launch in Spring 2021.

Figure 1. Project Schedule





Cost Proposal

Our cost proposal on the San Diego Metropolitan Transit System Cost Proposal Form is included in this section.



Estimated Timeline

CH2M's project approach and cost estimate is based upon the following schedule which is aligned to the selected vendor's proposed implementation schedule for system launch in Spring 2021.

Figure 1. Project Schedule

Task	2019												2020												2021											
	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
1. Retail Specification & Procurement																																				
2. Design Review and Technical Oversight																																				
3. Testing & Installation Support																																				
4. Operations Readiness Support																																				

CH2M PRICING PROPOSAL						
Contract No.: G1923.3-16					Page 1 of 5	
Consultant: CH2M HILL INC						
Services to be furnished:						
Fare Collection System Implementation Support						
DETAILED DESCRIPTION OF COST ELEMENTS						
1. LABOR (specify function/title)		ESTIMATED HOURS	LABOR RATE PER HOUR	ESTIMATED COST	TOTAL ESTIMATED COST	
Associate Professional	2019	238	103.50	\$ 24,633.00		
Staff Professional		70	104.43	\$ 7,310.10		
Project Manager		794	190.44	\$ 151,209.36		
Senior Advisor		26	207.15	\$ 5,385.90		
Senior Professional		776	201.60	\$ 156,441.60		
Senior Professional		84	188.53	\$ 15,836.52		
Staff Professional		62	83.79	\$ 5,194.98		
Associate Professional		40	174.50	\$ 6,980.00		
Associate Professional		34	159.35	\$ 5,417.90		
Senior Advisor		22	232.44	\$ 5,113.68		
Associate Professional		340	135.77	\$ 46,161.80		
Staff Professional		144	77.55	\$ 11,167.20		
Associate Professional		2020	228	106.60	\$ 24,304.80	
Staff Professional			186	107.56	\$ 20,006.16	
Project Manager	710		196.15	\$ 139,266.50		
Senior Advisor	28		213.37	\$ 5,974.36		
Senior Professional	780		207.64	\$ 161,959.20		
Senior Professional	96		194.19	\$ 18,642.24		
Staff Professional	86		86.30	\$ 7,421.80		
Associate Professional	76		179.73	\$ 13,659.48		
Associate Professional	54		164.13	\$ 8,863.02		
Senior Advisor	10		239.41	\$ 2,394.10		
Associate Professional	166		139.84	\$ 23,213.44		
Staff Professional	262		79.88	\$ 20,928.56		
Associate Professional	2021		174	109.80	\$ 19,105.20	
Staff Professional			104	110.79	\$ 11,522.16	
Project Manager		536	202.04	\$ 108,293.44		
Senior Advisor		26	219.77	\$ 5,714.02		
Senior Professional		604	213.87	\$ 129,177.48		
Senior Professional		60	200.02	\$ 12,001.20		
Staff Professional		52	88.89	\$ 4,622.28		
Associate Professional		44	185.15	\$ 8,146.60		
Associate Professional		32	169.05	\$ 5,409.60		
Senior Advisor		8	246.59	\$ 1,972.72		
Associate Professional		94	144.03	\$ 13,538.82		
Staff Professional		194	82.28	\$ 15,962.32		
		TOTAL LABOR:	7,240			\$ 1,222,952
2. SUBCONSULTANTS (attach "Form 60" for all proposed subconsultants)					\$ -	
TOTAL SUBCONSULTANTS:					\$ -	
3. OTHER DIRECT COSTS					\$ 62,928	
TOTAL NOT-TO-EXCEED COST OR FIXED PRICE:					\$ 1,285,880	

CH2M PRICING PROPOSAL				Page 2 of 5
Contract: G1923.3-16				
Date: February 14, 2019				
Task	Position	Hours	Rate	Total
1. Retail Specification & Procurement - 2019				
	Associate Professional	68	103.50	7,038
	Staff Professional	-	104.43	-
	Project Manager	136	190.44	25,900
	Senior Advisor	-	207.15	-
	Senior Professional	204	201.60	41,126
	Senior Professional	-	188.53	-
	Staff Professional	-	83.79	-
	Associate Professional	-	174.50	-
	Associate Professional	-	159.35	-
	Senior Advisor	-	232.44	-
	Associate Professional	272	135.77	36,929
	Staff Professional	-	77.55	-
Subtotal				\$ 110,994
1. Retail Specification & Procurement - 2020				
	Associate Professional	12	106.60	1,279
	Staff Professional	-	107.56	-
	Project Manager	24	196.15	4,708
	Senior Advisor	-	213.37	-
	Senior Professional	36	207.64	7,475
	Senior Professional	-	194.19	-
	Staff Professional	-	86.30	-
	Associate Professional	-	179.73	-
	Associate Professional	-	164.13	-
	Senior Advisor	-	239.41	-
	Associate Professional	48	139.84	6,712
	Staff Professional	-	79.88	-
Subtotal				\$ 20,174
1. Retail Specification & Procurement - 2021				
	Associate Professional	-	109.80	-
	Staff Professional	-	110.79	-
	Project Manager	-	202.04	-
	Senior Advisor	-	219.77	-
	Senior Professional	-	213.87	-
	Senior Professional	-	200.02	-
	Staff Professional	-	88.89	-
	Associate Professional	-	185.15	-
	Associate Professional	-	169.05	-
	Senior Advisor	-	246.59	-
	Associate Professional	-	144.03	-
	Staff Professional	-	82.28	-
Subtotal				\$ -
LABOR SUBTOTAL (Page):				\$ 131,168

