

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

Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

July 16, 2020

Immediately following the Audit Oversight Committee Meeting

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed at the following link: https://www.sdmts.com/about-mts-meetings-and-agendas/executive-committee

ACTION RECOMMENDED

- ROLL CALL
- APPROVAL OF MINUTES June 11, 2020

Approve

PUBLIC COMMENTS

COMMITTEE DISCUSSION ITEMS

4. Quarterly Mid-Coast Corridor Transit Project Update (Ramon Ruelas of SANDAG)

Informational

5. <u>San Diego Transit Corporation (SDTC) Pension Plan Funding of Overpayments (Larry Marinesi)</u>

Approve

Action would forward a recommendation to the MTS Board of Directors authorizing the Chief Executive Officer (CEO) to fund a one-time payment to the SDTC Pension Plan relating to cumulative overpayments to respective pension members.

6. <u>Affordable Housing Transit Oriented Development – Review of Unsolicited Proposals (Tim Allison)</u>

Possible Action

Action would receive a report on two unsolicited proposals received from Affirmed Housing for 100% affordable residential projects at Beyer Boulevard Transit Station and Rancho Bernardo Transit Center and provide direction to staff regarding whether to enter exclusive negotiating agreements with Affirmed Housing (Affirmed) for each property.









OTHER ITEMS

- 7. REVIEW OF DRAFT July 30, 2020 MTS BOARD AGENDA
- 8. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA
 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

- 9. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS
- 10. NEXT MEETING DATE: August 6, 2020
- 11. ADJOURNMENT

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

June 11, 2020

MINUTES

[Clerk's note: Except where noted, public, staff and board member comments are paraphrased. Note that the meeting was conducted via webinar to comply with public health orders].

A. ROLL CALL

Chair Fletcher 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

Chair Fletcher moved for approval of the minutes of the April 2, 2020, MTS Executive Committee meeting. Mr. Arambula seconded the motion, and the vote was 5 to 0 in favor.

C. COMMITTEE DISCUSSION ITEMS

1. <u>Zero Emission Bus Pilot and Transition Plan Update (Mike Wygant & Steve Clermont</u> with Center for Transportation and the Environment)

Sharon Cooney, Chief Executive Officer, introduced this item. Ms. Cooney explained that staff would like to obtain initial feedback from the Executive Committee members on the draft Transition Plan and Rollout Plan. Ms. Cooney noted that staff will also be asking for the Board to authorize staff to request an extension from the California Air Resources Board (CARB) for submission of the Rollout Plan. By authorizing an extension, staff can take additional time for public feedback and further finalize the Rollout Plan before officially submitting the plan to CARB.

Mike Wygant, Chief Operating Officer – Transit Services, continued the presentation. He provided a brief overview of the Innovative Clean Transit (ICT) Rule put forth by CARB at the end of 2018. Mr. Wygant reviewed the history and details of the MTS ZEB pilot project to date. He discussed the details of the pilot charging infrastructure; battery electric bus (BEB) pilot performance; ZEB pilot project cost; ZEB program funding; and the Iris Rapid (South Bay) project.

Steve Clermont, with Center for Transportation and the Environment (CTE), continued the presentation. Mr. Clermont provided an overview of the work CTE has conducted related to the MTS ZEB pilot project. He discussed the ZEB transition methodology elements; ZEB technology uncertainties; operational analysis; BEB infrastructure options; Imperial Avenue BEB layout plan; total transition costs to transition by 2040; annual vehicle purchase plan; fleet composition transition plan; and challenges related to ZEB transition.

Mr. Wygant continued the presentation and provided information related to other industry agency transition plans. Lastly, he reviewed next steps, conclusions, and staff recommendations for the Executive Committee to consider.

PUBLIC COMMENTS

Gretchen Newsom – Ms. Newsom provided comments on behalf of the IBEW 569. She stated that they have concerns with the current plan and recommend for MTS to adopt and include the following in the plan: (1) further analysis in modeling two alternative scenarios to accelerate ZEB transition, including one scenario where transition is completed by 2030, and the second scenario where at least 25% of the bus purchases from 2020 to 2023 are ZEBs; (2) prioritize environmental justice by outlining a plan prioritizing ZEBs in the top 25% of disadvantaged communities (DACs) as included in the CalEnviroScreen as required by CARB; (3) include workforce training and safety language, as recommended by the IBEW; (4) clearly outline incentives applied to, retained, and future applications; and (5) ensure meaningful community engagement by holding a community workshop on the updated transition plan at least 30 days prior to approval. Ms. Newsom noted that they support the staff recommendation to request an extension from CARB for submission of the Rollout Plan, as long as it includes the two alternative scenarios, is available for public comment before Board approval, and includes analysis of Greenhouse Gas (GHG) reductions for all scenarios.

Carolina Martinez – Ms. Martinez provided comments on behalf of the Environmental Health Coalition. She stated that they support the staff recommendation to request an extension with CARB for submission of the Rollout Plan. Ms. Martinez requested for the Transition Plan to include more analysis. She stated that the current plan does not seek to transition the fleet to the timing levels they would prefer to see. Ms. Martinez noted that the plan also fails to prioritize environmental justice communities, workforce language, and did not provide community engagement opportunities. Ms. Martinez stated that they would like to recommend the following: (1) include modeling of different scenarios, including one scenario where transition is completed by 2030, and the second scenario where at least 25% of the bus purchases from 2020 to 2023 are ZEBs; (2) prioritize environmental justice communities first in the plan; (3) include workforce training and safety language provided by the IBEW; (4) provide an outline of future incentive applications; (5) include meaningful engagement through a community workshop at least 30 days prior to approval; and (6) include a GHG reduction analysis.

Esperanza Gonzalez – Ms. Gonzalez commented on behalf of the Environmental Health Coalition and as a community member of City Heights. She stated that she would like to request two alternatives to the plan that were presented by MTS. Ms. Gonzalez asked for one of the alternative scenarios to include full transition to ZEBs by 2030. She also asked for the Board to ensure every incentive is applied for to ensure a quicker transition to ZEBs.

Areli Santillan – Ms. Santillan commented that she would like the ZEB transition plan to include an analysis of how it will impact and reduce GHG emissions. She stated that GHG emissions create ongoing health problems and would like to see the scenario with the highest GHG emission reductions selected for the transition plan.

Alicia Sanchez – Ms. Sanchez commented on behalf of the Environmental Health Coalition and as a community member of National City. She asked for MTS to prioritize environmental justice communities in the transition plan, because these communities are impacted by high GHG emissions. Ms. Sanchez stated that these communities have high levels of children with asthma and respiratory conditions.

BOARD COMMENTS

Chair Fletcher stated that he supports the recommendation to request an extension from CARB for submitting the Rollout Plan. He noted that this will provide more time to improve the plan and provide opportunities to hold a public workshop and gain additional public feedback regarding the plan. Chair Fletcher recommended having the Rollout Plan be brought back to the Executive Committee before being finalized and approved by the Board. Chair Fletcher stated that he is interested in analyzing the GHG reduction impacts for different scenarios, and also analyze the deployment plan of prioritizing ZEBs into DACs and what steps would need to be taken to make that a reality.

Vice Chair Sotelo-Solis thanked staff for the presentation and the public comments regarding the transition plan. She stated that public involvement is very important and she wants to ensure that the public has sufficient opportunities to provide input for any amendments to the plan. Vice Chair Sotelo-Solis commented that she would like to see higher percentages of DACs prioritized in the ZEB transition plan. She also requested to see more details related to GHG reductions and workforce development language included in the plan, as requested by the public speakers.

Mr. Ward thanked staff for the work that has been done on the ZEB transition plan. He asked for staff to address points related to advancing the implementation quicker than currently planned and freezing future Compressed Natural Gas (CNG) bus purchases. Mr. Wygant responded and noted that one of the major reasons that could prevent the acceleration of implementation is infrastructure. He noted that without sufficient infrastructure, the ZEBs would not be supported for operation. Mr. Ward asked if it is possible to have flexibility in operating vehicles past their regular end of useful life standards. Mr. Wygant commented that it is possible to operate the vehicles past the end of their useful life, but it comes at a cost. Ms. Cooney also commented that there is a new engine for CNG buses that is near-zero emission. All of the new CNG buses will be equipped with these new engines. She noted that MTS would lose out on reduced GHG emissions by operating the older CNG buses past their regular useful life. Mr. Ward asked about the increase in fuel cost in the presentation related to ZEB deployment. Mr. Wygant explained that the fuel costs listed in the presentation reflect electricity and hydrogen costs. Mr. Ward asked if MTS had a plan to establish locations for in-route charging options. Mr. Wygant replied that those options have been evaluated and included in one of the scenario options in the presentation. Mr. Ward stated that he is supportive of the current analysis, but would also like to also see an amended plan that includes accelerated transition plan scenarios, GHG emission reduction impacts and environmental justice impacts for each proposed scenario.

Mr. Arambula asked if it is possible to repower the current buses into electric buses, rather than purchasing new ZEBs. Mr. Wygant replied that there was a company looking into this, however there were various issues associated with the process not making it an ideal alternative. Mr. Arambula asked if MTS has considered finding ways to capture

its own energy, such as solar panels. Mr. Wygant replied that staff has looked into various options such as solar panels, however there are issues with storage capacity and property availability to acquire the amount of solar panels needed to fuel the entire fleet. Mr. Arambula asked about the ZEB warranties. Mr. Wygant stated that the warranty on the ZEB vehicles is identical to current CNG vehicles. Mr. Arambula asked about the lifespan of a ZEB battery. Mr. Wygant stated that the original equipment manufacturers (OEMs) have advised agencies to plan for replacing batteries mid-way through the life of the bus, or around six to seven years. Mr. Arambula asked about the evaluation process of the ZEBs related to topography and weather. Mr. Wygant stated that staff and consultants are taking those points into consideration while evaluating ZEB performance. Mr. Arambula asked about the estimated total lifespan of ZEBs. Mr. Wygant stated that they are estimated to have a 12-year lifespan. Lastly, Mr. Arambula asked about resale values for ZEBs at the end of their useful life. Mr. Wygant replied that those estimates are not yet known, but he believes the value is likely similar or less compared to CNG buses.

Ms. Salas thanked staff for the work that has been done on the transition plan. She stated that she supports the staff recommendation and agrees with the comments made by the other Executive Committee members, including prioritizing DACs in the ZEB transition plan.

Action Taken

Chair Fletcher moved to: (1) forward a recommendation to the Board of Directors to authorize staff to request an extension from the California Air Resources Board (CARB) for submission of the ZEB Rollout Plan; (2) direct staff to conduct a public workshop to gain additional feedback related to the ZEB Rollout Plan and Transition Plan; and (3) direct staff to bring back the ZEB Rollout Plan and Transition Plan at the next Executive Committee meeting after the public workshop to further review and discussion prior to forwarding the plan to the Board of Directors for final approval. Vice Chair Sotelo-Solis seconded the motion, and the vote was 5 to 0 in favor.

2. Surplus Land and Joint Development: Assembly Bill (AB) 1486 Impacts (Karen Landers)

Karen Landers, General Counsel, provided a presentation regarding the impacts related to AB 1486: surplus land. She reviewed the current MTS Joint Development Program details; surplus land process procedures; and details related to AB 1486 noticing and mandated negotiations. She discussed the bill's timelines and penalties; impacts to the MTS Joint Development Program; and the specific projects at risk. Lastly, Ms. Landers reviewed the proposed actions for the Executive Committee to consider and noted that staff would also bring this item to the Board for consideration. Ms. Cooney noted that staff with the California Transit Association had worked with the author related to this bill and indicated the author had removed language related to including leases in later versions of this bill. She stated that there are some portions of the bill where leases are still included in the language, which creates a need for clarification as to whether leases are required to comply with the bill. Ms. Cooney noted that staff will continue to work with the California Transit Association and reach out to legislative staff to obtain this clarification and any necessary amendments.

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Chair Fletcher agreed that it was important to move forward with the proposed staff recommendations related to complying with the bill, while also continuing to work with the author and staff in seeking clarifying language to preserve MTS autonomy over its Joint Development Program.

<u>Action</u>

No action taken.

D. REVIEW OF DRAFT June 18, 2020 BOARD AGENDA

Recommended Consent Items

- 6. <u>Proposed Fare Enforcement Diversion Program Pilot Project</u>
 Action would approve the implementation of the Phase 1 Pilot for a new Fare Evasion Diversion Program.
- 7. Clear Channel Outdoor Revenue Contract Amendments
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0596.3-13, for Bus Shelter Advertising, and MTS Doc. No. G2014.1-17, for Vehicle Advertising, with Clear Channel Outdoor, Inc. (CCO). For Bus Shelter Advertising, this amendment results in a reduction to the Minimum Annual Guarantee (MAG) paid by CCO from May 1, 2020 to December 31, 2020, and also revises the gross profit share for years 2020 and 2022. For Vehicle Advertising, this amendment results in a reduction to the MAG paid by CCO from May 1, 2020 to December 31, 2020, and also revises the gross profit share for years 2020 and 2022.
- 8. <u>Microsoft Enterprise Licensing and Software Assurance Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2378.0-20, with Crayon Software Experts, LLC, for Microsoft Enterprise License and Software Assurance Upgrade and Microsoft Azure estimated overages for three (3) years in the total amount of \$878,542.14.
- 9. <u>Maintenance Support Services for Radio Communications Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL309.0-20, with Day Management Corp (dba Day Wireless Systems), for Maintenance Support Services For Radio Communications as further described in the scope of work, in the amount of \$573,817.68, effective August 1, 2020 for a period of five years.
- 10. <u>Mid-Coast Trolley Station Network Equipment with Subscription and Service Support Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2387.0-20 (in substantially the same format as Attachment A), with Bahfed Corp., for the provision of Network Equipment with Subscription and Service Support for five (5) years in the total amount of \$989,639.00.

11. <u>Beech Street Double Crossover Project – Design Services During Construction – Work Order</u> Amendment

Action would: (1) Ratify Work Order Amendment No. 1 to Work Order WOA1953-AE-30 under MTS Doc. No. G1953.0-17, with Pacific Railway Enterprises, Inc. (PRE), a Disadvantaged Business Enterprise (DBE), totaling \$78,319.56 for additional design services to produce bid-ready contract drawings and technical specifications for the overhead catenary system (OCS)

modifications; (2) Ratify Work Order Amendment No. 3 to Work Order WOA1953-AE-30 under MTS Doc. No. G1953.0-17, with PRE, totaling \$15,562.48 for the addition of civil development to the scope of work; and (3) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to Work Order WOA1953-AE-30 under MTS Doc. No. G1953.0-17, with PRE, in the amount of \$165,492 for design services during construction.

12. <u>TransTrack Solutions Group Software License Transfer and System Upgrades – Sole Source</u> Contract Award

Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order (PO) with TransTrack Solutions Group for the transfer and purchase of software license and upgrades to existing software services for the duration of 10 years in the amount of \$699,602.57.

- 13. <u>Eighty-Six (86) Motorola APX6000 Radios and Two Base Stations Sole Source Contract Award</u>
 Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2402.0-20, with Motorola Solutions, Inc. (Motorola), in the amount of \$350,956.81, on a sole source basis, for the purchase of 86 APX6000 radios and two base stations.
- 14. <u>On-Call Job Order Contracting (JOC) Railroad Signals, Overhead Catenary Systems, and Track Work Construction Services Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL312.0-20, with HMS Construction, Inc. (HMS), for on-call railroad general electrical, communication, and traffic signal construction services, in the amount of \$2,500,000, for one (1) base year and four (4) option years beginning on August 1, 2020.

15. <u>On-Call Job Order Contracting (JOC) Railroad General Electrical, Communication, and Traffic Signal Construction Services – Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL311.0-20, with HMS Construction, Inc. (HMS), for on-call railroad general electrical, communication, and traffic signal construction services, in the amount of \$5,500,000, for one (1) base year and four (4) option years beginning on August 1, 2020.

16. Merchant Acquirer Services - Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc No. G2338.0-20, with JPMorgan Chase & Co., for the provision of Merchant Acquirer Services for a period of five (5) years with one (1) 5-year option, exercisable at the discretion of the CEO, in the estimated amount of \$7,701,958.70.

17. <u>Temporary Staffing Services – Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. Nos. G2394.0-20, G2395.0-20, G2396.0-20, G2397.0-20, G2398.0-20, and G2399.0-20 with six (6) Temporary Staffing firms (Addeco Government Solutions, AppleOne Employment Services (a Woman and Minority Owned Business Enterprise (WMBE)), Cogent Infotech Corporation, HB Staffing, Phoenix Business Consulting, and PrideStaff Inc. (a Disadvantaged Business Enterprise (DBE))) for the provision of Temporary Staffing Services for a period of five years.

18. <u>Landscape Maintenance – Contract Amendment</u>

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc No. PWG302.0-20, with Aztec Landscaping, Inc. (Aztec), for the provision of landscape maintenance for two additional MTS properties, for a base period of five years in the amount of \$192,206.70, and two optional one-year extensions in the amount of \$76,994.55.

19. <u>San Diego Metropolitan Transit System (MTS) Middletown 9, 11 – Overhead Catenary System (OCS) Construction – Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL307.0-20, with HMS Construction Inc. (HMS), for Middletown 9,11 – Overhead Catenary System (OCS) in the amount of \$1,009,985.00, plus authorize a 20% contingency fund for construction change orders.