CH2M PRICING PROPOSAL				Page 3 of 5
Contract: G1923.3-16				
Date: February 14, 2019				
Task	Position	Hours	Rate	Total
2. Design & Technical Oversight - 2019				
	Associate Professional	132	103.50	13,662
	Staff Professional	22	104.43	2,297
	Project Manager	550	190.44	104,742
	Senior Advisor	22	207.15	4,557
	Senior Professional	440	201.60	88,704
	Senior Professional	66	188.53	12,443
	Staff Professional	44	83.79	3,687
	Associate Professional	22	174.50	3,839
	Associate Professional	22	159.35	3,506
	Senior Advisor	22	232.44	5,114
	Associate Professional	44	135.77	5,974
	Staff Professional	88	77.55	6,824
Subtotal				\$ 255,349
2. Design & Technical Oversight - 2020				
	Associate Professional	60	106.60	6,396
	Staff Professional	10	107.56	1,076
	Project Manager	250	196.15	49,038
	Senior Advisor	10	213.37	2,134
	Senior Professional	200	207.64	41,528
	Senior Professional	30	194.19	5,826
	Staff Professional	20	86.30	1,726
	Associate Professional	10	179.73	1,797
	Associate Professional	10	164.13	1,641
	Senior Advisor	10	239.41	2,394
	Associate Professional	20	139.84	2,797
	Staff Professional	40	79.88	3,195
Subtotal				\$ 119,547
2. Design & Technical Oversight - 2021				
	Associate Professional	48	109.80	5,270
	Staff Professional	8	110.79	886
	Project Manager	200	202.04	40,408
	Senior Advisor	8	219.77	1,758
	Senior Professional	160	213.87	34,219
	Senior Professional	24	200.02	4,800
	Staff Professional	16	88.89	1,422
	Associate Professional	8	185.15	1,481
	Associate Professional	8	169.05	1,352
	Senior Advisor	8	246.59	1,973
	Associate Professional	16	144.03	2,304
	Staff Professional	32	82.28	2,633
Subtotal				\$ 98,509
LABOR SUBTOTAL (Page):				\$ 473,405

CH2M PRICING PROPOSAL				Page 4 of 5
Contract: G1923.3-16				
Date: February 14, 2019				
Task	Position	Hours	Rate	Total
3. Testing & Installation Support - 2019				
	Associate Professional	18	103.50	1,863
	Staff Professional	48	104.43	5,013
	Project Manager	60	190.44	11,426
	Senior Advisor	-	207.15	-
	Senior Professional	60	201.60	12,096
	Senior Professional	18	188.53	3,394
	Staff Professional	18	83.79	1,508
	Associate Professional	18	174.50	3,141
	Associate Professional	12	159.35	1,912
	Senior Advisor	-	232.44	-
	Associate Professional	12	135.77	1,629
	Staff Professional	36	77.55	2,792
Subtotal				\$ 44,774
3. Testing & Installation Support - 2020				
	Associate Professional	66	106.60	7,036
	Staff Professional	176	107.56	18,931
	Project Manager	220	196.15	43,153
	Senior Advisor	-	213.37	-
	Senior Professional	220	207.64	45,681
	Senior Professional	66	194.19	12,817
	Staff Professional	66	86.30	5,696
	Associate Professional	66	179.73	11,862
	Associate Professional	44	164.13	7,222
	Senior Advisor	-	239.41	-
	Associate Professional	44	139.84	6,153
	Staff Professional	132	79.88	10,544
Subtotal				\$ 169,093
3. Testing & Installation Report - 2021				
	Associate Professional	36	109.80	3,953
	Staff Professional	96	110.79	10,636
	Project Manager	120	202.04	24,245
	Senior Advisor	-	219.77	-
	Senior Professional	120	213.87	25,664
	Senior Professional	36	200.02	7,201
	Staff Professional	36	88.89	3,200
	Associate Professional	36	185.15	6,665
	Associate Professional	24	169.05	4,057
	Senior Advisor	-	246.59	-
	Associate Professional	24	144.03	3,457
	Staff Professional	72	82.28	5,924
Subtotal				\$ 95,002
LABOR SUBTOTAL (Page):				\$ 308,869

CH2M PRICING PROPOSAL				Page 5 of 5
Contract: G1923.3-16				
Date: February 14, 2019				
Task	Position	Hours	Rate	Total
4. Operational Readiness - 2019				
	Associate Professional	20	103.50	2,070
	Staff Professional	-	104.43	-
	Project Manager	48	190.44	9,141
	Senior Advisor	4	207.15	829
	Senior Professional	72	201.60	14,515
	Senior Professional	-	188.53	-
	Staff Professional	-	83.79	-
	Associate Professional	-	174.50	-
	Associate Professional	-	159.35	-
	Senior Advisor	-	232.44	-
	Associate Professional	12	135.77	1,629
	Staff Professional	20	77.55	1,551
Subtotal				\$ 29,735
4. Operational Readiness - 2020				
	Associate Professional	90	106.60	9,594
	Staff Professional	-	107.56	-
	Project Manager	216	196.15	42,368
	Senior Advisor	18	213.37	3,841
	Senior Professional	324	207.64	67,275
	Senior Professional	-	194.19	-
	Staff Professional	-	86.30	-
	Associate Professional	-	179.73	-
	Associate Professional	-	164.13	-
	Senior Advisor	-	239.41	-
	Associate Professional	54	139.84	7,551
	Staff Professional	90	79.88	7,189
Subtotal				\$ 137,819
4. Operational Readiness - 2021				
	Associate Professional	90	109.80	9,882
	Staff Professional	-	110.79	-
	Project Manager	216	202.04	43,641
	Senior Advisor	18	219.77	3,956
	Senior Professional	324	213.87	69,294
	Senior Professional	-	200.02	-
	Staff Professional	-	88.89	-
	Associate Professional	-	185.15	-
	Associate Professional	-	169.05	-
	Senior Advisor	-	246.59	-
	Associate Professional	54	144.03	7,778
	Staff Professional	90	82.28	7,405
Subtotal				\$ 141,955
			LABOR SUBTOTAL (Page):	\$ 309,509
			ALL LABOR SUBTOTAL:	\$ 1,222,952
OTHER DIRECT COSTS				AMOUNT
Travel				62,928
			ODCs SUBTOTAL:	\$ 62,928
GRAND TOTAL				\$ 1,285,880



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

KEARNY MESA DIVISION BUS WASH BLOWERS CONSTRUCTION – CONTRACT
AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB267.0-19 (in substantially the same format as Attachment A) with Ahrens Mechanical (Disabled Veteran Business Enterprise (DVBE)) for the Kearny Mesa Division (KMD) Bus Wash Blowers Construction Project.

Budget Impact

The value of this agreement will not exceed \$170,070 and is funded under the San Diego Transit Corporation (SDTC) Capital Improvement Program account 3006102401.

DISCUSSION:

MTS recently received a violation from the City Storm Water Department for having non-storm water entering the storm drain system at the KMD. When buses exit the bus wash they track water onsite and the water then drains into the City storm water conveyance system. Although it is nearly impossible to prevent 100% of water from leaving the bus wash, adding blowers would blow water off the bus rails back into the bus wash mitigating the amount of water leaving the bus wash and lessens the chance for future violations and fines. The install of blowers also keeps more water in the bus wash recycling system, lowering water use and also aids in providing a more spot-free rinse.

The KMD Bus Wash Blowers Project consists of adding eight (8) blowers on a new arch with necessary power and tie-in with the existing control panel. The arch will be added at the end of the wash and designed so it can accommodate a future new wash system should one be installed.



On November 29, 2018 staff issued an Invitation for Bids (IFB). Three (3) responsive bids were received by the due date of January 29, 2019. Two of the bidders were certified as DVBE. One of the bidders was certified as a Disadvantaged Business Enterprise (DBE).

KMD BUS WASH BLOWERS	
COMPANY NAME	BID AMOUNT
** Ahrens (DVBE)	\$170,070
<i>Fedvet (DVBE)</i>	<i>\$174,948</i>
<i>AB Hashmi (DBE)</i>	<i>\$193,011</i>
ICE	\$174,355

Based on the bids received, and in comparison with the independent cost estimate, Ahrens Mechanical's price of \$170,070 was determined to be fair and reasonable. Ahrens Mechanical designated two (2) subcontractors, one (1) of which is certified as a Small Business (SB).

Subcontractor Name	Designation	Estimated Amount
N.S. Corporation	None	\$65,595.00
Koch General Engineering	SB	\$13,820.00

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWB267.0-19 (in substantially the same format as Attachment A) with Ahrens Mechanical for the KMD Bus Wash Blowers Construction Project.

/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. PWB267.0-19

**STANDARD CONSTRUCTION AGREEMENT
FOR
KEARNY MESA DIVISION BUS WASH BLOWERS**

PWB267.0-19 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, hereinafter referred to as "Contractor":

Name: <u>Ahrens Mechanical</u>	Address: <u>5959 Mission Gorge Rd. Ste. 204</u>
Form of Business: <u>S - CORP</u> (Corporation, Partnership, Sole Proprietor, etc.)	<u>San Diego, CA 92120</u>
Telephone: <u>619-487-9036</u>	Email Address: <u>estimating@ahrensmech.com</u>
Authorized person to sign contracts: <u>Gregory S. Ahrens</u>	<u>President</u>
Name	Title

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

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

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

KEARNY MESA DIVISION BUS WASH BLOWERS

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

CONTRACT TIME. Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Work required by the Contract Documents within 60 Calendar days from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE. MTS shall pay to the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of One Hundred Seventy Thousand and seventy Dollars (\$170,070.00). Payment shall be made as set forth in the General Conditions.

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

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

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

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

This Contract shall supersede any prior agreement of the parties.

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

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

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM		CONTRACTOR AUTHORIZATION	
By: _____ Chief Executive Officer		Firm: _____	
Approved as to form:		By: _____ Signature	
By: _____ Office of General Counsel		Title: _____	
AMOUNT ENCUMBERED	BUDGET ITEM	FISCAL YEAR	
\$170,070.00	3006102401	FY19	
By: _____ Chief Financial Officer		Date _____	
(____ total pages, each bearing contract number)		SA-CONSTRUCTION (REV X-18)	



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

PURCHASE OF NETWORK COMMUNICATION EQUIPMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute the Purchase Order with Advance Digital Solution International Inc. for the provision of network equipment for the Trolley network communications system.

Budget Impact

The total value of this agreement will not exceed \$173,089.60 (Inclusive of CA 7.75% Sales Tax). The project will be funded through Capital Improvement Project (CIP) 1007106201-571250.