- 20. <u>Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE) Awards and Payments</u>
- 21. <u>Approval of Executive Employment Agreement with Sharon Cooney as Chief Executive Officer</u>
 Action would approve an Executive Employment Agreement with Sharon Cooney as Chief
 Executive Officer, in substantially the same format as Attachment A.
- E. REVIEW OF SANDAG TRANSPORTATION COMMITTEE AGENDA

There was no SANDAG Transportation Committee agenda discussion.

F. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There was no Committee Member Communications and Other Business discussion.

G. PUBLIC COMMENTS

Oscar Medina – Mr. Medina commented on behalf of the Environmental Health Coalition. He urged the Committee to approve building new restrooms for transit riders and support youth opportunity passes. Mr. Medina stated that there are few restrooms available for the public riding transit, and the ones that are available are not always open. He commented that restrooms are a priority and should be included in the agency's recovery plan from the public health crisis. Mr. Medina also stated that youth opportunity passes should be included in the recovery plan. He noted that the community has prioritized youth opportunity passes to help provide youth transit riders the ability to access public transportation.

Laura Benavidez – Ms. Benavidez commented on behalf of the Environmental Health Coalition. She stated that transit dependent riders have asked for years for MTS to provide restrooms and affordable access to transit. Ms. Benavidez noted that the average commute is about an hour and sometimes longer. She stated that restrooms are a high priority and especially needed for seniors, people with medical needs, and children. Ms. Benavidez also commented on the need for youth opportunity passes to help provide assistance to youth transit riders and create a new generation of transit riders.

Julio Garcia – Mr. Garcia commented on behalf of the City Heights Community Development Corporation (City Heights CDC). He asked for MTS to prioritize public health by increasing the availability of public restrooms and hand washing stations for its transit riders. Mr. Garcia noted that the availability of public restrooms and hand washing stations will help increase ridership and make transit riders feel safe. He requested for the public restrooms to be re-opened at the Rapid 235 bus stations. Mr. Garcia also requested for MTS to create a report on restroom accessibility and where these services could be improved.

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Nate Fairman – Mr. Fairman commented on behalf of the IBEW 465. He stated that they have been in contract negotiations with MTS for the past eight months. Mr. Fairman noted that they have attended Board meetings to discuss and raise awareness of the increase in hazards, training requirements, and workload that mechanics face with the introduction of battery electric buses. Mr. Fairman stated that their proposal for a three-year contract and 5% electric bus hazard pay was not accepted by MTS after the onset of the COVID-19 public health pandemic. He noted that the current proposal is for a one-year contract, which would put them back at the negotiating table at the end of the year. Mr. Fairman stated that they will continue their advocacy for a longer term contract that addresses their concerns related to the increase in new hazards that come from the introduction of battery electric buses. He also commented that they support the previous public speakers comments related to an accelerated ZEB transition plan and the inclusion of workforce protection language in the plan.

H. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for July 16, 2020, at 9:00 a.m.

I. ADJOURNMENT

Chair Fletcher adjourned the meeting at 11:07 a.m.

<u>/s/ Alejandra Sotelo-Solis</u> Vice Chairperson

Attachment: Roll Call Sheet

EXECUTIVE COMMITTEESAN DIEGO METROPOLITAN TRANSIT SYSTEM

ROLL CALL

MEETING OF (DATE) June 11, 2020						ALL TO ORDER (TIME)	9:02 a.m.
RECESS					RE	ECONVENE	
CLOSED SESSION					RECONVENE		
					ΑC	JOURN11	:07 a.m.
	BOARD MEMBER		(Alternate)			PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
	ARAMBULA		(Hall)			9:00 a.m.	11:07 a.m.
	FLETCHER (Chair)		(Cox)			9:00 a.m.	11:07 a.m.
	SALAS	\boxtimes	(Sandke)			9:00 a.m.	11:07 a.m.
	SOTELO-SOLIS	⊠ (Vice	e Chair – no alter	nate)		9:00 a.m.	11:07 a.m.
	WARD	\boxtimes	(Montgomery)			9:00 a.m.	11:07 a.m.
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SIGNED BY THE CLERK OF THE BOARD: _	Julia Cuer
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For MTS Executive Committee Meeting July 16, 2020

Agenda Item 3 - Public Comment

From Toshi Ishihara, PhD, Climate Change and Transportation Justice Advocate 8888 Pipestone Way, San Diego, CA 92129

Good morning, Mr. Chairman, Executive Committee Members, and MTS staff.

Today, I would like to make a request in regard to the public engagement process for the upcoming workshop.

I received an invitation from MTS staff for the ZEB workshop scheduled for July 21. Also, the CEO notified the members of the Elevate 2020 community advisory committee of her plan to setup a series of public workshops that would cover various topics spanning from ZEB to Security policy, which indicates to me that the new CEO and staff members value public inputs and intend to continue to engage the public and community based organizations. I am excited about MTS' public workshops and I plan to attend as many as I can.

I would like to see the workshops become forums in that the public will be given opportunities to learn from and discuss with MTS staff and provide inputs. I believe that MTS staff are planning with those goals in mind.

The first workshop will be held 5 days from today. However, as of yesterday, MTS had not provided the workshop details that we would need to prepare ourselves and community members for the workshop. Therefore, I hereby request MTS to provide the following information asap.

- Workshop Agenda Details with time allocations
- Workshop Format
- Workshop Public Input Process

Lastly, I would like to let you know that I plan to continue to support MTS in making your service improvement plans as good as possible for the people who rely on transit services.

Thanks for your attention.

Toshi Ishihara



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Agenda Item No. 4

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

July 16, 2020

SUBJECT:

QUARTERLY MID-COAST CORRIDOR TRANSIT PROJECT UPDATE (RAMON RUELAS 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/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

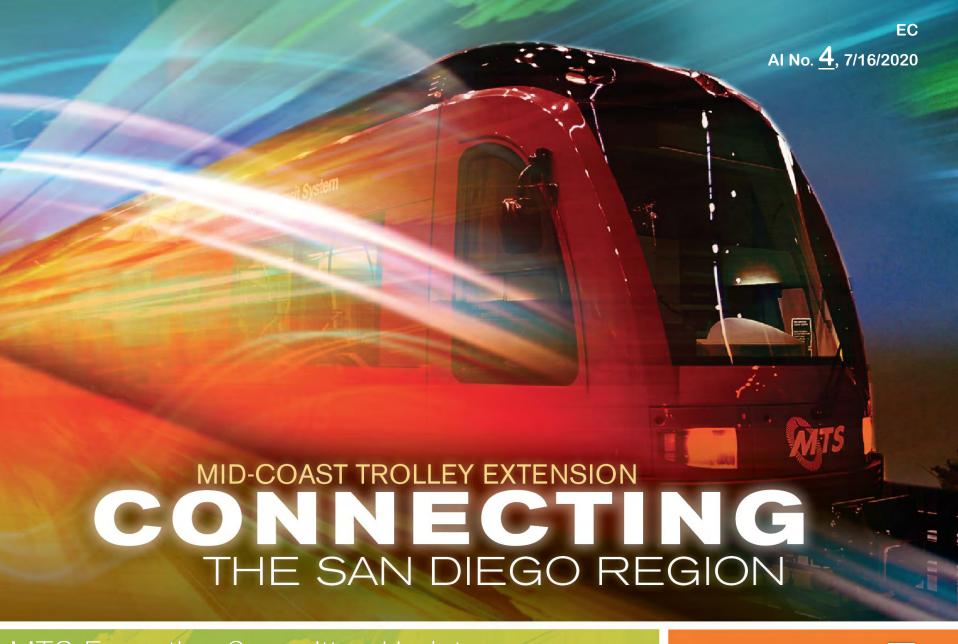












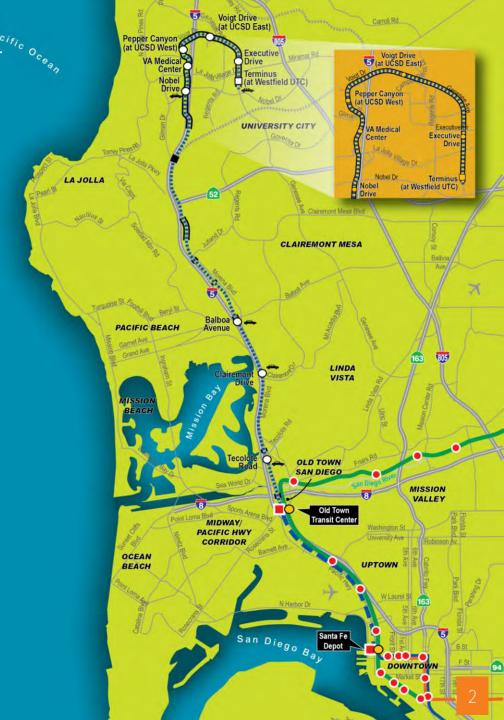
MTS Executive Committee Update July 16, 2020





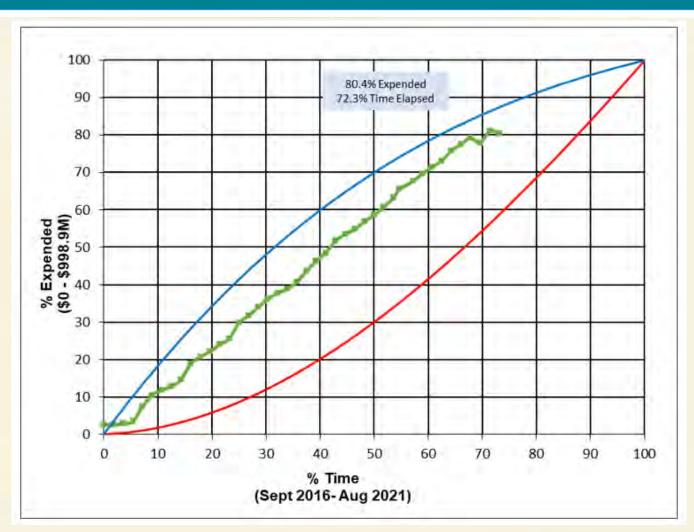
PROJECT ALIGNMENT

- 11-mile extension of the Blue Line Trolley
- One seat ride from the U.S./Mexico Border to UC San Diego
- Nine new stations (five with parking)
- Estimated 21,000 daily boardings
- 36 new Trolley cars
- Under construction, open late 2021



CONSTRUCTION PROGRESS

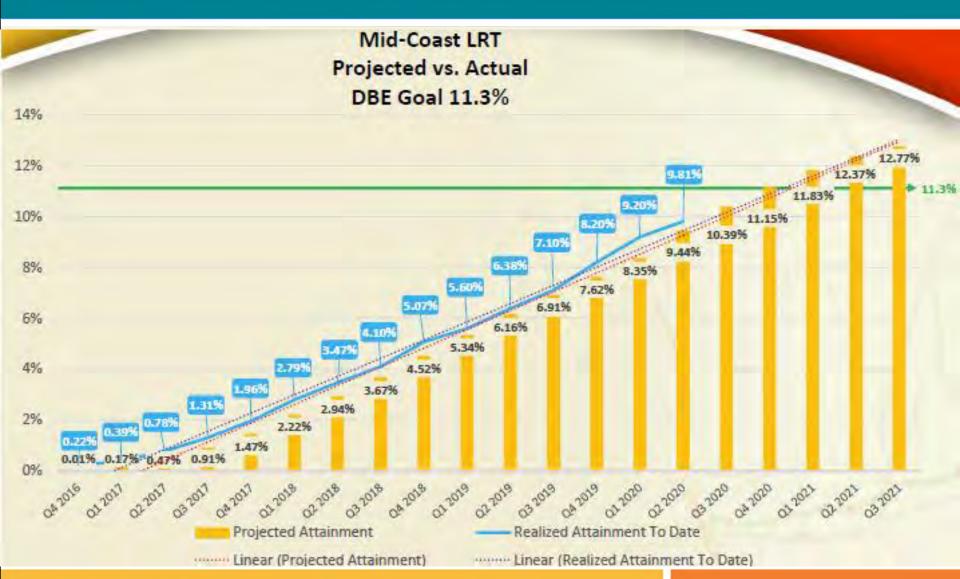




Note: Based on total authorized to date of \$998.9 M for Supplement 4 through 5/31/2020

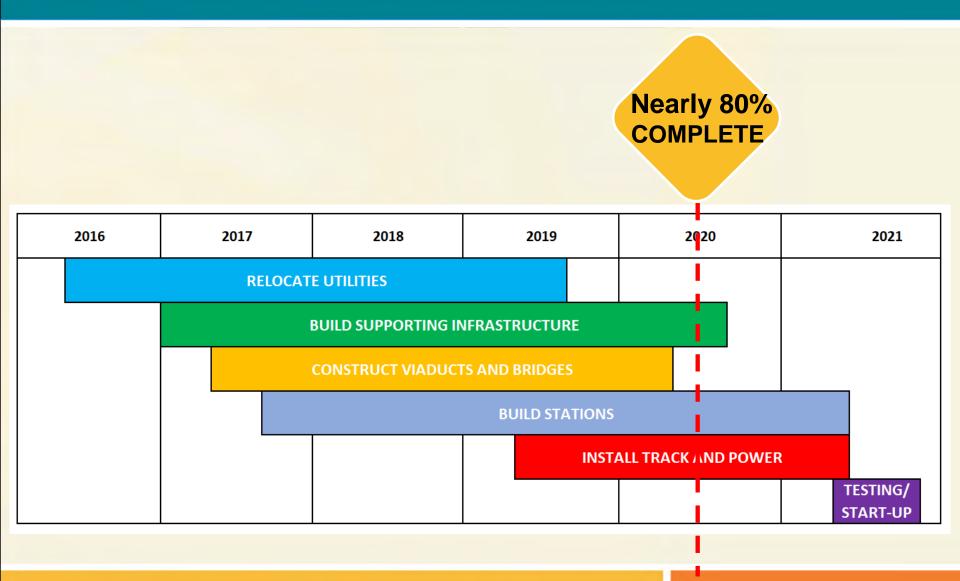
DBE UTILIZATION





CONSTRUCTION SCHEDULE





CONSTRUCTION SCHEDULE



Mi	esi	tor	ne
1 7 11			10

Heavy Construction Duration

AWW Shoofly 1 Complete

AWW Shoofly 2 Complete

Reach 14 Track Const. Complete

Start MTS Pre-Revenue Testing

Final Completion by MCTC

Revenue Service Date

FFGA Latest Revenue Date

Baseline

56 months

March 26, 2017

March 18, 2018

August 6, 2020

April 20, 2021

July 16, 2021

Sept. 27, 2021

Nov. 23, 2022

May 2020 Update

57.2 months

March 26, 2017 (A)

April 22, 2018 (A)

Nov. 13, 2020

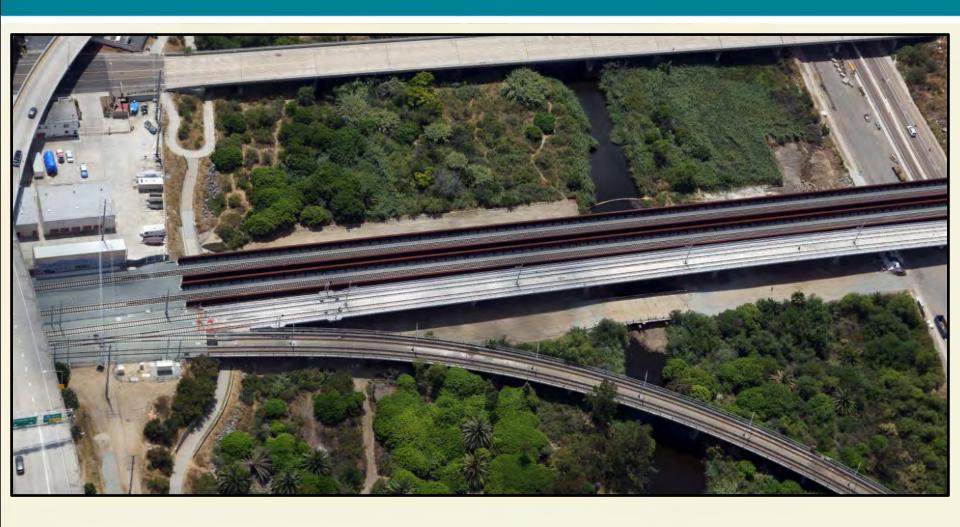
June 3, 2021

Aug. 20, 2021

Nov. 9, 2021

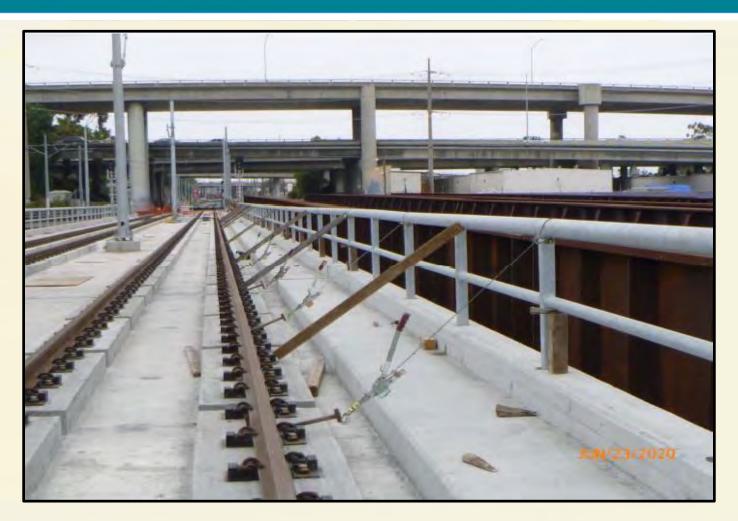
Nov. 23, 2022





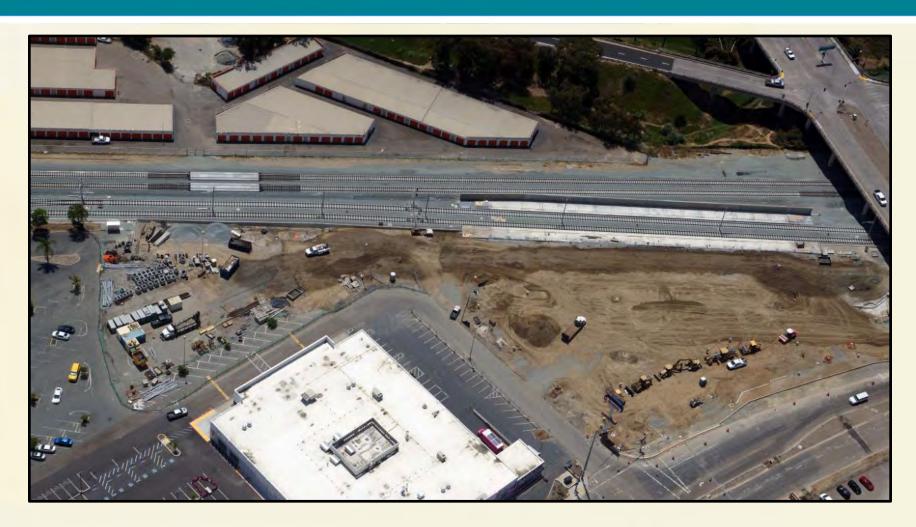
San Diego River Bridge - Heavy Rail and Light Rail