DISCUSSION:

MTS has 80+ physical routers, switches, and 300+ access points throughout the MTS network. These network devices are MTS's core communication components for all different systems and applications such as the fare system, trolley monitoring devices, video servers, Voice over Internet Protocol (VoIP) and user day-to-day data. The average life of a typical network device is five (5) years. Devices that exceed 5 years in the field have proven to be more costly and availability of parts diminish. In order to maintain continuity and optimum uptime it is important to cycle out older network devices as they reach five years.

This project will create a life-cycle of five years to replace network devices prior to failure and maintain optimum performance and uptime.



MTS issued an Invitation for Bid (IFB), and on December 7, 2019, MTS received four (4) bids. The IFB lowest bid came in 175 percent higher than the estimated budget, and staff determined that this was an unreasonable price.

MTS, as a public agency, has the ability to utilize the Federal General Service Administration (GSA) contract schedules to purchase IT services and supplies. The GSA solicits and awards contracts for multiple services at a rate that is significantly lower than national average. The network equipment and materials is one of such items available on the GSA schedule. MTS staff obtained pricing from GSA contractors and received the lowest bid that meets our budget requirement. The bid was 33 percent below the cost estimate. The low bid was received from Advance Digital Solution International Inc. through the GSA contract reference no: GS-35F-0032Y.

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

Description	Cost
Network Equipment	\$ 160,640.00
Tax 7.75%	\$ 12,449.60
Grand Total:	\$ 173,089.60

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute the Purchase Order with Advance Digital Solution International Inc. for the provision of network equipment for the Trolley network communications system.

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

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



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

REPLACEMENT OF LIGHTING FIXTURES IN THE TROLLEY PITS AT BUILDING C –
AWARD WORK ORDER UNDER A JOB ORDER CONTRACT (JOC)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC7503-51 to MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC Construction Company, Inc. (ABC) for the replacement of lighting fixtures in the trolley pits at Building C.

Budget Impact

The total cost will not exceed \$219,912.76 inclusive of a direct cost of \$213,549.42 and the contractor share of administrative fees totaling \$2,157.06. Total administrative fees are \$6,363.34 (contractor share \$2,157.06 and MTS share \$4,206.28). Funding will be from the Fiscal Year (FY) 2019 San Diego Trolley Incorporated (SDTI) Emergency Flood Recovery Cost Center Number 999016.

DISCUSSION:

Due to heavy rain in late December 2018, the Building C maintenance pits were flooded, resulting in irreparable damage to the lighting fixtures, and other equipment at this location.

This project consists of removing all 178 existing lighting fixtures in the maintenance pits and replacing them with new LED lighting fixtures. This project will result in functional work areas, and improved illumination for trolley maintenance staff.



In September 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 general building and facility contracting services such as demolition, maintenance, and modification of existing buildings and facilities, with all required incidental professional and technical services required. JOC is a procurement method under which public agencies may accomplish frequently encountered repairs, maintenance, and construction projects through a single, competitively procured long-term agreement. Three bids were received and the contract was awarded to ABC.

A work order will be issued to ABC for the replacement of lighting fixtures in the trolley pits at Building C. ABC, along with subcontractor Baker Electric, will be providing the materials, labor, equipment, and disposal necessary for replacing the lighting fixtures. Work is expected to be complete by early summer 2019.

Pricing for this repair task order was reviewed and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC7503-51 to MTS Doc. No. PWL234.0-17 (in substantially the same format as Attachment A) with ABC Construction Company, Inc. for the replacement of lighting fixtures in the trolley pits at Building C.

/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. PWL234.0-17, Work Order MTSJOC7503-51

JOB ORDER CONTRACT
WORK ORDER

PWL234.0-17

CONTRACT NUMBER

MTSJOC7503-51

WORK ORDER 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, hereinafter referred to as "Contractor":

Name: ABC Construction Company, Inc.

Address: 3120 National Avenue

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

San Diego, CA 92113

Telephone: (619) 239-3428

Authorized person to sign contracts: Wayne Czubernat Project Manager
Name Title

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

Pursuant to the SANDAG JOC Contract Section 7-1.04A(3), 1% of the work order value has been deducted. MTS will pay both the Contractor (1%) and the MTS/Owner share of the Gordian Group license fee. The total cost for this work order will not exceed \$215,706.48 inclusive of a direct cost of \$213,549.42 and a 1% Gordian Group license fee of \$2,157.06

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$213,549.42

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
\$ 213,549.42	999016/571142	2019

By: _____
Chief Financial Officer Date



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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) TASK ORDER CONTRACT
APPROVAL FOR RIO VISTA STATION RETAINING WALL AND STATION REPAIR
DESIGN SERVICES

RECOMMENDATION:

That the MTS Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment 1 to Work Order WOA1949-AE-06 for MTS Doc. No. G1949.0-17 (in substantially the same format as Attachment A) with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$123,992.84 to perform additional design-engineering services for the Rio Vista Station Retaining Wall and Station Repairs.

Budget Impact

The value of the Amendment will not exceed \$123,992.84, bringing the new contract total to \$243,897.18 and is allocated under fiscal year (FY) 2020 Capital Improvement Program Number 2005003902.

DISCUSSION:

The Original Mission Valley West LRT Extension was completed in 1999, including the construction of Rio Vista Station. The station was constructed on mechanically stabilized earth (MSE) and cast-in-place (CIP) retaining walls built on a slope. The MSE and CIP walls that support the station have since settled slightly in varying degrees and need reinforcement.

The initial work order issued to Jacobs in the amount of \$119,904.34 was approved by the MTS Board in April 2018. Under this initial work order, Jacobs has completed the preliminary design and recommended installation of wall supports and platform improvements. This amendment will advance the preliminary design to 100% plans and provide detailed specifications for soliciting construction services. The final design is expected to be completed by October 2019.



On January 12, 2016, San Diego Association of Governments (SANDAG) and MTS issued a joint Request for Statement of Qualifications (RFSQ) for On-Call Architectural and Engineering (A&E) Design Consulting services. The RFSQ resulted in the approval of 8 firms qualified to perform A&E services. Tasks are assigned to the firms through a work order process. MTS selects the most qualified firm based on the scope of work to be performed.

Jacobs Engineering was deemed the most qualified for this scope of work.

For this amendment, Jacobs will utilize the following subcontractor to perform additional geotechnical work required for the project, for the estimated amount:

Subcontractor Name	Designation	Estimated Amount
SCST, Inc.	DBE	\$5,467.20

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment 1 to Work Order WOA1949-AE-06 for MTS Doc. No. G1949.0-17 (in substantially the same format as Attachment A) with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$123,992.84 to perform additional design-engineering services for the Rio Vista Station Retaining Wall and Station Repairs .

/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 Work Order WOA1949-AE-06.01, MTS Doc. No. G1949.0-17

March 21, 2019

MTS Doc. No. G1949.0-17
Work Order No. WOA1949-AE-06.01

Jacobs Engineering Group, Inc.
Lewis P. Cornell, Vice President
725 West Town & Country Road, Suite 300
Orange CA, 92868

Dear Mr. Cornell:

Subject: MTS DOC. NO. G1949.0-17, AMENDMENT NO. 1 TO WORK ORDER WOA1949-AE-06,
GENERAL ENGINEERING DESIGN SERVICES FOR RIO VISTA STATION RETAINING
WALL & STATION REPAIRS PROJECT

This letter shall serve as Amendment No. 1 to our agreement for Work Order WOA1949-AE-06 to MTS Doc. No. G1949.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

This Work order provides for design services to MTS for Rio Vista Station Retaining Wall and Station Repairs. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A and B)

SCHEDULE

This Work Order will not change the original schedule. The Scope of Services, as described above, shall remain in effect through completion of construction from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of \$123,992.84.

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,

Accepted:

Paul C. Jablonski
Chief Executive Officer

Lewis Cornell
Jacobs Engineering Group, Inc.

Date: _____

Attachments: Attachment A, Scope of Services
Attachment B, Negotiated Fee Proposal



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Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

THIRD PARTY COMPASS CARD AND TRANSIT PASS SALES – AMENDED
AGREEMENT WITH ALBERTSONS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G1598.6-13, (in substantially the same format as Attachment A) with Albertsons for the provision of selling MTS and North County Transit District (NCTD) Compass Card passes at all Albertsons and select Vons grocery stores for two (2) additional years.

Budget Impact

The aggregate expense will increase by \$361,200, from the previous contract total of \$819,000 to \$1,180,200. This project will be funded through the Compass Card Regional Budget (530010-571140).

DISCUSSION:

MTS and NCTD utilize grocery stores and other businesses as its primary third-party outlet for monthly pass sales. Albertsons and select Vons grocery stores have been selling Compass Card products since February 2014. Currently, there are a total of 43 Albertsons and Vons outlets throughout the region serving both the MTS and NCTD service territories. Sales volume has ranged from about \$7.1 million to \$10.5 million per year. This represents about 10% of all MTS fare revenue. The current contract between MTS and Albertsons expires on December 31, 2019.

MTS provides Albertsons with Compass Cards and hardware proprietary to Cubic in order to load and reload cards. Serving MTS and NCTD customers requires Albertsons



personnel considerable time to sell and reload passes and to verify proof of eligibility for discounted passes. These outlets are critical to meet our system's distribution needs. In return for these services, Albertsons receives a stipend of \$325 per store per month, resulting in a total payment of \$167,000 per year.

Additionally, MTS and NCTD are in the process of replacing its entire fare collection system by the end of calendar year 2021. To ensure there is no disruption in the delivery of current fare products to MTS and NCTD customers, MTS entered into negotiations with Albertsons to extend the contract for two years to coincide with the implementation of the new fare system. The contract extension avoids a procurement of a new Compass Card Fare Media provider, which would force riders to new distribution outlets for a very short time.

Under the new proposal, Albertsons would be provided an annual amount equal to \$180,600, or \$350 per store per month. To further enhance the partnership between Albertsons, MTS and NCTD, Albertsons has been offered various advertising assets such as bus shelters, bus benches and vehicles on which Albertsons ads can be placed. These will be provided on an "as available" basis and Albertsons will pay for all productions costs.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G1598.6-13, (in substantially the same format as Attachment A) with Albertsons for the provision of selling MTS and NCTD Compass Card passes at all Albertsons and select Vons groceries stores for two (2) additional 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. G1598.6-13
B. Albertsons / Vons Bonus Ads & Promotions

March 21, 2019

MTS Doc. No. G1598.6-13

Albertsons
Mr. Andy Barker, Senior Vice President of Operations
1421 South Manhattan Avenue
Fullerton, CA 92831

Subject: AMENDMENT NO. 6 TO MTS DOC. NO. G1598.6-13; COMPASS CARD OUTLET –
OPTION YEARS

This shall serve as Amendment No. 6 to our agreement for Compass Card sales as further described below.

SCOPE OF SERVICES

As a result of this amendment, the scope of service for this agreement will be expanded to include optional advertising and promotional opportunities to be utilized as requested (see Exhibit A).

SCHEDULE

Exercise the option to extend the agreement for two (2) years from January 1, 2020 through December 31, 2021.