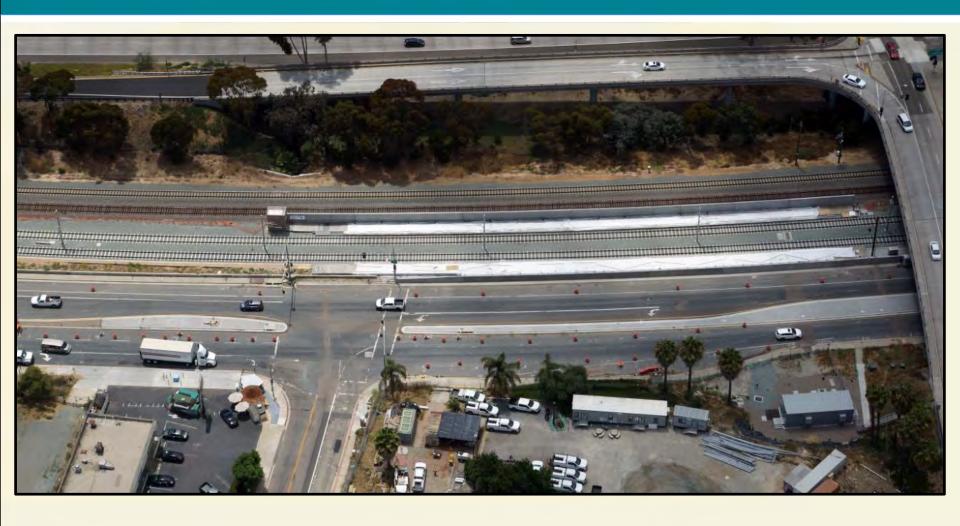
San Diego River Light Rail Bridge





Tecolote Road Station Construction





Clairemont Drive Station Construction





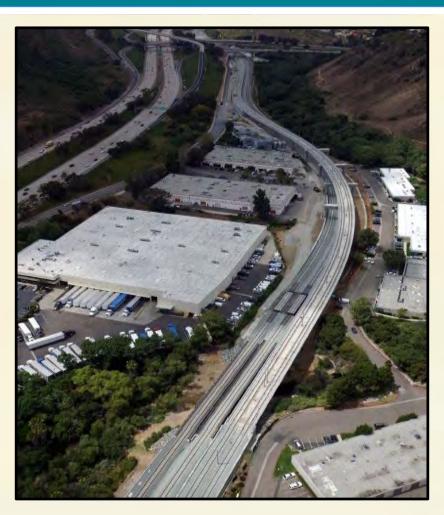
Balboa Avenue Station Construction





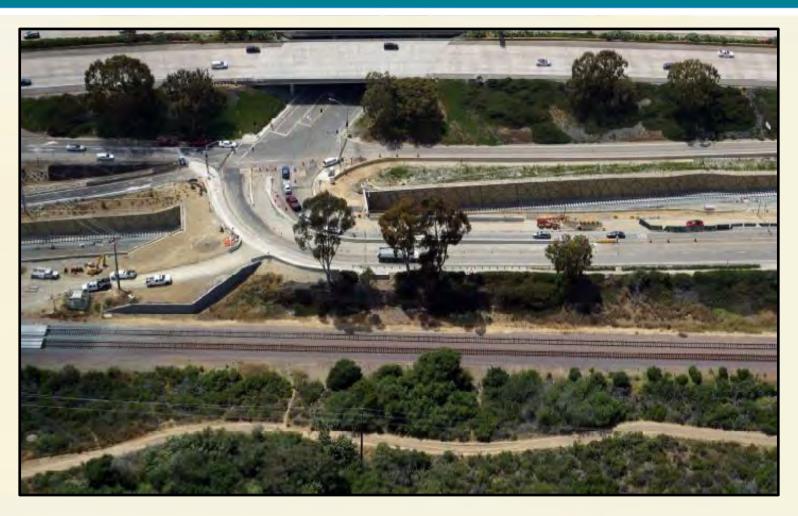
Balboa Ramp Construction North of Balboa Avenue





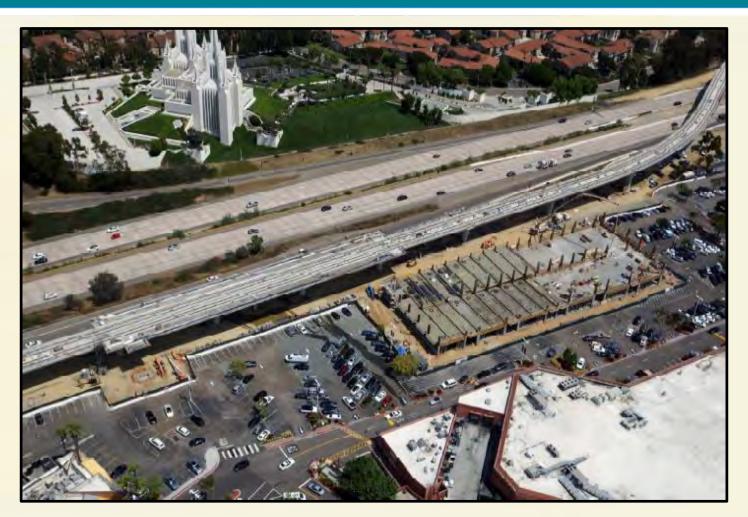
LRT Flyover along Rose Canyon - Track Work Nearing Completion





LRT Underpass at Gilman / La Jolla Colony





Nobel Drive Station and Parking Structure





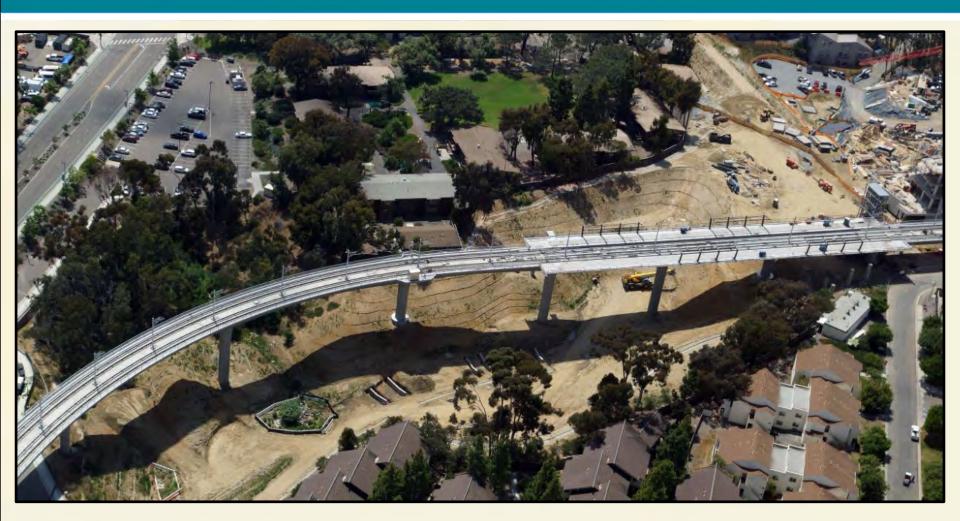
Nobel Drive Parking Structure





VA Station Construction





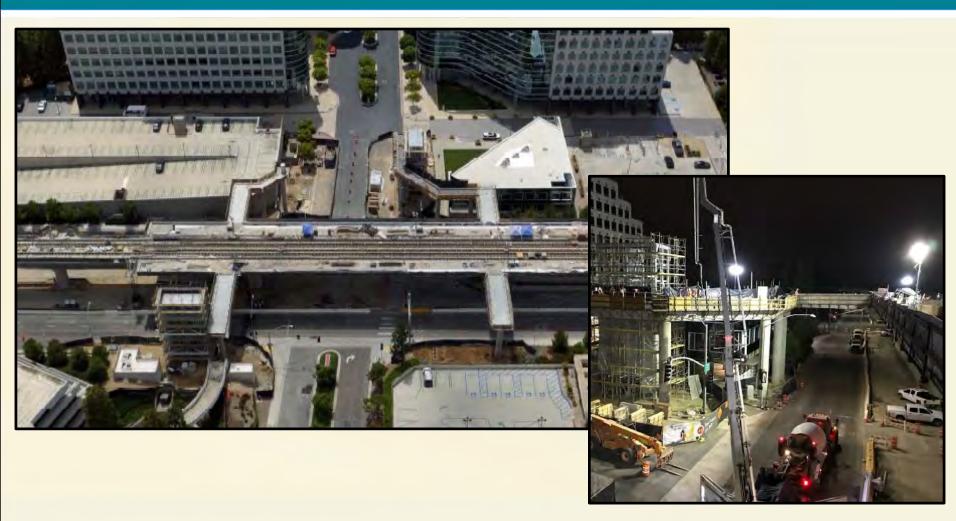
UC San Diego Pepper Canyon





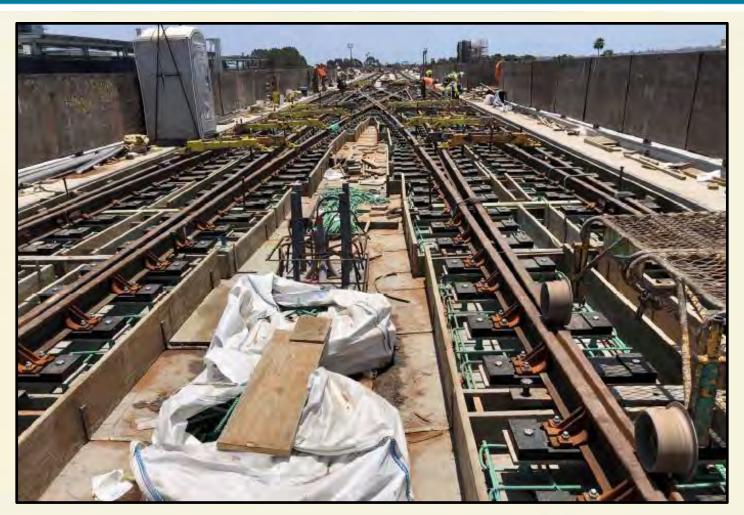
Voigt Drive Station and Pedestrian Bridge - Voigt Realignment Construction





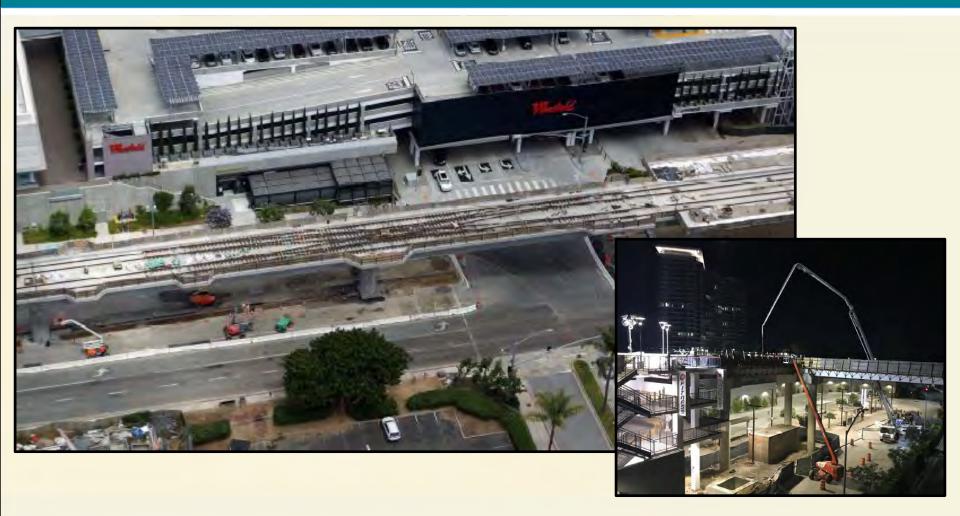
Executive Station Construction





Genesee Viaduct





UTC Station and Genesee Viaduct

LIGHT RAIL VEHICLES



- First MTS Mid-Coast Vehicle 5010 delivered April 4, 2019
- Last Mid-Coast car scheduled for delivery by November 2020
- 31 of 36 (86%) total vehicles delivered
- 23 of 36 (64%) total vehicles accepted



PUBLIC INVOLVEMENT



- Public outreach activities modified in accordance with government policies enacted to prevent the spread of COVID-19
- Team providing project updates through electronic media
- Ongoing attendance at virtual community planning group meetings
- Significant construction events covered on multiple news outlets

ACCOMPLISHMENTS IN LAST QUARTER



- All falsework on project has been removed
- Track placement nearing completion
- Systems construction on schedule
- Project continuing to track within budget and on schedule for fall 2021 revenue service

NEXT STEPS



- Complete construction of track and signaling systems
- Continue coordination between MTS and SANDAG for project signage
- Continue coordination between MTS and SANDAG in preparation for opening day
 - New schedules
 - New maps
 - Opening day event(s)

VA TROLLEY STATION DESIGN





VA TROLLEY STATION DESIGN





VA TROLLEY STATION DESIGN





Contact Us

midcoast@sandag.org (877) 379-0110 KeepSanDiegoMoving.com/MidCoast









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

Agenda Item No. 5

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

July 16, 2020

SUBJECT:

SAN DIEGO TRANSIT CORPORATION (SDTC) PENSION PLAN FUNDING OF OVERPAYMENTS (LARRY MARINESI)

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Executive Committee forward a recommendation to the MTS Board of Directors authorizing the Chief Executive Officer (CEO) to fund a one-time payment to the SDTC Pension Plan relating to cumulative overpayments to respective pension members.

Budget Impact

The total cost is expected to be approximately \$260,000 to \$300,000.

DISCUSSION:

The San Diego Transit Pension Plan is a public pension Plan for the Amalgamated Transit Union (ATU), International Brotherhood of Electrical Workers (IBEW) and Management San Diego Transit Corporation (SDTC) employees. The SDTC Pension Board is comprised of 3 members each from ATU, IBEW and Management to serve as Trustees. This plan is closed to ATU members hired after November 1, 2012 and IBEW members hired after April 28, 2011. Each union group has their own respective elements of eligibility and participation formalized through Collective Bargaining Agreement (CBA) negotiations and updated in separate Plan Documents. As of end of fiscal year (FY) 2019, there are a total of 1,653 participants (424 active, 1,011 retirees and 218 terminated-vested participants). The market value of assets through May 2020 is approximately \$164.7 million.

Late in calendar year 2019, the ATU Trustee members requested that the SDTC Pension Board audit a sample of 13 selected participants to determine whether the









calculations for their retirement benefits were correct, with their original theory being that pension members were being under compensated.

During the process of recalculations, it was discovered that one material item negotiated in the CBA in 2012 was not communicated by the previous Chief Financial Officer (CFO) and Controller to Payroll staff to properly collect hours eligibility. They also failed to report this benefit reduction to the Plan's actuary, so that it could be considered in their actuarial assumptions. This benefit reduction, effective November 1, 2012, stated that overtime earned on an employee's "day off" will not be used for the purposes of computing the employee's pension earnings. This is a common provision in public pension plans, such as CalPERS, to avoid spiking pensions.

These hours and wages from November 2012 were incorrectly included within their highest 36-month earnings and thus created an inflated pension amount for employees that worked outside of regularly scheduled work periods. The result of the sample concluded that that 10 of the 13 pensioners were receiving higher pension benefits beginning on their retirement dates resulting in a cumulative overpayment. Due to the fact that the Trustees have a fiduciary responsibility for the Pension Plan funds, letters were sent to the ten individuals in April 2020 and their monthly pensions were corrected going forward. With the results of the audit being material, the Pension Board agreed that conducting a full audit of all ATU employees that retired after November 1, 2012 (179 individuals) was necessary.