PAYMENT

As a result of this amendment, the contract amount is increased by \$361,200 (\$350 monthly commission for 43 outlets for 24 months). The new contract total is amended from \$819,000 to \$1,180,200. Payments will be made quarterly.

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

Sincerely,

Agreed:

Paul C. Jablonski
Chief Executive Officer

Andy Barker
Senior Vice President of Operations

Date:

Date:

Cc: R. Schupp, J. Krieg, A. Monreal, Procurement File

EXHIBIT A

Albertsons/Vons Bonus Ads & Promotions

MTS has a number of advertising assets and promotional opportunities that can be dedicated to Albertson/Vons for general advertising. These assets can be activated annually as part of our on-going partnership. Due to agreements with third-party advertising firms, some ads must include some reference to MTS services or products in order to qualify for free placement as a partnership ad. These references can be secondary to the Albertsons/Vons message.

MTS to Provide to Albertsons/Vons:

1. **Waive run cost for fifteen (15) bus shelter kiosk advertisements for a 12-week run**

Estimated value: \$27,000

- a. Albertsons/Vons pays for production of bus shelters at \$75/poster
- b. Art and primary messages can be determined solely by Vons/Albertsons, but must include a secondary MTS-related message to qualify as a partnership ad for placement
- c. Shelter locations subject to availability



2. **Waive run cost for up to 40 digital shelter kiosk advertisements for 12 consecutive or non-consecutive weeks** (digital ads can be divided into 2-week or 4-week runs, etc., creative switched out more frequently).

Estimated value: \$54,000)

- a. Albertsons/Vons to create art
- b. Art and primary messages can be determined solely by Vons/Albertsons, but must include a secondary MTS-related message to qualify as a partnership ad for placement

c. Digital shelter locations subject to availability

3. Waive advertising cost for twenty (20) bus benches for a 12-week run

Estimated value: \$15,000

- a. Albertsons/Vons pays for production of bench panels at \$80/panel
- b. Art and primary messages can be determined solely by Vons/Albertsons, but must include a secondary MTS-related message to qualify as a partnership ad for placement
- c. Bench location subject to availability



4. Waive advertising cost for one (1) Trolley wrap for 3 months

Estimated value \$36,000

- a. Albertsons/Vons pays for production and installation of trolley wrap
- b. Art to be approved by MTS must include a secondary MTS-related message to qualify as a partnership ad for placement
- c. Timeframe subject to availability
- d. Estimated production cost \$10,000



5. Waive advertising cost for ten (10) bus back wraps 3 months

Estimated value \$22,500

- a. Albertsons/Vons pays for production and installation of bus back at \$325/wrap
- b. Art to be approved by MTS
- c. Art and primary messages can be determined solely by Vons/Albertsons, but must include a secondary MTS-related message to qualify as a partnership ad for placement
- d. Timeframe subject to availability



6. Waive advertising cost for two (2) full bus side wraps 3 months

Estimated value \$15,000)

- a. Albertsons/Vons pays for production and installation of trolley wrap at \$1,250/wrap
- b. Art to be approved by MTS and Clear Channel Outdoor
- c. Art and primary messages can be determined solely by Vons/Albertsons, but must include a secondary MTS-related message to qualify as a partnership ad for placement
- d. Timeframe subject to availability



7. **Full-page color print ad in the San Diego Reader** (estimated value \$5,100)
- a. Albertsons/Vons to design art (option to include coupon)
 - b. Art and primary messages can be determined solely by Vons/Albertsons, but must include a secondary MTS-related message to qualify as a partnership ad for placement



8. **MTS Marketing Ads** (estimated value \$5,000)
- a. **Rapid Pylons** - Ad space at downtown Rapid pylons for two weeks
 - b. **MTS Rider Insider** - Inclusion in one (1) MTS Rider Insider e-newsletter
 - c. **Social Media** - Inclusion in a minimum of five (5) social media posts, including paid advertisements on Facebook Twitter and/or Instagram
 - d. **MTS Text Alerts** - Advertise ten (10) times using MTS text Alerts (60 character message/16,688 unique daily users)

9. **Promotional Opportunities** (below are a few ideas that we can explore and develop together if any or all concepts are of interest):
- a. **Coupons** – Provide special coupons to Compass Card holders to encourage them to shop in-store. Add exclusive specials of the week to MTS website (on Compass Card store locations page).
 - b. **Data Collection** – Ask Compass Card customers to sign up for a rewards card or e-newsletter and gather data for MTS (name/age/email address).
 - c. **Employee Appreciation Event** – Offer a catered employee lunch to thank employees for all their transit pass sales efforts.
 - d. **Games** – Create a game (similar to the Monopoly game) where after people spend x amount, they get a code or a chance to enter for a prize.
 - e. **Gift Cards** – MTS to purchase and give away Albertsons/Vons gift cards as part of ongoing MTS contests (outreach contests or social media).
 - f. **In-Store Display** – Partner with Coca-Cola to create an in-store display (to resemble MTS logo or bus/trolley vehicle). Tie-in a promotion or contest.
 - g. **Product Placement** – Include Vons/Albertsons product placement in MTS videos (such as a customer holding an Albertsons/Vons reusable bag).
 - h. **Rewards Programs** – Develop a special rewards program for Compass Card holders or develop a Rewards Program for “Signature Select” products.
 - i. **Videos** - Include Albertsons/Vons onsite video footage in MTS videos (such as new video teaching people how to reload their Compass Card at a store).