Since then, staff has recalculated 152 of the 179 (approximately 85%) pensions for this time period and below are the results:

Total Recalculations Category	179		Cumulative %		Total (Overpayment) / Underpayment
		Percentage		Monthly Adjustment	
	Number				
Higher than Original Calculation	28	18.4%	18.4%	664.87	30,853.02
Same as Original Calculation	26	17.1%	35.5%	-	-
Within \$10 / Month	32	21.1%	56.6%	(168.09)	(8,481.64)
Within \$25 / Month	21	13.8%	70.4%	(335.88)	(13,998.61)
Within \$40 / Month	11	7.2%	77.6%	(346.05)	(16,760.12)
Within \$75 / Month	8	5.3%	82.9%	(461.44)	(13,177.36)
Within \$100 / Month	9	5.9%	88.8%	(749.28)	(39,402.14)
Within \$250 / Month	13	8.6%	97.4%	(2,126.84)	(72,926.60)
Within \$500 / Month	3	2.0%	99.3%	(1,253.61)	(54,784.45)
Within \$1000 / Month	1	0.7%	100.0%	(760.06)	(21,015.14)
Total	152	100.0%		(5,536.38)	(209,693.03)
Percent Complete	84.9%			-	-

Given that all recalculations have not been completed as of this date, staff projects that the cumulative overpayment amounts for this audit will range from approximately \$260,000 - \$300,000. All of the participants that have been recalculated have been notified of the status of their monthly pension amount and their benefits have been corrected, but there has been no determination on how to recoup the overpayments.

Staff informed the agency's actuarial firm, Cheiron, of these benefit adjustments and requested them to conduct an analysis on the impact of the overpayment and the benefit reduction. The conclusion is that due to the updated benefit levels, overall unfunded

actuarial liabilities will decrease by approximately \$0.8 million and annual contribution levels will decrease by approximately \$115,000 per year. As a reference, this annual contribution reduction represents just under three years worth of the approximate total overpayment.

There are two options to the handling of these overpayments:

- Recoup the overpayment from each respective pensioner over time until paid in full;
 or
- 2. MTS to fund the overpayment to the Pension Plan with the understanding that the total Actuarial Liability and contribution amounts will decrease based upon the updated figures.

Given that these benefit overpayments were made due to an error in the data collection process and outside of the control of the pensioners, staff recommends that the MTS Executive Committee forwards a recommendation to the MTS Board of Directors authorizing the CEO to fund a one-time payment (totaling approximately \$260,000 - \$300,000) to the SDTC Pension Plan relating to cumulative overpayments to respective pension members.

As it relates to mitigating any similar issues in the future, staff will institute the following going forward. First, as new CBA agreements take place, MTS will establish a procuredure where our internal auditor will review the terms of the CBA as it relates to pension modifications and will validate the implementation of those terms in the pension calculation process. Second, MTS will engage the services of our external auditors to expand the audit function of pensioner earnings. It will include a pensioners sampled review of the calculation of pensionable earnings, validation of the calculated amount and confirmation of corrected pay on payroll registers.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

San Diego Transit Corporation (SDTC) Pension Plan Funding of Overpayments

July 16, 2020
Executive Committee Meeting
Agenda Item No. 5



Background

SDTC Pension Plan

- Pension Plan for Amalgamated Transit Union (ATU),
 International Brotherhood of Electrical Workers (IBEW) and
 Management SDTC employees
- SDTC Pension Board comprised of 3 members each from ATU, IBEW and Management
- Each union group's eligibility and participation is formalized through Collective Bargaining Agreement (CBA) negotiations and in separate Plan documents
- Participation:
 - 1,653 total participants
 - 424 active
 - 1,011 receiving a pension
 - 218 terminated-vested participants

- Current market value of assets (May 2020)
 - \$164.7 million



Audit Request

- ATU audit request
 - Late calendar year 2019, request to audit and recalculate 13 selected participants
 - Discovery of a material provision negotiated in 2012 CBA that previous CFO / Controller didn't report to staff to properly collect hours eligibility
 - Effective November 1, 2012, overtime earned on day off would not be included for the purposes of computing the employee's pension earnings
 - Consistent provision in many other public pension plans including CalPERS
 - Results of sample audit concluded 10 of 13 pensioners were receiving higher pension benefits
 - Resulting in a cumulative overpayment from date of retirement
 - Retirees have been notified and monthly benefits have been corrected
 - Pension Board (ATU and Mgt) agreed to conduct full audit



Recalculations

- Scope and Results
 - 179 individuals that retired after 11/1/2012
 - Staff has recalculated 152 (85% of total)

Total Recalculations Category	179		Cumulative %		Total (Overpayment) / Underpayment
	Number	Percentage		Monthly Adjustment	
Same as Original Calculation	26	17.1%	35.5%	-	-
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Within \$1000 / Month	1	0.7%	100.0%	(760.06)	(21,015.14)
Total	152	100.0%		(5,536.38)	(209,693.03)
Percent Complete	84.9%			-	-

Projected cumulative overpayment range from \$260k to \$300k



Actuarial Impacts

- Cheiron (Pension Actuary) performed an analysis concluding:
 - The negotiated benefit reduction (elimination of day off overtime in final calculations):
 - Overall unfunded actuarial liability decrease by approximately \$0.8 million
 - Required contributions decrease by approximately \$115,000 per year
 - Represents just under 3 years of overpayment totals



Overpayment Options

- Two options in handling of the overpayments (\$260k to \$300k):
 - Recoup the overpayment from each respective pensioner over time until paid in full, or;
 - MTS to fund the overpayment to the Pension Plan with the understanding that the total Actuarial Liability and contribution amounts will decrease based upon the updated figures
 - Contribution levels will decrease \$115,000 which represent just under 3 years worth of overpayment levels



Future Controls

- Staff will institute the following to prevent future overcalculations
 - MTS Internal Auditor will review new CBA terms and validate the implementation of the terms in the Pension calculation process;
 - 2. Engage external auditors to expand the scope of work relative to pensioners' earnings:
 - Review the calculation of pensionable earnings (new)
 - Validation of the calculated amount (current)
 - Confirmation of corrected pay on payroll registers (current)



Staff Recommendation

 That the MTS Executive Committee forwards a recommendation to the Board of Directors authorizing the CEO to fund a one-time payment to the SDTC Pension Plan totaling between \$260,000 to \$300,000 to cover overpayment so Pension Plan is made whole.





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Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM EXECUTIVE COMMITTEE

July 16, 2020

SUBJECT:

AFFORDABLE HOUSING TRANSIT ORIENTED DEVELOPMENT – REVIEW OF UNSOLICITED PROPOSALS (TIM ALLISON)

RECOMMENDATION:

That the Executive Committee receive a report on two unsolicited proposals received from Affirmed Housing for 100% affordable residential projects at Beyer Boulevard Transit Station and Rancho Bernardo Transit Center and provide direction to staff regarding whether to enter exclusive negotiating agreements with Affirmed Housing (Affirmed) for each property.

Budget Impact

None at this time. If MTS moves forward with negotiations concerning a long-term ground lease, appropriate compensation to MTS will be determined during such negotiations.

DISCUSSION:

Under MTS's Joint Development program, all properties that are available for development opportunities are posted on the MTS website for consideration by interested developers: https://www.sdmts.com/business-center-real-estate/real-estate-properties

If an unsolicited proposal is received, Board Policy 18 requires such proposals to be publically noticed by posting on the MTS website calling for other interested developers to submit a competing proposal within a 30 day time period. MTS posted the required notices on June 9th and has not received any competing proposals. However, after review of recent legislation that went into effect on January 1, 2020, AB 1486, even though the Affirmed proposals are for 100% affordable projects, MTS is required to send additional notices to the San Diego Housing Commission and "housing sponsors" identified by the state Housing and Community Development (HCD) agency, and HCD









inviting them to submit competing proposals. Staff will send the notices the week of July 13, 2020. No action on the Affirmed proposals can be taken until a reasonable period has elapsed without receipt of a competing proposal.

Today's proposed action will include a review of the two development sites and the development proposals received from Affirmed, plus discuss next steps for staff, including whether staff should enter into an exclusive negotiating agreement with Affirmed if a competing proposal is not received after the AB 1486 noticing period.

Affirmed is an experienced affordable housing developer and is currently under contract with MTS to develop affordable housing at the Grantville Trolley Station.

Beyer Boulevard Trolley Station Proposal

Beyer Boulevard Trolley Station is located in the City of San Diego (Attachment A). Beyer Boulevard Trolley Station is approximately 1.6 acres, with approximately 137 total parking spaces. The site is triangular shaped and is directly across from San Ysidro Health.

This station is in the San Ysidro neighborhood in the southern part of the City of San Diego. The station is served by trolley service from the UC San Diego Blue Line and has connection to local bus routes. The City of San Diego is responsible for acceptable development according to the City's land use designations. The site is included in the San Ysidro Historic Village Specific Plan of the San Ysidro Community Plan. The site is zoned CC-3-6, Community Commercial / Residential Permitted up to 44 dwelling units per acre.

Affirmed is proposing a 100% affordable development consisting of 100 units in a single building complex built over a podium parking structure. This unit count equates to a density of 79 dwelling units per acre. State law allows increased density for affordable housing projects near transit, notwithstanding a site's zoning. There are a total of 75 parking spaces proposed for residents and 60 replacement spaces for trolley patrons. The project is shown on Attachment B.

Rancho Bernardo Transit Center Proposal

The Rancho Bernardo Transit Center is located at W Bernardo Drive and George Cook Express Drive in the City of San Diego near Interstate 15 in the Rancho Bernardo area of the city (Attachment C). It is split into two parcels both north and south of George Cooke Express Drive. The north portion includes the bus transit center plus approximately 85 parking spaces. The south portion is triangular in shape and used solely for transit parking. The site also acts as a park-n-ride with direct access to the Interstate 15 freeway HOV lanes. The entire site, including both the north and south portions, is approximately 4.7 acres with approximately 190 total parking spaces.

The transit center is for bus operations with no trolley service in this area, serving local, regional, and Rapid bus routes. The City of San Diego is the land use and permitting agency responsible for this site. The property is zoned CV-1-2 / RM-2-5, allowing commercial and residential uses up to 29 dwelling units per acre.

Affirmed is proposing a 100% affordable development consisting of 100 units in a single building complex built over a podium parking structure situated on the southern parcel that is approximately 2.6 acres in size. This unit count equates to a density of 38 dwelling units per acre. State law allows increased density for affordable housing projects near transit, notwithstanding a site's zoning. There are a total of 75 parking spaces proposed for residents at the development with transit patrons continuing to park in the existing parking lot that will remain next to the transit center. The project is shown on Attachment D.

/s/ Karen Landers for

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachments: A. Beyer Blvd Site Map

B. Beyer Blvd Project Proposal Renderings

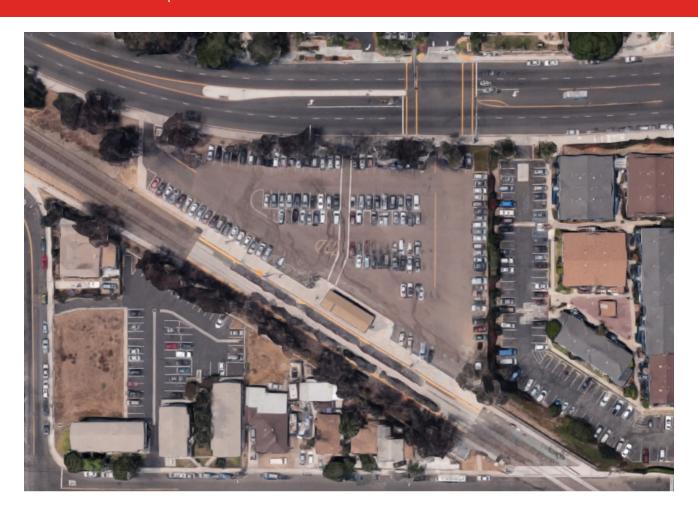
C. Rancho Bernardo Site Map

D. Rancho Bernardo Project Proposal Renderings



Beyer Blvd. Trolley Station

4035 Beyer Blvd., San Diego, CA 92173



AVAILABLE

Site Information

Jurisdiction: City of San Diego

APN: 638-140-07, 08, 11

Acreage: 1.6 acres

Transit: Light Rail

Current Use: Station Parking

Land Use Designation: CC-3-6, San Ysidro Historic Village

Specific Plan of the San Ysidro Community Plan

A-1





BEYER BOULEVARD TROLLEY VILLAGE

San Diego, CA

AFFIRMED HOUSING











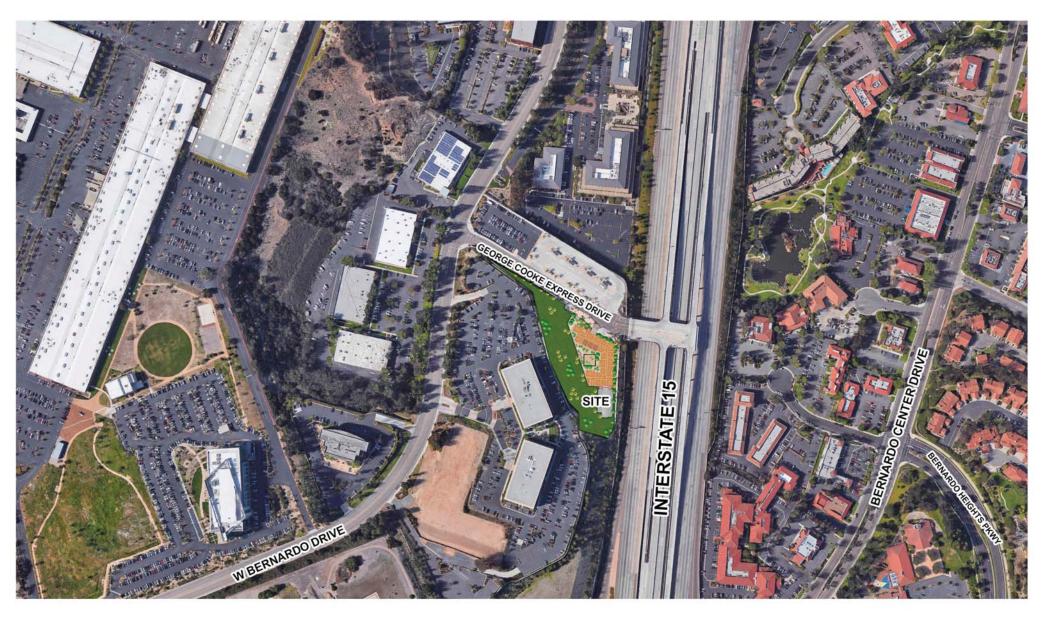
BEYER BOULEVARD TROLLEY VILLAGE

San Diego, CA

AFFIRMED HOUSING









RANCHO BERNARDO TRANSIT VILLAGE

San Diego, CA

AFFIRMED HOUSING









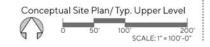




RANCHO BERNARDO TRANSIT VILLAGE

San Diego, CA

AFFIRMED HOUSING





13





RANCHO BERNARDO TRANSIT VILLAGE

San Diego, CA

AFFIRMED HOUSING

VIEW FROM GEORGE COOKE EXPRESS DRIVE



15

Unsolicited Proposals – Affordable Housing Transit Oriented Development

Beyer Boulevard Trolley Station and Rancho Bernardo Transit Station

July 16, 2020



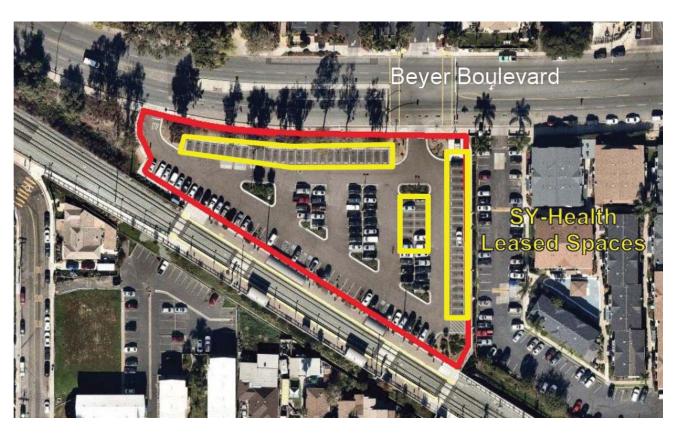
Developer

Affirmed Housing

- San Diego based affordable housing developer
- Established in 1990, developed over 50 communities with over 4,000 affordable units
- Currently under contract to build affordable housing at the Grantville Trolley Station



Beyer Boulevard Trolley Station



- 1.6 acres, 137 parking spaces
- Current short term parking lease to San Ysidro Health
- CC-3-6 Community
 Commercial / Residential
 Permitted up to 44 du / acre San Ysidro Historic Village
- UC San Diego Blue Line with local bus route connections



Development Proposal

- 100% affordable development
- 100 Units in a single building built over one level of parking
- 75 residential parking spaces
- 60 replacement spaces
- 79 du/acre over current zoning. State law allows increased density for affordable residential development built around transit





BEYER BOULEVARD TROLLEY VILLAGE





+/- 1.27 ACRES

+/- 78.7 DU/AC





Project Renderings





BEYER BOULEVARD TROLLEY VILLAGE San Diego, CA AFFIRMED HOUSING VIEW FROM BEYER BOULEVARD







Project Renderings





BEYER BOULEVARD TROLLEY VILLAGE San Diego, CA AFFIRMED HOUSING COURTYARD VIEW









Rancho Bernardo Transit Station

- Bus Transit Center located in west Rancho Bernardo – total of 4.7 acres with 190 parking spaces
- Site split in two parcels: northwest parcel has parking and the bus transit center; south parcel contains only transit parking
- Also serves as a regional park-n-ride for car pools with direct access to I-15 HOV lanes
- CV-1-2 / RM-2-5 allowing for commercial and residential uses up to 29 units per acre



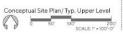
Development Proposal

- 100% affordable project built only on the south parcel; northwest parcel not a part
- 100 Units in a single building built over one level of parking
- 75 residential parking spaces; no transit replacement parking proposed
- South parcel 2.6 acres equating to 38 du / acre





RANCHO BERNARDO TRANSIT VILLAGE San Diego, CA AFFIRMED HOUSING









Project Renderings





RANCHO BERNARDO TRANSIT VILLAGE
Sain Diego, CA
AFFIRMED HOUSING

VIEW FROM GEORGE COOKE EXPRESS DRIVE







Project Renderings





RANCHO BERNARDO TRANSIT VILLAGE AFFIRMED HOUSING

COURTYARD AND AMENITY VIEW







AB 1486 Impacts

AB 1486 – Surplus Land Act Amendments

- Primary Goal is to encourage affordable housing projects on public land
 - Requires that "surplus land" be offered to specified parties for development, including affordable housing sponsors
- Ongoing question re whether requirements apply to long-term ground leases and joint uses
- Other exemptions may apply:
 - Transit Village Plan area
 - 100% Affordable projects (other conditions apply)



Next Steps

- To expedite project reviews:
 - Declare sites (and other MTS joint development sites) as "surplus land" or "exempt surplus land" for AB 1486 purposes only
 - Rancho Bernardo: send AB 1486 notices, wait up to 60 days for competing offers
 - Beyer Blvd: if confirmed as within a transit village plan, then this project would be exempt and could move forward; if not, then send AB 1486 notices
- Staff requests authority to enter into exclusive negotiating agreement with Affirmed if no competing proposals are received after AB 1486 Noticing







MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

9:00 a.m.

Meeting will be held via webinar

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. Meeting webinar/teleconference instructions can be accessed at the following link: https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings

ACTION RECOMMENDED

- 1. Roll Call
- 2. Approval of Minutes June 18, 2020

Approve

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









CONSENT ITEMS

6. Increased Authorization for Legal Service Contracts to Pay the Projected Approve Expenses in Fiscal Year 2021 Action would authorize the Chief Executive Officer (CEO) to execute amendments to the legal services contracts described herein, increasing the dollar amount of fifteen (15) legal services contracts by \$2,135,000 to cover anticipated fiscal year 2021 (FY21) expenses. 7. Fiscal Year 2021 Transportation Development Act Claim Approve Action would adopt Resolution Nos. 20-9, 20-10, and 20-11 approving Fiscal Year (FY) 2021 Transportation Development Act Article 4.0, 4.5, and 8.0 claims. LiveScan Authorization for Drivers of For-Hire Vehicles 8. Approve Action would approve Resolution No. 20-12 authorizing staff to execute a request to the California Department of Justice to allow LiveScan fingerprinting as it relates to drivers of for-hire vehicles. 9. Building C – Wheel Truing Machine Removal, Reinstallation and Testing – Work Approve Order Under a Job Order Contract (JOC) Award Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-09, under MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC) for the provision of labor, materials, equipment, and supplies for Building C – Wheel Truing Machine Removal, Reinstallation, and Testing in the amount of \$371,330.00 plus the payment of applicable Job Order Contracting (JOC) administrative fees, for a total cost of \$381,307.15. 10. Revisions to Taxicab Advisory Committee Guidelines Approve Action would approve the proposed revisions to the Taxicab Advisory Committee Guidelines. 11. Davra Networks, RuBAN Software and Support for Trolley Public Announcement Approve System Enhancement and Adding Natural Language Processing - Contract Amendment Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc. No. G2071.0-18 with Davra Networks. increasing the contract value in the amount of \$788,200.00, bringing the contract total to \$1,550,000.00. 12. Task Order Contract Approval to Provide Design Services for Iris Rapid Route Approve and Station Infrastructure Improvements Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA2075-AE-54 to MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment A) with Dokken Engineering (Dokken) in the amount of \$810,412.04 to provide design services for the Iris Rapid Route and Station Infrastructure Improvements.

Variable Message Signs (VMS) Display Assemblies for the Mid-Coast Trolley 13. Extension Project - Contract Award

Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1543.0-20, with Nanov Display, Inc., for the supply of VMS Display Assemblies for the Mid-Coast Trolley Extension Project in the amount of \$717,701.25.

14. Marketing and Community Outreach Services – Contract Award Approve Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2317.0-20 with Brown Marketing Strategies, Inc. (a Disadvantaged Business Enterprise (DBE)) for the provision of Marketing and Community Outreach Services for a period of three (3) base years and two (2) one-year options for a total of five (5) years in the amount of \$295,172.74. 15. Old Town Transit Center (OTTC) West Improvements Projects - Additional Approve Design Services – Task Order Amendment Action would: (1) Ratify Task Order 13.18.03 under MTS Doc No. G1493.0-13 with Kimley-Horn and Associates (KHA) totaling \$98,973.47, for design revisions: and (2) Authorize the Chief Executive Officer (CEO) to execute Task Order 13.18.04 under MTS Doc No. G1493.0-13, with KHA totaling \$128,357.15, for preparation of construction and supporting documents as well as required coordination. 16. <u>Janitorial Services – Ratification of Amendments</u> Approve Action would ratify Amendments 14 and 15 to MTS Doc. No. G1931.0-16 with NMS Management Inc., a Disadvantaged Business Enterprise (DBE), for janitorial services, increasing the contract total by \$141,360.00 to a new not-toexceed amount of \$8,557,658.54. 17. Verizon Wireless Cellular Data Service for Paratransit Mobile Data Approve Terminal/Automatic Vehicle Locator - Contract Award Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2384.0-20, with Cellco Partnership dba Verizon Wireless, for Paratransit Cellular Data Services for five (5) years in the amount of \$204,000.00 18. Conduent Transport Solutions, Inc. Single Sign On and Autonomous Tracking Approve Mode Software Changes to Regional Transit Management System (RTMS) -**Contract Amendment** Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc No. G2260.0-19, with Conduent Transport Solutions, Inc., increasing the contract value by \$466,248.00, bringing the total contract amount to \$7,009,147.06. 19. Purchase of Polycarbonate Panels – Emergency Contract Ratification Approve Action would ratify a purchase order with MGM Plastics, Inc. in the amount of\$108,747.77 Purchase of Bus Parts - Contract Awards 20. Approve

CLOSED SESSION

24. None.

21.

Approve

Siemens Industry, Inc. (Siemens) Traction Power Substations (TPSS)

Procurement - Contract Amendment

NOTICED PUBLIC HEARINGS

25.	None

DISCUSSION ITEMS

- 30. <u>Surplus Land and Joint Development: Assembly Bill (AB) 1486 Impacts (Karen</u> Approve Landers)
- 31. <u>Public Transportation Agency Safety Plan (Samantha Leslie)</u> Approve

REPORT ITEMS

45. Operations Budget Status Report for May 2020 (Gordon Meyer)

Informational

OTHER ITEMS

- 60. <u>Chair Report</u> Informational
- 61. Chief Executive Officer's Report Informational
- 62. Board Member Communications 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: August 13, 2020
- 65. Adjournment



Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

INCREASED AUTHORIZATION FOR LEGAL SERVICE CONTRACTS TO PAY THE PROJECTED EXPENSES IN FISCAL YEAR 2021

AGENDA ITEM WILL BE PROVIDED WITH BOARD MEETING MATERIALS









Agenda Item No. $\frac{7}{2}$

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

FISCAL YEAR 2021 TRANSPORTATION DEVELOPMENT ACT CLAIM

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors adopt Resolution Nos. 20-9 (in substantially the same format as Attachment A), 20-10 (in substantially the same format as Attachment B), and 20-11 (in substantially the same format as Attachment C) approving Fiscal Year (FY) 2021 Transportation Development Act Article 4.0, 4.5, and 8.0 claims.

Budget Impact

The FY 2021 TDA claims would result in the approval of \$91,883,934 in TDA funds for MTS to be utilized in the FY 2021 operating and capital budgets.

DISCUSSION:

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. The San Diego Association of Governments (SANDAG), as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region's cities, the County, and transit operators. At its May 8, 2020 meeting, the SANDAG Board of Directors approved the revised San Diego County Auditor's estimate of \$125,982,199 for the FY 2021 TDA apportionment due to the impact of COVID-19.

A Master Memorandum of Understanding (MOU) exists between SANDAG, MTS, and the North County Transit District (NCTD) with respect to the functions and responsibilities transferred to SANDAG as a result of Senate Bill 1703 (Peace, 2003). Pursuant to the MOU, both transit agencies transfer TDA funding to SANDAG annually to pay for the administrative and planning functions that transferred to SANDAG as a result of the consolidation. The MOU is updated as circumstances change. For FY 2021, \$1,803,277 in funding will remain with SANDAG for transferred administrative and planning functions.



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

A total of \$91,883,934 is estimated to be allocated to MTS for FY 2021. This includes \$86,681,300 in TDA Article 4.0 claims, \$60,686,150 of which will fund operating activities, and the remaining \$25,995,150 will fund the capital improvement program; \$4,618,748 in Article 4.5 claims to fund the MTS Access Paratransit services; and \$583,886 in Article 8.0 claims to fund the ferry/commuter express services. Actual revenue for MTS will be dependent on regional TDA sales tax receipts meeting the regional estimate, allowing MTS to receive up to the claimed amounts. If regional revenue does not meet the estimate, MTS could receive less than these claimed amounts.

Therefore, staff recommends that the MTS Board of Directors adopt Resolution Nos. 20-9 (in substantially the same format as Attachment A), 20-10 (in substantially the same format as Attachment B), and 20-11 in substantially the same format as (Attachment C) approving FY 2021 TDA Article 4.0, 4.5, and 8.0 claims allocating \$91,883,934 in TDA revenues for MTS.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachments: A. Resolution No. 20-9

B. Resolution No. 20-10 C. Resolution No. 20-11

San Diego Metropolitan Transit System Authorizing Resolution

Resolution Number 20-9

Resolution Approving Fiscal Year 2021 Transportation Development Act, Article 4.0

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

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2021 TDA claim, and

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

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

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2021 TDA Article 4.0 MTS TDA claim of \$86,681,300; \$60,686,150 of the 4.0 TDA claim will be used for operating activities, and the remaining \$25,995,150 will be used to fund capital.

PASSED AND ADOPTED by the Board of Directors this 30th day of July 2020, 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
San Diego Metropolitan Transit System

San Diego Metropolitan Transit System Authorizing Resolution

Resolution Number 20-10

Resolution Approving Fiscal Year 2021 Transportation Development Act, Article 4.5

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

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2021 TDA claim, and

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

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

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2021 TDA Article 4.5 MTS TDA claim of \$4,618,748. The allocation will be used to fund the MTS Access Paratransit services.

PASSED AND ADOPTED by the Board of Directors this 30th day of July 2020, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board

Office of the General Counsel

San Diego Metropolitan Transit System

San Diego Metropolitan Transit System

San Diego Metropolitan Transit System Authorizing Resolution

Resolution Number 20-11

Resolution Approving Fiscal Year 2021 Transportation Development Act, Article 8.0

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

WHEREAS, consistent with the intent of consolidating all transit funding for MTS-area operators, the San Diego Association of Governments (SANDAG) approved the MTS FY 2021 TDA claim, and

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

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

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the MTS Board of Directors does hereby approve the FY 2021 TDA Article 8.0 MTS TDA claim of \$583,886. The allocation will be used to fund the ferry/commuter express services.

PASSED AND ADOPTED by the Board of Directors this 30th day of July 2020, by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

Chairperson
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

Clerk of the Board

Office of the General Counsel

San Diego Metropolitan Transit System

San Diego Metropolitan Transit System



Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for
Executive Committee
Review Date: 7/16/2020

SUBJECT:

LIVESCAN AUTHORIZATION FOR DRIVERS OF FOR-HIRE VEHICLES

RECOMMENDATION:

That the Board of Directors approve Resolution No. 20-12 (Attachment A) authorizing staff to execute a request to the California Department of Justice to allow LiveScan fingerprinting as it relates to drivers of for-hire vehicles.

Budget Impact

None with this action.

DISCUSSION:

California law authorizes certain governmental and private organizations to conduct criminal offender record information background checks to help determine the suitability of a person applying for a license, employment, or a volunteer position working with children, the elderly, or the disabled. Law enforcement agencies, public and private schools, non-profit organizations, and in-home supportive care agencies are some of the organizations authorized to conduct these fingerprint-based background checks.

The California Department of Justice (DOJ) provides an automated service for these criminal history background checks, commonly referred to as "LiveScan" because of the technology used to scan the individual's fingerprints. The Federal Bureau of Investigation (FBI) provides a similar background check process.

Currently, MTS Taxicab Administration staff is authorized to access LiveScan for purposes of conducting criminal background checks of permit holders for taxicabs and other for-hire vehicles. MTS's LiveScan authority does not expressly reference for-hire vehicle drivers.









The San Diego Sheriff's Department (Sheriff's Department) is responsible for licensing drivers of taxicabs and other for-hire vehicles regulated by MTS. As part of this process, the Sheriff's Department conducts both a California Department of Justice LiveScan and FBI LiveScan for these drivers.

Whenever a driver is denied a for-hire license, the Sheriff's Department coordinates the denial with the MTS Taxicab Administration, as many of the requirements relating to driver licensing are listed in MTS Ordinance No. 11. This includes sharing the basis of the denial decision, which may include results from background checks.

Since MTS Taxicab Administration's current LiveScan authority is limited to reviewing criminal background checks for *permit holders*, but not *drivers*, the Sheriff's Department has indicated that results of drivers' background checks will no longer be shared unless MTS is formally authorized by the California Department of Justice to receive this information.

MTS needs this information to effectively communicate with for-hire drivers concerning the reasons a for-hire driver's license has been denied. Today's proposed action would approve Resolution 20-12 (Attachment A) authorizing MTS to review DOJ LiveScan and FBI LiveScan results for drivers of taxicabs and other for-hire vehicles.

/s/ Sharon Cooney Sharon Cooney

Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Resolution No. 20-12

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

RESOLUTION NO. 20-12

Resolution Approving LiveScan Authorization

WHEREAS, California Penal Code Sections 11105(b)(11) and 13300(b)(11) authorize cities, counties, and districts to access state and local summary criminal history information for employment, licensing or certification purposes; and

WHEREAS, California Penal Code Section 11105(b)(11) authorizes cities, counties and, districts, to access federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation; and

WHEREAS, California Penal Code Sections 11105(b)(11) and 13300(b)(11) require that there be a requirement or exclusion from employment, licensing, or certification based on specific criminal conduct on the part of the subject of the record; and

WHEREAS, California Penal Code Sections 11105(b)(11) and 13300(b)(11) require the city council, board of supervisors, governing body of a city, county, or district to specifically authorize access to summary criminal history information for employment, licensing, or certification purposes; and

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that the San Diego Metropolitan Transit System governing board does hereby authorize access to state- and federal-level summary criminal history information for employment (including volunteers and contract employees), licensing of permit holders for taxicabs and other for-hire vehicles, licensing of drivers of taxicab and other for-hire vehicles, and other related purposes, and may not disseminate the information to a private entity.

PASSED AND	ADOPTED by the Board	this 30th day of Jul	ly 2020, by the following vote	:
	AYES:			

NAYS:			
ABSENT:			

ABSTAINING:

Chair San Diego Metropolitan Transit System	
Filed by:	Approved as to form:
Office of the Clerk of the Board San Diego Metropolitan Transit System	Office of the General Counsel San Diego Metropolitan Transit System

Resolution No. 20-12



Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for
Executive Committee
Review Date: 7/16/2020

SUBJECT:

BUILDING C – WHEEL TRUING MACHINE REMOVAL, REINSTALLATION AND TESTING – WORK ORDER UNDER A JOB ORDER CONTRACT (JOC) AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-09 (in substantially the same format as Attachment A), under MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC) for the provision of labor, materials, equipment, and supplies for Building C – Wheel Truing Machine Removal, Reinstallation, and Testing in the amount of \$371,330.00 plus the payment of applicable Job Order Contracting (JOC) administrative fees, for a total cost of \$381,307.15.

Budget Impact

The total cost will not exceed \$381,307.15, inclusive of a direct cost of \$371,330.00 and the contractor share of administrative fees totaling \$3,750.81. Total administrative fees are \$9,977.15 (contractor share \$3,750.81 and MTS share \$6,226.34). This project is funded by MTS Emergency Cost Center # 999016, which will be reimbursed by the insurance claim, associated with the December 2018 flood.

DISCUSSION:

Due to heavy rain in late December 2018, Building C and the maintenance pits were flooded, resulting in a significant amount of damage. Once the flood water was cleaned up, staff discovered a short circuit on the control equipment that is needed to operate the wheel truing machine, which caused the machine to be non-operational. The equipment manufacturer was contacted and a field assessment was performed. The machine was determined to be unusable. The replacement of this damaged piece of equipment was approved as part of a MTS property insurance claim.



At the April 2019 Board Meeting, a contract was awarded to Simmons Machine Tool Corporation for a new wheel truer machine (Agenda Item No. 11). This new machine is currently in production and scheduled to be delivered in August 2020. The purpose of this JOC contract is to remove the damaged machine, prepare the pit to receive the new machine, and install and test the replacement machine upon delivery at MTS.