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Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

VENDOR MANAGED INVENTORY (VMI) PROGRAM FOR TRANSIT MAINTENANCE
SPARE PARTS – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Document Number B0701.0-19 (in substantially the same format as Attachment A) with The Aftermarket Parts Company, LLC for the supply of certain maintenance spare parts under a vendor managed inventory framework.

Budget Impact

The value of this agreement will not exceed \$8,000,000.00 across a 5 year period. Funding for each respective fiscal year will be included in the MTS Bus Maintenance department budget 311014-545100.

DISCUSSION:

MTS conducts preventative and repair maintenance across its fleet of 270 fixed route buses at both the Imperial Avenue Division (IAD) and Kearny Mesa Division (KMD). The spare parts used to facilitate the maintenance are currently purchased across multiple suppliers. In 2018, MTS participated in a joint solicitation initiative in partnership with Utah Transit Authority (UTA) and TriMet (Portland, Oregon) to source a suitable supplier to provide a VMI program where suppliers are invited to enter into a contract to supply parts under a fixed price and guaranteed lead time requirement.

The goal of this initiative is to develop a partnership with a firm or multiple firms who, based on certain maintenance schedules and historical usage information provided by



the Agencies, will work with original equipment manufacturers (OEM's) and/or aftermarket part manufacturers/distributors to provide parts under the VMI framework.

A list of goals was developed across the Agencies that include:

- Reduction of cumulative part cost
- Improve parts availability
- Meet Procurement guidelines
- Ensure quality and integrity of parts
- Leverage savings through alternative and local sourcing
- Maintain safety standards of Transit operations
- Provide Engineering and Sourcing services
- Drive efficiency through IT compatibility
- Optimize inventory management

The Agencies set forth the basic requirements in the solicitation that are centered on fixed price and guaranteed lead time. The parameters for price was set under a meet or beat criteria based on the last purchase price inclusive of delivery cost with a capped annual increase of the lower of a predetermined Producer Price Index (PPI) or 3%. The guaranteed lead time was set at shipment within the next business day of an order being received. In addition, the contract allows for parts to be added or withdrawn under an agreed framework and is not exclusive to the Contractor where MTS retains the flexibility to purchase contracted parts from alternate suppliers should the Contractor be unable to fulfill any requirements.

The combination of the core benefits under this contract will deliver some significant benefits to MTS:

- Reduce inventory holdings
- Deliver improved service levels and lessen delays to maintenance
- Drive efficiency in the administration of planning and purchasing costs
- Provide savings through the utilization of existing cost or better and thus mitigating the risk of price increases to a capped percent

On April 25, 2018, UTA released a Request for Proposals (RFP) Doc No. 17-2218JH to solicit offers from qualified firms for a Joint VMI program for Transit, Trolley and Maintenance of Wayside (MOW) spare parts covering the MTS, TriMet and UTA. Proposals were received on August 10, 2018 from 5 firms that submitted proposals for Transit parts.

The agencies received proposals for transit parts from the following firms:

Proposer	Price
The Aftermarket Company (New Flyer)	\$ 5,805,877.07
NEOPART Transit, LLC	\$ 5,347,097.24
Genuine Parts Company (NAPA)	Price not evaluated due to non-compliance with Buy America
Gillig, LLC	Price not evaluated due to non-responsiveness
Alstom Transportation, Inc.	\$ 522,712.43

After an initial review of the proposal it was determined the Gillig, LLC was non-responsive due to their submitting a proposal to only supply Gillig parts. The purpose of the solicitation was to select a vendor that had the ability to supply parts across all manufacturers. NAPA was also deemed non-responsive as they did not comply with the federal Buy America requirements.

Based on the panel's evaluation of the technical proposal, negotiations and assessment of price, MTS staff has determined that The Aftermarket Parts Company, LLC (A New Flyer Company) provided the most competitive proposal and meets MTS requirements as outlined under the joint Agency RFP.

The total overall spend for the program is anticipated to be \$8,000,000 with a combined savings of \$275,000 over a 5 year period from the current spend in addition to any cost variance between actual market part cost and the yearly capped price increase cost. In addition and as a result of the guaranteed lead time, MTS is expecting to reduce its stock holdings and reduce the risk of part obsolescence and carrying cost.

Therefore staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No.Doc Num. B0701.0-19 (in substantially the same format as Attachment A) with The Aftermarket Parts Company, LLC for the provision of supplying certain maintenance spare parts under a vendor managed inventory framework.

/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. B0701.0-19

B0701.0-19
CONTRACT NUMBER

STANDARD SERVICES PROCUREMENT

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: The Aftermarket Parts Company.

Address: 630 Kernaghan Ave.
Winnipeg, MB R2C 5G1

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

Telephone: 204.982.8421

Email Address: dohlee@wjisamerica.com

Authorized person to sign contracts: Nelson Botelho
Name

Vice President and COO
Title

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

Provide parts delivery as specified in the Scope of Work (attached as Exhibit A), The Aftermarket quote dated (attached as Exhibit B), and in accordance with the Standard Services Procurement, including the Standard Conditions Procurement (attached as Exhibit C), Federal Requirements (attached as Exhibit D) and Signed MTS Forms (attached as Exhibit E).

Shipment shall be no more than 24 hours after issuance of the Purchase Order. The contract shall terminate June 30, 2024.