On April 12, 2019, MTS issued an Invitation for Bids seeking a contractor to provide oncall JOC General Civil Construction services that primarily consists of repair, remodeling, or other repetitive work for general civil and site improvements, including earthwork, utilities, paving, concrete, drainage, landscaping mitigation, site clearing, and all required incidental professional and technical services.

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.

The JOC program includes a catalogue of pricing for a variety of potential tasks to be performed under the contract that have been pre-priced by the contractor, the Gordian Group. All potential contractors are subject to the pricing within this catalogue. Each contractor then includes an adjustment factor, escalating their proposed price from the catalogue price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalogue price (i.e. 1.25 adjustment factor represents 25% above the catalogue price) for that respective task within the project. In order to select the lowest responsive and responsible bidder, MTS staff compares each contractor's proposed adjustment factor.

Three (3) bids were received and MTS determined that ABC was the lowest responsive and responsible bidder. On June 13, 2019, the MTS Board of Directors authorized the CEO to execute MTS Doc. No. PWG275.0-19 with ABC for Civil Construction Services.

Today's proposed action would issue a work order to ABC under this JOC master agreement. Pricing for this repair work order was reviewed and determined to be fair and reasonable. ABC will be providing all materials, labor, equipment for removal, installation, and testing. The work is scheduled to be completed in summer 2020.

Therefore, MTS staff recommends that the Board of Directors authorize the CEO to execute Work Order No. MTSJOC275-09 (in substantially the same format as Attachment A), under MTS Doc. No. PWG275.0-19 with ABC for the provision of labor, materials, equipment, and supplies for the Building C – Wheel Truing Machine Removal, Reinstallation, and Testing in the amount of \$371,330.00 plus the payment of applicable JOC administrative fees, for a total cost of \$381,307.15..

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachment: A. Draft Job Order Contract MTSJOC275-09

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101 Tel 619.231.1466 Fax 619.234.3407

JOB ORDER CONTRACT WORK ORDER

WORK O	NDEN
	PWG275.0-19
	CONTRACT NUMBER
	MTSJOC275-09
	WORK ORDER NUMBER
THIS AGREEMENT is entered into this day of California by and between San Diego Metropolitan Trand the following, hereinafter referred to as "Contractors"	ansit System ("MTS"), a California public agency,
Name: ABC Construction Co., Inc.	Address: 3120 National Avenue
Form of Business: <u>Corporation</u> (Corporation, partnership, sole proprietor, etc.)	San Diego, CA 92113
(Corporation, parametering, conception, const,	Telephone: (619) 239-3428
Authorized person to sign contracts: Wayne	e Czubernat Project Manager
Name	Title
to Contractor to complete the detailed Scope of Work the Scope of Work (attached as Exhibit B.), and the Order (attached as Exhibit C.) For this Work Order, 1% of the work order value has (1%) and the MTS/Owner share of the Gordian Group The total cost for this work order will not exceed \$375 and a 1% Gordian Group license fee of \$3,750.81.	subcontractor listing form applicable to this Work been deducted. MTS will pay both the Contractor license fee.
TOTAL PAYMENTS TO CONTRACTOR SHALL NOT	EVCEED \$271 220 00
TOTAL PATIMENTS TO CONTRACTOR SHALL NOT	EACEED \$371,330.00
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	ABC CONSTRUCTION CO., INC.
By: Sharon Cooney, Chief Executive Officer Approved as to form:	Firm:By:Signature
By: Karen Landers, General Counsel	Title:

EXHIBIT A (Scope of Work)

Detailed Scope of Work

Job Order Contract



Date: 6/15/2020

To: Jim Cappadocia

Project Manager ABC Construction, Inc. 3120 National Ave

San Diego, Ca 92113 Phone: (619) 239-3428 Fax: (619) 239-6614 From: Thang Nguyen

Project Manager

San Diego Metropolitan Transit System

1255 Imperial Ave, Suite 900 San Diego, CA 92101 Phone: (619) 557-4560

Project: MTSJOC 275-09 MTS Work Order Number: TBD

Title: Building C – Wheel Truing Machine Removal & Reinstallation

Location: 1535 Newton Ave, San Diego, CA 92113

Railroad Protective: Yes No

Detailed Scope of Work

The Contractor shall complete the construction of this project in its entirety and shall provide all labor, materials, equipment, and traffic control, procuring all materials and performing all other work necessary to complete the work in accordance with the Detailed Scope of Work. This work consists of the followings:

1st Mobilization

- Remove all nuts and bolts holding the following items in place (nuts and bolts are rusted in place).
- Remove lathe from pit and scrap the lathe (weight: 35,274 lbs.), 4 bridging rails, 2 chip conveyors, 2 sets of operator stairs, 1 dust collection system, and 1 data acquisition system, 2 chip conveyor control stations. Rigger is responsible for trucking lathe to a scrap yard (provide receipt from scrap yard). Rigger is responsible for removing all items from the job site that removed from pit (including dumpster if needed). Rigging information for this lathe is found in document "Transportation-Installation Section of O&M Manual-1316637HN.pdf".

- Extract 8 rail system anchors from foundation (core drill or other method). Location, diameter, and depth of holes must be per drawing "2073073-0101.pdf".
- Remove the 4 existing lathe fixators from the grout pads while leaving the fixator anchor rods in place.
- Install 4 new fixators using grout and fixator alignment frame provided by Simmons Machine Tool.
- Use the drawing "2073073-0101.pdf" and the document titled "Transportation-Installation Section of O&M Manual-1824747HN.pdf" to precisely locate the fixators.

2nd Mobilization

- Offload 3 tractor trailers containing lathe and ancillary items. Check to make sure nothing was damaged during transport.
- Install 2 chip conveyors per drawing "2073073-0101.pdf". Anchor the chip conveyors to the foundation.
- Precisely align and level the lathe per the document titled "Transportation-Installation Section of O&M Manual-1824747HN.pdf". Align and precisely level the lathe per "Transportation-Installation Section of O&M Manual-1316637HN.pdf" document.
- Install 2 operator platforms. Anchor the operator platforms to the foundation.
- Install rail system per drawing "2073073-0101.pdf" and "Transportation-Installation Section of O&M Manual-1316637HN.pdf" document. Align and precisely level rail system per "Transportation-Installation Section of O&M Manual-1316637HN.pdf" document. Grout rail system.
- Connect piping between lathe and smoke extraction system per drawing "Smoke Extraction
 - System Drawing 1316637HN.pdf".
- Make hydraulic connections between the lathe and the LRV lifting jacks per drawing "Hydraulic
 - o Drawing 1316637HN.pdf".
- Provide dumpster and dispose of all wood crates and packing material.
- Make electrical connections between lathe and 2 chip conveyors, data acquisition station, and dust collection system per electrical drawings "Lathe Electrical Drawing 1316637HN.pdf" and "Data Acquisition Station Electrical Drawing 1316637HN.pdf". Electrical cables to be installed in flex conduit.
- Mount 2 chip conveyor control boxes to foundation wall. Make electrical connections between lathe and 2 chip conveyor control boxes. Electrical cables to be installed in flex conduit.
- One electrician must stay on site for one 8 hour day while lathe is started and commissioned to make sure electrical connections were made properly.

Required Tools: Rigger must provide the tools listed on the document titled "Tools Required for U2000-400 or U2000-150 Installation - Updated 2016-10-24.pdf".

Submittals:

Work Schedule, materials submittal

Work Windows:

Detailed Scope of Work
A-4

LRV Lock Out/Tag Out Training: Contractor and subcontractors are required to take this training prior to the work start						

Date

6/22/20 Date

Detailed Scope of Work

Thang Nguyen, Project Manager

EXHIBIT B (Cost Breakdown)



Price Proposal Detail with Comments Report Version: 1.1

JOC Name (Contractor): ABC Construction Co., Inc. 2019 - General Civil - ABC **Contract Name:**

Contract Number: PWG275.0-19 Job Order Number:: MTSJOC275-09

Job Order Title:: Bldg C - Wheel Truing Machine Removal and Reinstallation

Location: **Building C** \$375,080.81 **Proposal Value: Cost Proposal Date:** June 22, 2020

Divisio	on	Division Totals
01	General Requirements	\$29,309.67
13	Special Construction	\$345,771.14
	Proposal Total:	\$375,080.81
	The Percentage of Non Pre-Priced on this Proposal:	92.19%

Page 1 of 3 Print Date: 06/22/2020 11:01:42 AM PST

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Price Proposal Detail with Comments Report Version: 1.1

JOC Name (Contractor): ABC Construction Co., Inc. 2019 - General Civil - ABC **Contract Name:**

Contract Number: PWG275.0-19 Job Order Number:: MTSJOC275-09

Job Order Title:: Bldg C - Wheel Truing Machine Removal and Reinstallation

Location: Building C **Proposal Value:** \$375,080.81 **Cost Proposal Date:** June 22, 2020

								al Requirements	01 - Genera
Quantity x Unit Price x Factor = LineTot				er	ior Engine	HR		012220000068	1
	x Fa	Price	Unit Pr	х	Quantity		_		
Installation HR 96.00 x \$154.38 x 1.1363 = \$16,840.5	x 1.	4.38	\$154.	Х	96.00	HR	Installation		
\$16,840.5									
r Note:							e:	User Note	
m Note:							e:	Item Note	
nments:							s:	Owner Comments	
nments: V:1.1-Simmons Engineer to monitor					to monitor	nons Eng	s: V:1.1-Simm	Contractor Comments	С
939 WK 5,000 LB Telescopic Boom, Hi-Reach, Rough Terrain Construction Forklift With Full-Time Operator	each, R					WK		012223000939	2
Quantity x Unit Price x Factor = LineTot	x Fa	Price	Unit Pr	х	Quantity		_		
Installation WK 2.00 x \$4,547.26 x 1.1363 = \$10,334.1	x 1.	47.26	\$4,547	Х	2.00	WK	Installation		
\$10,334.1									
r Note:							e:	User Note	
m Note:							e:	Item Note	
nments:							s:	Owner Comments	
nments:							s:	Contractor Comments	С
175 LF 48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence	nter, Pla	' On Ce	s At 8' C	Posts		LF	_	015626000175	3
Quantity x Unit Price x Factor = LineTot	x Fa	Price	Unit Pr	X	Quantity				
Installation LF 100.00 x \$2.49 x 1.1363 = \$282.9	x 1.	.49	\$2.49	Х	100.00	LF	Installation		
\$282.9									
r Note:							e:	User Note	
m Note:							e:	Item Note	
nments:							s:	Owner Comments	,

Page 2 of 3

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Price Proposal Detail Report Print Date: 06/22/2020 11:01:42 AM PST



Price Proposal Detail with Comments Report Version: 1.1

4	017419000016		EA	40 CY Dumpster (5 Ton) "Construction Debris"						
		_		Quantity	Х	Unit Price	Х	Factor	=	LineTotal
		Installation	EA	2.00	Х	\$814.98	Х	1.1363	=	\$1,852.12
									_	\$1,852.12
	User Note	: :								
	Item Note	: Includes de hazardous		f dumpster, renta I.	l co:	st, pick-up cos	st, ha	auling, and o	disposa	al fee. Non-
	Owner Comments	s:								
	Contractor Comments	: V:1.1-Gene	eral deb	ris						
13 - 8	Special Construction									\$345,771.14
5	Non-PrePriced Item		EA	Wheel Truing						
		_		Quantity	Х	Unit Price	х	Factor	=	LineTotal
			EA	1.00	Х	\$345,771.14	Χ	1.0000	=	\$345,771.14
									_	\$345,771.14
	User Note	:								
	Item Note	:								
	Owner Comments	s:								
	Contractor Comments	s:								
							Pr	oposal Tota	l;	\$375,080.81
				The Percentage	of N	Ion Pre-Priced	on t	his Proposa	l:	92.19%

Print Date: 06/22/2020 11:01:42 AM PST

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Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for
Executive Committee
Review Date: 7/16/2020

SUBJECT:

REVISIONS TO TAXICAB ADVISORY COMMITTEE GUIDELINES

RECOMMENDATION:

That the Board of Directors approve the proposed revisions to the Taxicab Advisory Committee Guidelines (Attachment A).

<u>Taxicab Advisory Committee Recommendation</u> *To be provided after the July 15, 2020 Taxicab Advisory Committee Meeting.*

Budget Impact

None with this action.

DISCUSSION:

The Taxicab Advisory Committee is currently compromised of 16 voting members, which includes driver representatives, permit holder representatives, and tourist and travel focused organizations. The representative member from the San Diego Travelers Aid Society has recently retired and the representative member from the Hotel Industry has moved out of State. The Workshop on Regulatory Matters (WORM), the subcommittee to the Taxicab Advisory Committee, recommends replacing these organizations with a representative from the Gaslamp Quarter Association and the Cross Border Express.

The Gaslamp Quarter Association is a merchant association representing more than 400 shopping, dining and entertainment businesses located within Gaslamp Quarter. The Cross Border Express is a pedestrian bridge connecting the Tijuana International Airport with a terminal in San Diego. Adding these organizations would ensure valuable feedback is received from service and tourist oriented industries located within









downtown San Diego and the border area, which are both important sources of business for taxicabs and other for-hire services.

The Gaslamp Quarter Association and Cross Border Express have both agreed to join the Taxicab Advisory Committee. Therefore, staff recommends the MTS Board of Directors approve the proposed revisions to the Taxicab Advisory Committee Guidelines. Once approved, Gaslamp Quarter Association and Cross Border Express will be able to participate in the next Taxicab Advisory Committee scheduled for October 14, 2020.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Redline Proposed Revisions to Taxicab Advisory Committee Guidelines



SAN DIEGO METROPOLITAN TRANSIT SYSTEM TAXICAB ADVISORY COMMITTEE GUIDELINES

1 PURPOSE

The Taxicab Advisory Committee's purpose is to:

- 1.1 Provide feedback to the Chief Executive Officer and designated staff on taxicab matters to formulate recommended courses of action that the Chief Executive Officer or Board of Directors, whichever applicable, may review for approval;
- 1.2 Review summaries of administrative hearing officer decisions concerning taxicab owner and driver penalties;
- 1.3 Discuss taxicab owners'/drivers' written grievances;
- 1.4 Review summaries of complaints concerning taxicab service;
- 1.5 Review vehicle inspection criteria, process, results, and rankings;
- 1.6 Review the Chief Executive Officer's Annual Fee Schedule; and
- 1.7 Comment on MTS's work program concerning taxicab matters.

2 MEMBERSHIP

Sixteen voting members are appointed as follows:

- 2.1 One representative of the MTS Board of Directors appointed on an annual basis, who will be designated by the MTS Board of Directors to serve as Chair of the Taxicab Advisory Committee.
- 2.2 One member appointed by the San Diego Convention and Visitor's Bureau, the San Diego County Regional Airport Authority, San Diego Convention Center, San Diego Travelers Aid Society, the Hotel Industry, Gaslamp Quarter Association, Cross Border



<u>Express</u> and the United Taxi Workers of San Diego (UTWSD), each serving a three-year term.

- Each organization or agency may designate one (1) alternate member by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.
- b. The UTWSD member must either be: a current member of the UTWSD; or be a current employee or other authorized representative of the UTWSD.
- 2.3 Five taxicab owners with at least three years' experience and in good standing, each serving a three-year term, elected by taxicab owners, divided as follows: two seats are designated for representation of owners of one to three taxicabs; and three seats are designated for representation of owners of four or more taxicabs.
- 2.4 Four taxicab lease drivers in possession of a San Diego Sheriff's Department-issued Taxicab Driver Identification Card valid in the MTS areas of jurisdiction, being in good standing with the Sheriff's Licensing Division, and currently serving as a driver for at least three years leading up to the election. The election shall comply with the following guidelines:
 - Lease driver representatives shall be elected by licensed drivers operating in MTS areas of jurisdiction.
 - b. Lease driver representative elections shall take place every three years at the same time as the owner representative elections.
- 2.5 The taxicab owners, lease drivers and UTWSD representatives shall meet the eligibility requirements at all times while serving on the Taxicab Advisory Committee.
- 2.6 A taxicab owner member unable to attend a meeting may appoint an alternate from the same or similarly sized company to attend in their absence.
- 2.7 A taxicab driver unable to attend a meeting may appoint a driver with a similar experience level (within 2 years), not less than three years, to attend in their absence.
- 2.8 The Taxicab Advisory Committee or the Chief Executive Officer or designee shall make an interim appointment if a member's seat becomes vacant within the three-year term.
- 2.9 The Vice Chair will be the Taxicab Administration Manager.
- 2.10 One non-voting member will be appointed by the County of San Diego's Department of Agriculture, Weights and Measures.
- 2.11 One non-voting member will be appointed by the County of San Diego Sheriff's Department.

3 REMOVAL AND RESIGNATION

3.1 Any member who misses four (4) consecutive meetings may be subject to removal. For any member who has missed three (3) consecutive meetings, a documented warning shall be provided to the member.

3.2 A member may resign by providing written notification to the MTS Clerk of the Taxicab Advisory Committee.

4 MEETINGS

- 4.1 Taxicab Advisory Committee meetings are subject to the provisions of the Ralph M. Brown Act, California Government Code, Section 54950, et. seq.
- 4.2 Taxicab Advisory Committee meetings will be held quarterly at the offices of MTS.
- 4.3 The agenda for each meeting will be posted in the MTS lobby.
- 4.4 The agenda, backup materials, and minutes of the previous meeting will be sent to each member in advance of the meetings, upon request.
- 4.5 The Chair may call additional meetings, as necessary.
- 4.6 Fifty-one percent attendance is a quorum to hold a meeting.

5 VOTING

- 5.1 Each voting member of the Taxicab Advisory Committee has an equal vote.
- 5.2 Fifty-one percent of the votes of those in attendance will approve an item.
- 5.3 A roster of the Taxicab Advisory Committee members who voted will be provided to the MTS Board of Directors, along with the item, for MTS Board action on an agenda item.

6 SUBCOMIMITTEES

- 6.1 MTS Board of Directors approval is required to establish a standing subcommittee. The Workshop of Regulatory Matters is a standing subcommittee for Taxicab Advisory Committee and is subject to the Brown Act.
- 6.2 Chief Executive Officer or designee approval is required to establish an ad hoc subcommittee.

7 APPROVAL

- 7.1 These Guidelines were revised by the MTS Board of Directors on <u>-July 30</u>, 2020. October 10, 2019.
- 7.2 The MTS Chief Executive Officer shall have the authority to implement additional procedures to carry out -elections and maintain regular and orderly meetings of the Taxicab Advisory Committee.



Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

DAVRA NETWORKS, RUBAN SOFTWARE AND SUPPORT FOR TROLLEY PUBLIC ANNOUNCEMENT SYSTEM ENHANCEMENT AND ADDING NATURAL LANGUAGE PROCESSING – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc. No. G2071.0-18 (in substantially the same format as Attachment A) with Davra Networks, increasing the contract value in the amount of \$788,200.00, bringing the contract total to \$1,550,000.00.

Budget Impact

The total estimated cost of this amendment will not exceed \$788,200.00. This amendment funding would come from the Capital Improvement Project (CIP) No. 1007111401 and 2008111801.

PROJECT DESCRIPTION	AMOUNT
Trolley PA Enhancement	\$457,800.00
Natural Language Processing NLP	\$330,400.00
AMENDMENT NO. 3 GRAND TOTAL:	\$788,200.00

DISCUSSION:

Passenger information systems are a key communication link between transit operations and the traveling public. MTS utilizes Davra Network's RuBAN™ software systems for next train arrivals, public address system announcements integration, Light Rail Vehicle (LRV) telematics and diagnostics, General Transit Feed Specification (GTFS) data, reports, and smart train sign programing.









While the RuBAN™ platform was primarily designed to provide MTS passengers useful transit information, it has also become a tool for LRV operations and LRV maintenance staff. Diagnostic information collected from LRVs in service allows maintenance staff to preemptively remove LRVs from service prior to failure. As the GTFS project was being implemented, MTS discovered that the combination of Wi-Fi connected Run Number Signs (RNS) together with the RuBAN™ platform gave MTS the ability to further develop the system to provide information useful to LRV operations.

In this next phase of the development of the RuBAN™ platform, MTS will expand the public announcement (PA) system to include the Mid-Coast stations, add enhancements, and add natural language processing (NLP), which will be integrated into a range of social media platforms. The Trolley Operations PA Enhancements and NLP Customer Communications projects will add the following major functionalities:

- Update Estimated Time of Arrival (ETA) for new Mid-Coast stations
- Produce a new ETA Baseline for new stations
- Define new GTFS-rt ServiceAlerts that will work best with Appspace program running on Chromeboxes
- Update PA system to supply text messages as GTFS-rt ServiceAlerts published by Davra custom service
- Add ability to edit PA announcements and passenger information sign schedules
- Setup and configure NLP to process ETA requests based on stop IDs.
- Integrate the ETA service into several social media channels like:
 - o Facebook Messenger
 - o WhatsApp
 - Twitter
- Enable an NLP-integrated development environment for adding additional intents and corresponding handlers such as:
 - Live ridership passenger data and estimation ridership/capacity information
 - o Trip planning
 - Customer Service Questions
 - o MTS Website Questions
- Integrate with Automated Passenger Counter (APC) system ensuring that accurate LRV numbers are reported

The overall goal of the Trolley Operations PA Enhancement project is to ensure the ETA, PA and Train Management applications are fully integrated into the Mid-Coast extension. The main goal of the NLP Customer Communications project is to integrate a live interactive Customer Notification System. The new system will be integrated into all modern platforms or applications. The system will work across modern platforms like Twitter, WhatsApp, and Facebook. MTS believes that supporting social media collaboration tools will improve the MTS passenger experience. This project will expand beyond ETA services to accommodate Customer Service Questions/Calls (E.g., What is the schedule for route X; How much is a student fare; How full is the Trolley; Is there handicap seating available on bus X, etc.)

Davra has developed and expanded the RuBAN[™] platform to meet MTS needs and is responsible for the support of all aspects of this platform. Davra is the only firm that can develop additional software enhancements to meet the continuing needs of the agency and support the current system in place. 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.

The proposed amount for this work is based on the rates of the existing contract, and the total cost was determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 3 to MTS Doc. No. G2071.0-18 (in substantially the same format as Attachment A) with Davra Networks, increasing the contract value in the amount of \$788,200.00, bringing the contract total to \$1,550,000.00.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachments: A. Draft Amendment No. 3 to MTS Doc. No. G2071.0-18

B. Price breakdown

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101 Tel 619.231.1466 Fax 619.234.3407

Amendment 3

Effective Date: August 1, 2020 MTS Doc No.G2071.3-18

AMENDMENT NO. 3 TO MTS DOC. NO. G2071.0-18; DAVRA NETWORKS, RUBAN SOFTWARE AND SUPPORT INFRASTRUCTURE SOLUTION

Davra Networks Brian McGlynn 440 North Wolfe Road Sunnyvale, CA 94085

This shall serve as Amendment No.3 to our agreement for the RuBAN Software and Support Infrastructure System solution as further described below.

SCOPE

This amendment is to provide the Trolley PA enhancement that will include Mid-coast extension as specified in Exhibit A and the implementation of Natural Language Processing (NLP) solution as specified in Exhibit B.

SCHEDULE

There shall be no changes to the schedule provision of this agreement.

<u>PAYMENT</u>

This contract amendment shall authorize additional costs not to exceed \$788,200.00. The total value of this contract including this amendment shall be in the amount of \$1,550,000.00. This amount shall not be exceeded without prior written approval from MTS.

Please sign and return the copy marked *original* to the Contract Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copies for your records.

Sincerely,		Agreed:	
Sharon Cooney,	Chief Executive Officer	Brian McGlynn, Davra Networks	
		Date:	

cc; J.McNiel, R.DeGala, Procurement File

EXHIBIT A

SDMTS-2020

Mid-Coast Extension Statement of Work Rev 1.9

23 June 2020

Project

SDMTS are in the process of building the Mid-Coast extension and adding new customer signage for ETA, announcements & advertising at the new stations. This project will ensure the ETA, PA & Train Management applications are fully integrated into the Mid-Coast extension.

Project Overview

SDMTS are extending the Blue Line from America Plaza, through Santa Fe Depot to Old Town and then along new track to La Jolla.



The new section of track will include nine new stations which will use new signs, 46" LCD screens from Nanov. Each sign will have a dedicated Chromebox running Appspace which will host a third-party program that populates these signs. The program will gather ETA & Alert (announcements) data from One Bus Away (OBA) which is itself pulling data from various GTFS-rt sources.

This SoW covers:

- the work required to update the Davra systems (ETA, Train Mgt App & PA) to handle the Mid-Coast Extension
- other enhancements to the SDMTS PA System requested by users over the past 2 years
- ongoing enhancements to the SDMTS ETA System

1. ETA for Mid-Coast Extension

- Update ETA for new stations, ETA will be calculated for new stations but not sent to Daktronics DVS signs (new signs will be populated via OBA)
- Produce new ETA Baseline for new stations, initially based purely on schedule and then revise once service has run for few weeks.
- A new App for previewing what ETA data is currently on signs.
 This will be equivalent of DVS Emulator but work for both DVS & Nanov signs. It will take its data direct from ETA (rather than indirectly via DVS or OBA). Will display extra information for each ETA entry (such as GTFS trip_id) to give addition insight and greatly assist operators in investigating any ETA anomalies.

2. Train Management App for Mid-Coast Extension

- Update Train Management App with new line & stations on map consumed from GTFS only (not SDMTS GiS)
- Update Train Management Map to use NearMap

3. PA for Mid-Coast Extension

- Determine formats for GTFS-rt ServiceAlerts that will work best with Appspace program running on Chromeboxes.
- Update PA to supply text messages as GTFS-rt ServiceAlerts published by Davra custom service.
- Liaise with Mecatran regarding their consumption of above GTFS-rt feed into Mecatran UrbiPlan-Alerts (which will then be consumed by OBA, which will then be consumed by Appspace app and populate signs)

4. PA Feature Enhancements & Bug Fixes

The following six PA enhancements have been identified by SDMTS as high priority:

- 1. The ability to edit schedules
 - a. Requires fundamental change to way schedules are modelled in PA system.
 - b. Schedules would be created independently from announcements and then associated when the announcement is defined.
- 2. Ability to jump from Log View to Schedules View to see details of schedule that lead to the log event.
- 3. Improved message reversion when 'newer' message ends and previous message must then be displayed.
- 4. Visual representation of schedule's active periods on a calendar
- 5. Display JSON as readable text
- 6. SDMTS Days should run from 03:00:00 to 02:59:59 the following day.

The following bugs will be addressed (These are generally minor bugs that have been reported over time but did not warrant a new release of the App).

- PS-466: Live Audio Message Type (incorrectly) flips from Audio to Visual when selecting stations
- PS-457: Volume Schedule page should not show Message Type & Display Mode
- PS-455: Log for Volume changes does not show volume details
- PS-476: Canned Message after Live Audio fails
- PS-470: Canned message with 2 stations not using second station name

5. Migrate PA App to new Davra SPA

- Move legacy PA App to new Davra Single Page Application idiom (code will remain in React)
- Remove use of graphQL in favour of direct REST API calls

6. Port ETA Service to Davra Custom Services

Move ETA Service (ETA calculation & trip assignment algorithms) to Custom Services.

7. Port Signs Service to Davra Custom Services

- Move ETA Signs Service (display to Daktronics DVS algorithm) to Custom Services.
- Investigate issue with trip assignment.
- Remove use of SDMTS GiS. Map fed from GTFS. Stop params entered manually.
- Utilise common GTFS service

8. Train Management - Additional Features

Work committed to SDMTS-2020 budget but completed in March/April 2020

- Persist & display Cab A Orientation for each LRV devices & allow manual editing.
- Detect & report consist car ordering in Train Management App & LRV Ops Report.

9. Bug Fixing & Hardening

Address issues arising during development.

10. Knowledge Transfer, Training and Documentation

Training sessions and production of documentation including Operator's Manual covering all features.

Deliverables and Schedule

Four stages of payment with features delivered as follows:

Deliverable	Time (Days)	Payment Milestone
Solution Design	8	1
8. Train Management – Additional Features	13	1
6. Port ETA Service to Davra Custom Services	35	1
7. Port Signs Service to Davra Custom Services	38	2
1. ETA for Mid-Coast Extension	52	3
2. Train Mgt App for Mid-Coast Extension	22	3
3. PA for Mid-Coast Extension	19	3
5. Migrate PA App to new Davra SPA	19	3
4. PA Feature Enhancements	90	4
10. Knowledge Transfer, Training and Documentation	14	4
9. Bug Fixing & Hardening	17	
Total	327	

Professional Services

For the Services provided under this SoW, Davra estimated a total of **327** days at the standard SDMTS Rate of **\$1,400** per day.

Payment Terms

Payment will be made on a milestone basis or as agreed upon by San Diego project PM, Jason McNeil, in 4 payments aligning to project milestones. Including an upfront advanced payment of Milestone #1 to fully resource this project.

Project shall commence as soon as PO has been received.

Note:

Completion of this project will not depend upon full completion of the Mid-Coast line as full functionality can be delivered and tested without the Mid-Coast extension running.

Change Management

- Requests for changes beyond those defined in this SoW will require a Change Order Request. No additional services will be provided unless and until the Change Order Request is signed by both parties.
- Change Order Requests may affect the project schedule and project cost.
- Delays by third party vendors may impact the project schedule and may create applicable additional charges that will require a Change Order.

If the above defined project responsibilities are not met, additional fees may apply.

Locations

Davra will complete the platform at the locations listed below.

- 1. On-site at SDMTS
- 2. Davra R&D HQ in Dublin, Ireland

Assumptions

- 1. Davra will provide a dedicated development Resource and a project manager to this project.
- 2. SDMTS will provide a dedicated Project Manager to his project.
- 3. SDMTS will provide all documentation and reports to Davra as required.
- 4. Both parties will commit to weekly update and progress meetings

Project Completion

Davra shall agree that this project	(and each milestone)	is complete once	all items within	this SoW have
oeen delivered.				

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LU	IILA	CLS

Davra - Brian McGlynn, +353 87 6013235, brian.mcglynn@davra.com

SDMTS - Jason McNeil, Phone: 619-744-5940, <u>Jason.McNeil@sdmts.com</u>

SDMTS: Mid-Coast Extension

Authorization

IN WITNESS WHEREOF, the partie	es hereto have executed this Agreem	ent as of the date written below.
SDMTS	Title	Date
 Davra	 Title	 Date

EXHIBIT B

SDMTS

NLP Customer Communications Statement of Work Rev 1.1

23 June 2020

Project

An inquiry system which allows customers to interrogate various SDMTS data sources using text-based natural language queries via social media platforms or dedicate web apps.

Project Overview

This project will implement a Natural Language Processing (NLP) solution that allows queries via various sources. Integration with a defined set of social media platforms will be developed in this project.

The platform will be open to future extension to enable it to perform a variety of conversational queries upon any accessible data source (such as trolley or bus occupancy data or route recommendations) or to support audio as well as textual queries.

This project will focus on textual English language queries of ETA & schedule data for both bus & trolley services using a basic query and response idiom.

1. Project Backend System Setup and Integration

- Evaluation of suitable CPaaS provider
- Development of a microservice integrating with the CPaaS provider's APIs.
- Setup and configuration of a NLP server to process simple ETA requests based on stop IDs.
- NLP integration microservice.
- OBA integration microservice.
- Development of a Deployment Infrastructure Pipeline.

2. Social Media Integrations

Integrate the ETA service with the below social media channels:

- WhatsApp
- Facebook Messenger
- Twitter
- MTS website bot

The integration implies that users can send a message to an ETA bot within each social media channel and receive a response. The acceptable requests and corresponding responses follow the same format as the SMS-based service.

3. Textual NLP Integration for ETA

- Identify & configure intents to support queries in the following styles:
 - o ETA queries:
 - "When is the next train/bus from stop/station X"
 - "Where's the next train/bus for stop/station X at?"
 - "When is the next bus/train from stop/station X to stop/station Y"
 - "At what time is the bus/train from stop/station X to stop/station Y coming"

- o GTFS Schedule queries:
 - "What is the schedule for bus/train X"
 - "What is the schedule for route X"
 - "What is the schedule for stop/station X after this time"
 - "What is the schedule for stop/station X on this day"
 - "What is the arrival time for bus/train from stop/station X at stop/station Y"
 - "What service runs from station/stop X"
 - "What routes are serviced at station/stop X"
 - "What does route X service"
 - "What is the schedule for bus/train X"
 - "What is the schedule for route X"
- Configure NLP handlers for identified intents
- Develop Davra service(s) to respond to NLP handlers for identified intents

4. NLP IDE

Enable an integrated development environment for adding additional intents and corresponding handlers.

Possible future handlers could be:

- Customer Service Questions
- Ridership passenger data and estimation ridership/capacity information
- Trip Planning Data

5. Production Readiness

Ensure full-scale production readiness, including the following:

- Architecture design.
- Security Assessment (data integrity and privacy),
- Service Assurance (Monitoring and logging, ensuring KPIs and SLAs are met)
- Scalability (Stress testing, fine tuning, etc.)
- Deployment Pipeline Infrastructure (development, staging, production).

6. Bug Fixing & Hardening

Address issues arising during development.

7. Knowledge Transfer, Training and Docs

Training sessions and production of documentation including Operator's Manual covering all features.

Deliverables and Schedule - Expect 4 stages of payment

Deliverable	Time (Days)	Payment Milestone
Solution Design	8	1
1.Project Backend Setup & Integration	17	1
2. Social Media Integrations	75	1
3. Textual NLP Integration for ETA	32	2
4. NLP IDE	54	3
5. Production Readiness	18	3
6. Bug Fixing & Hardening	18	3
7. Knowledge Transfer, Training and Docs	14	4
Total	236	

Professional Services

For the Services provided under this SoW, Davra estimated a total of **236** days at the standard SDMTS Rate of **\$1,400** per day.

Payment Terms

Payment will be made on a milestone basis or as agreed upon by San Diego project PM, Jason McNeil, in 4 payments aligning to project milestones. Including an upfront advanced payment to fully resource this project.

Project shall commence as soon as PO has been received.

Change Management

- Requests for changes beyond those defined in this SoW will require a Change Order Request. No additional services will be provided unless and until the Change Order Request is signed by both parties.
- Change Order Requests may affect the project schedule and project cost.
- Delays by third party vendors may impact the project schedule and may create applicable additional charges that will require a Change Order.

If the above defined project responsibilities are not met, additional fees may apply.