Payment terms shall be net 30 days from invoice date. The contract total is \$8,000,000.00. This total shall not be exceeded without MTS approval.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CONTRACTOR AUTHORIZATION
By: _____ Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Office of General Counsel	Title: _____
AMOUNT ENCUMBERED	BUDGET ITEM
\$8,000,000	311014-545100
	FISCAL YEAR
	2019-2023

By: _____
Chief Financial Officer

Date _____

(XX total pages, each bearing contract number)

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



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Agenda Item No. 22

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 21, 2019

**Draft for
Executive Committee
Review Date: 3/14/19**

SUBJECT:

TROLLEY TRACK IMPROVEMENTS – CHANGE ORDERS 1 - 9

RECOMMENDATION:

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

- 1) Ratify Construction Change Orders 1 through 5 with Veolia Transportation Maintenance & Infrastructure (VTMI) to MTS Doc. No. PWL243.0-17 totaling \$166,541.64, for Trolley Track Improvements on MTS's Orange Line and Green Line Light Rail Vehicle (LRV) service route(s); and
- 2) Authorize the Chief Executive Officer (CEO) to execute MTS Document No. PWL243.0-17 - Change Orders 6 through 9, with VTMI, for \$1,548,856.31.

Budget Impact

The total additional Board Authority in this request, inclusive of Change orders 6-9 is \$1,369,205.25 as follows:

Change Order (CO)	Contract	Contingency	Contract + Contingency
Original Board Approval (including contingency)	\$3,461,927.00	\$346,192.70	\$3,808,119.70
CO1-5 (ratify)	\$166,541.64	(\$166,541.64)	\$0.00
CO6-9 (authorize)	\$1,548,856.31	(\$179,651.06)	\$1,369,205.25
TOTAL NEW CONTRACT VALUE (no remaining contingency)	\$5,177,324.95	\$0.00	\$5,177,324.95



The MTS Board of Directors originally approved a contract amount of \$3,808,119.70 which included an additional \$346,192.70 in contingency for unforeseen conditions. Staff is seeking to ratify changes (Change Orders 1 – 5) totaling \$166,541.64 which is within the approved contract amount. Staff is also requesting additional funding for change orders 6-9 in the amount of \$1,369,205.25, bringing the total new contract value to \$5,177,324.95. Funding is included in fiscal year (FY) 2018, FY 2019 & FY 2020 Capital Improvement Program budgets.

DISCUSSION:

MTS currently has an existing contract with VTMI for construction related improvements on MTS's Green Line and Orange Line Trolley service route. This agreement ensures MTS receives construction related improvements to its existing trolley tracks pursuant to improvements awarded under contracts scope of work. Since the original construction contract was executed after January 1, 2018 and totaled over \$1,000,000, this contract requires compliance with the skilled and trained workforce provisions established under Assembly Bill 805. A summary of all Change Orders are as follows:

Ratification of Change Order No. 1:

This change order is for improvements to the timber crosstie specification to ensure performance and longevity of the ties; this also includes escalation and shall not exceed \$91,441.69.

Ratification of Change Order No. 2:

This change order is for additional flaggers necessary for the Washington St Grade Crossing closure, and an additional 48 square feet of asphalt replacement at the Washington Street Grade Crossing. The total cost of this change order shall not exceed \$25,669.95.

Ratification of Change Order No. 3:

This change order is for additional costs for replacement of 158 spot ties due to site condition changes on the eastbound I-94 bridge. The total cost of this change order shall not exceed \$36,006.82.

Ratification of Change Order No. 4:

This change order is for removing and replacing 83 square feet of existing concrete between the eastbound and westbound track on the eastbound side of the Washington Street Grade Crossing to avoid a tripping hazard. The total cost of this change order shall not exceed of \$10,020.65.

Ratification of Change Order No. 5:

This change order is for replacing two (2) insulated joints with owner furnished 39-foot insulated joint plugs at the Amaya Drive Trolley Station. The total cost of this change order shall not exceed \$3,402.53.

Approve Change Order No. 6:

This change order would authorize the replacement of the 65th Street vehicular crossing located at the intersection of Imperial Avenue and 65th Street in San Diego. This vehicular crossing has some issues with track gauge, which is causing a slow order at this location. The total cost of this change order shall not exceed \$313,179.00.

Approve Change Order No. 7:

This change order would authorize the costs required for VTMI employees and subcontractors to attend the North County Transit District (NCTD) Roadway Worker Protection (RWP) training in order to work near the NCTD right-of-way during the Taylor Street Grade Crossing Replacement. The total cost of this change order shall not exceed \$6,075.71.

Approve Change Order No. 8:

This change order would authorize the replacement of 50 feet of the westbound platform stem wall and ADA detectable warning pavers, and additional surfacing on the westbound track at Grossmont Transit Center, the installation of ADA detectable warning pads on the existing ADA ramps at Grossmont Transit Center and Amaya Trolley Station. The total cost of this change order shall not exceed \$33,902.60

Approve Change Order No. 9:

This change order would authorize the replacement of up to 3,840 timber ties, surfacing, placement of top ballast, and destressing of 11,643 feet of track between Spring Street Station and Baltimore Junction. The total cost of this change order shall not exceed \$1,195,699.00.

Therefore, staff recommends that the MTS Board of Directors:

- 1) Ratify Construction Change Orders 1 through 5 with Veolia Transportation Maintenance & Infrastructure to MTS Doc. No. PWL243.0-17 totaling \$166,541.64, for Trolley Track Improvements on MTS's Orange Line and Green Line Light Rail Vehicle (LRV) service route(s); and
- 2) Authorize the CEO to execute MTS Document No. PWL243.0-17 - Change Orders 6 through 9, with VTMI, for \$1,548,856.31.

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

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