Locations

Davra will complete the platform at the locations listed below.

- 1. On-site at SDMTS
- 2. Davra R&D HQ in Dublin, Ireland

Assumptions

- 1. Davra will provide a dedicated development Resource and a project manager to this project.
- 2. SDMTS will provide a dedicated Project Manager to his project.
- 3. SDMTS will provide all documentation and reports to Davra as required.
- 4. Both parties will commit to weekly update and progress meetings

Project Completion

Davra shall agree that this project (and each milestone) is complete once all items within this SoW have been delivered.

Contacts

Davra - Brian McGlynn, +353 87 6013235, brian.mcglynn@davra.com

SDMTS - Jason McNeil, Phone: 619-744-5940, <u>Jason.McNeil@sdmts.com</u>

SDMTS: NLP Customer Communications

Authorization

IN WITNESS WHEREOF, the parties	hereto have executed this Agreeme	nt as of the date written below.
SDMTS	Title	Date
	 Title	 Date

AMENDMENT 3 (G2071.3-18) DELIVERABLE AND COST BREAKDOWN

TROLLEY PA ENCHANCEMENT DELIVERABLES AND SCHEDULE					
DESCRIPTION	QTY(days)	U	NIT COST	EX.	TENDED COST
Solution Design	8	\$	1,400.00	\$	11,200.00
Train Management – Additional Features	13	\$	1,400.00	\$	18,200.00
Port ETA Service to Davra Custom Services	35	\$	1,400.00	\$	49,000.00
Port Signs Service to Davra Custom Services	38	\$	1,400.00	\$	53,200.00
ETA for Mid-Coast Extension	52	\$	1,400.00	\$	72,800.00
Train Mgt App for Mid-Coast Extension	22	\$	1,400.00	\$	30,800.00
PA for Mid-Coast Extension	19	\$	1,400.00	\$	26,600.00
Migrate PA App to new Davra SPA	19	\$	1,400.00	\$	26,600.00
PA Feature Enhancements	90	\$	1,400.00	\$	126,000.00
Knowledge Transfer, Training and Documentation	14	\$	1,400.00	\$	19,600.00
Bug Fixing & Hardening	17	\$	1,400.00	\$	23,800.00
Total Days:	327	Tot	tal Amount:	\$	457,800.00

NATURAL LANGUAGE PROCESSING (NLP) CUSTOMER COMMUNICATION DELIVERABLES AND SCHEDULE					
DESCRIPTION	QTY(days)	UN	NIT COST	EXT	TENDED COST
Solution Design	8	\$	1,400.00	\$	11,200.00
Project Backend Setup & Integration	17	\$	1,400.00	\$	23,800.00
Social Media Integrations	75	\$	1,400.00	\$	105,000.00
Textual NLP Integration for ETA	32	\$	1,400.00	\$	44,800.00
NLP IDE	54	\$	1,400.00	\$	75,600.00
Production Readiness	18	\$	1,400.00	\$	25,200.00
Bug Fixing & Hardening	18	\$	1,400.00	\$	25,200.00
Knowledge Transfer, Training and Docs	14	\$	1,400.00	\$	19,600.00
Total Days:	236	Tota	al Amount:	\$	330,400.00



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

Agenda Item No. 12

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

TASK ORDER CONTRACT APPROVAL TO PROVIDE DESIGN SERVICES FOR IRIS RAPID ROUTE AND STATION INFRASTRUCTURE IMPROVEMENTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order WOA2075-AE-54 to MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment A) with Dokken Engineering (Dokken) in the amount of \$810,412.04 to provide design services for the Iris Rapid Route and Station Infrastructure Improvements.

Budget Impact

The value of the Engineering Design Work Order will not exceed \$810,412.04 and is allocated under Capital Improvement Program (CIP) budget number 1009113001 – Iris Rapid Route and Station Infrastructure Improvements.

DISCUSSION:

In 2018, MTS staff applied for and received a Transit and Intercity Rail Capital Program (TIRCP) grant to add a new Rapid Bus Feeder service between Imperial Beach and the Otay Mesa International Border crossing, connecting both communities to the UC San Diego Blue Line Trolley. Consistent with the grant program's goal to significantly reduce emissions of greenhouse gasses, the new rapid route will be served by 12 new, 60-foot Battery Electric Buses (BEB). The new service will be called Rapid Bus Route 925, or Iris Rapid, operating at 7.5-min headways in the peak hours, with buses from the MTS South Bay Maintenance Facility (SBMF) on Main Street in Chula Vista.

MTS completed a route plan for Iris Rapid, which identified station stops along the route, and recommended upgrades at each location, including new shelters and Variable Message Signs (VMS) at the stops, and the addition of four bus bays on the west side of









the trolley tracks at the Iris Avenue Transit Center. This work order will provide engineering design services for the route and station improvements.

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 capability to perform the scope of work.

On April 16, 2020, staff issued a Request for Proposals (RFP) to approved A&E firms. On May 21, 2020, MTS received three proposals from Dokken, Kimley-Horn and Associates (KHA) and Mott MacDonald (MM).

An evaluation panel was comprised of MTS representatives, and the proposals were evaluated based on the following factors.

- 1. Project Team
- 2. Project Team's Capabilities
- 3. Project Understanding and Approach
- Schedule

On June 5, 2020, the selection committee evaluated the initial proposals, but was unable to determine the highest ranked firm, as both Dokken and MM were tied. Thus, the committee decided to end the review to allow panel members additional time to re-read the Dokken and MM proposals, and revisit their scores.

On June 9, 2020, the selection committee reconvened, provided their revised scores as follows:

Ranking	Proposer Name	Total Score
1.	Dokken	81.00
2.	MM	79.30
3.	KHA	77.40

After an evaluation of the proposal, the evaluation panel determined that Dokken was the most qualified firm and best met the requirements set forth in the RFP, with a final score of 81.00 points out of maximum 100 points.

The evaluation panel then reviewed Dokken's initial price proposal in the amount of \$648,084.77. On June 10, 2020, staff issued a Notice of Intent to Negotiate (NIN) to Dokken. On June 19, 2020, the evaluation panel met with Dokken personnel and refined the scope of work in their proposal, and requested pricing for additional optional tasks. On June 24, 2020, Dokken provided a revised price proposal that included a base amount of \$728,670.85, and optional tasks in the amount of \$216,524.16 for a total amount of \$945,195.01.

On June 26, 2020, after the receipt of the Dokken revised proposal, staff issued a counter-offer to Dokken that included the adoption of an optional task to a compulsory task, and an overall reduction of the proposed fee in the amount of \$131,637.66. On June 30, 2020, Dokken provided a second revised fee that included a base amount of \$647,270.61, and optional tasks in the amount of \$163,141.43 for a total amount of \$810,412.04.

On July 1, 2020, MTS accepted Dokken's second revised fee in the amount of \$810,412.04. The optional items will be exercisable at the sole discretion of MTS.

Dokken's original price proposal was \$648,084.77. However, the proposal did not include optional items, nor improvements to the Iris Avenue Transit Center. Through negotiations, and scope refinement with the firm, staff was able to reduce the base contract price by \$814.16, while at the same time adding additional design services for the Iris Avenue Transit Center. Based on the level of effort and the design work involved for this project, staff determined the contract price to be fair and reasonable.

For this project, Dokken will use Aguirre and Associates (Aguirre), Geocon Inc., and Estrada Land Planning (ELP) as a subcontractors for the project. Both Aguirre and ELP are registered Disadvantaged Business Enterprises (DBE). Please see Attachment A for the dollar amount allocated to each subcontractor.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order WOA2075-AE-54 to MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment A) with Dokken in the amount of \$810,412.04 to provide design services for the Iris Rapid Route and Station Infrastructure Improvements.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachment: A. Draft Work Order WOA2075-AE-54, MTS Doc. No. G2075.0-18

DRAFT

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101 Tel 619.231.1466 Fax 619.234.3407

July 30, 2020

MTS Doc. No. G2075.0-18 WOA2075-AE-54

Mr. John Klemunes, PE Regional Manager Dokken Engineering 1450 Frazee Road, Suite 100 San Diego, CA 92108

Dear Mr. Klemunes:

Subject: MTS DOC. NO. G2075.0-18, WORK ORDER WOA2075-AE-54, ENGINEERING SERVICES

FOR IRIS RAPID - CORRIDOR AND STATION DESIGN

This letter shall serve as our agreement for professional services, Work Order WOA2075-AE-54, under the General Engineering Consultant Agreement, MTS Doc. No. G2075.0-18, as further described below.

SCOPE OF SERVICES

Provide design services for provide engineering services for the Iris Rapid corridor and station design. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A, A1).

SCHEDULE

The Scope of Services, as described above, shall be for a period of 29 weeks from the date of the Notice to Proceed.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed \$647,270.61 without prior authorization of MTS (Attachment B).

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:
Sharon Cooney Chief Executive Officer		John Klemunes, PE Regional Manager, Dokken Engineering
	Date:	

Attachments: Attachment A, Scope of Services

Attachment B, Negotiated Fee Proposal

ATTACHMENT A SCOPE OF SERVICES

SCOPE OF WORK

I. PROJECT DESCRIPTION

The San Diego Metropolitan Transit System seeks qualified firms for the complete corridor and station design of the "Iris Rapid" bus route. This new bus route will extend from Otay Mesa Transit Center to Imperial Beach, connecting both areas to the UC San Diego Blue Line at the Iris Avenue Transit Center. Consultant will utilize MTS provided preliminary 5% design (Exhibit A, Iris Operating Plan), and operating plan as basis for route and station design. It is anticipated that this route will be serviced by a mixed fleet of sixty foot articulating CNG & Battery Electric Bus (BEB) vehicles.

II. EXPECTED RESULTS

Consultant shall provide construction documents, including design plans and technical specifications for the complete corridor and station design of the "Iris Rapid," and Opinion of probably cost (OPCC) in accordance with the scope of work.

III. SCOPE OF WORK

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

Task 1 - Project Management

- 1.1 Consultant shall provide project management services, including the requirements for invoicing, scheduling, monthly project progress reports, and administration of the consultant's team.
- 1.2 Consultant shall provide project coordination with MTS.
- 1.3 Consultant shall provide coordination and oversight of subconsultant(s) and integration of plans and specifications into submittal packages.
- 1.4 Also included in Project Management is QA/QC which will be performed on all deliverables. To ensure quality of work and compliance with the scope of work, the Consultant shall perform a systematic inhouse review of all documents produced prior to submittal. All reviewed documents shall have a check box or signature page indicating review has been performed

Task 2 - Document Reviews and Site Visits

2.1 Document Review

 Consultant shall review MTS provided preliminary 5% design and operating plan and use as basis for design.

2.2 Site Visits

- Consultant shall conduct initial site visits with MTS Planning and Management for review of project, confirm existing conditions, and examine existing environment, structures, and facilities.
- Additional site visits may be performed as necessary during contract for site condition verification
 as the design progresses. During these site visits, the attendance of the MTS project staff may be
 requested for consultation.
- During the site visits, Consultant shall perform field observations, take photographs, measurements, calculations, etc., as necessary of the proposed route locations. The consultant is to take inventory of available amenities and identified utilities or spare conduit.
- Consultant shall present a preliminary overview of construction issues and strategies to resolve said issues to the MTS Project manager.
- Consultant shall coordinate with MTS staff regarding ownership, easements, and joint-use agreements. It is assumed that Consultant will coordinate with MTS up to the extent budgeted.

Task 3 - Design, Specifications, and Coordination

3.1 Site Survey and Mapping

- Consultant shall perform topographic survey and map each proposed bus stop site, as necessary, for use in the design and permitting of site improvements.
- Consultant shall review and evaluate information for each bus stop location, including the information and stop details provided by MTS, local jurisdiction requirements, ADA standards and other pertinent information that may apply.

3.2 Preliminary Design

- Consultant shall advance the design to a 50% level of completion for each bus stop location with a preliminary construction estimate for each stop for MTS Project Manager review.
- Consultant shall include any corrections required by the MTS Project Manager into the plans
- Consultant shall incorporate any design changes requested by adjacent property owners and approved by MTS into the plans..

3.3 Coordination

- Consultant shall coordinate with each of the local jurisdictions to obtain all necessary permits and design approvals.
- Consultant shall provide coordination between MTS, and each local jurisdiction to facilitate and resolve design issues.

3.4 Final Design

- Consultant shall incorporate preliminary design comments from MTS, property owners, and local jurisdictions into the final design
- Consultant shall provide final 100% design plans (engineer stamped), specifications, and OPCC for each design to MTS Project Manager for review and approval. Consultant shall include any corrections in the final bid package
- Consultant shall ensure all notes on each plan sheet are correct and ready to submit to the local jurisdictions for approval.
- OPCC for final design to include construction, materials, amenities, permitting, construction management, and contingency.

Task 4 – Geotechnical Pavement Evaluation and Environmental Sampling

- 4.1 Consultant shall review all pertinent and available geotechnical literature including geotechnical reports, topographic maps, geologic maps and aerial photographs; perform field borings as needed approximately 5 feet below existing pavement surface; and compile and analyze the data obtained; prepare a geotechnical memo. The geotechnical memo shall consist of a proposed pavement section, boring logs, and R-value test results. The consultant will conduct R-Value testing and engineering analysis required to evaluate geotechnical parameters and develop a proposed pavement section.
- 4.2 Consultant shall provide environmental sampling in conjunction with the geotechnical evaluation. The environmental sampling shall consist of collecting soil samples during manual advancement of the three proposed borings at depths of 1, 3, and 5 feet below ground surface (bgs); submitting the soil samples, under chain-of-custody procedures, to a State of California certified laboratory for analysis of total petroleum hydrocarbons (TPH) extended range organics (TPH-ext) (C4-C40) utilizing EPA Method 8015B, volatile organic compounds (VOCs), including fuel oxygenates, utilizing EPA Method 8260B, and Title 22 Metals utilizing EPA Method 6010B/7471A;

and preparing and submitting a technical memorandum summarizing the analytical results, including analytical data tables and figures. In the event that soil export is required, Consultant shall provide direction on the proper removal and disposal of the soil.

TASK 5 - Bid Package Development and Support Services (IFB Submittal)

5.1 Final Review Comments

 Consultant shall incorporate review comments to the Final Plans, Specifications and OPCC submittal and prepare "Bid-Ready" packages for MTS Procurement Department to advertise project.

5.2 Bid Support

 Consultant shall prepare for and attend the pre-bid meeting and respond to Request for Information (RFI) from the prospective bidder(s) during the bid process.

TASK 6 – Design support during construction (DSDC)

6.1 Attend Construction Team Meetings

Consultant shall have one representative attend construction team meetings

6.2 Review & Approve Submittals

Consultant shall review and approve, or take other appropriate action as necessary in response
to Contractor-prepared submittals required by the specifications. These submittals included shop
drawings, product catalog cut sheets, certificates of compliance, samples, and other data which
the Contractor is required to submit, but only for conformance with the information given in the
Contract Documents. Such review and approvals or other action shall not extend to means,
methods, techniques, equipment choice and usage, sequences, schedules or procedures of
construction and related safety precautions an programs by the Contractor.

6.3 Respond to Request for Information (RFI)

Consultant shall review and respond to Contractor RFIs forwarded from the Construction
Manager (CM) or MTS Project Manager and issue necessary clarifications and interpretations of
the Contract Documents as appropriate for the orderly completion of the Contractor's work. Any
orders authorizing variations from the Contract Documents will be made by the CM.

6.4 Field Observations

• At the request of MTS, the Consultant shall conduct site visits to respond to RFI's, develop Change Orders, and/or perform other specific tasks.

IV. PERIOD OF PERFORMANCE

Consultant shall perform requested services within 180 calendar days of NTP.

Task		Begin/End Dates
1.	Project Management	NTP / Project Completion
2.	Document Review and Site Visits	NTP / NTP + Project Completion
3.	Design, Specifications, and	
	Coordination	End Task 2 / NTP + 12 weeks
•	50 % Design Submittal Package	NTP / NTP + 20 weeks

(OPPC) • 100% Design Submittal Package • Design Review Meetings	NTP / Project Completion
Geotechnical Pavement Evaulation and Environmental Sampling	NTP / NTP + 12 weeks
5. Bid Package Development and Support	End Task 3&4 / At Contractor's NTP
Services	Meeting
6. Design Support During Construction	
	Contractor's NTP / Project Close-out

V. <u>DELIVERABLES</u>

Deliverables are anticipated to include the following

- OPCC
- Final Design

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

MTS to provide general route/station 5% design concepts, preliminary OPCC, and operating plan.

VII. MTS ACCEPTANCE OF SERVICES:

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

Monthly progress payments shall be based on hours performed for each person/classification identified in the attached Fee Schedule and shall at no time exceed the NTE. Contractor shall only be compensated for actual performance of services and at no time shall be compensated for services for which MTS does not have an accepted deliverable or written proof and MTS acceptance of services performed.

VIII. DEFICIENT WORK PRODUCT:

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

Revising provided documents,

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

IX. DELIVERABLE REQUIREMENTS

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

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

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

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

X. PRICING

Pricing shall be firm and fixed for the duration of the Work Order and any subsequent Change Orders/Amendments to the Work Order. There shall be no escalation of rates or fees allowed.

XI. PREVAILING WAGE

Prevailing wage rates apply to certain personnel for these services? ☐ Yes ☐ No
If yes, please list classification subject to prevailing wage rates:

ATTACHMENT A1 DOKKEN'S TECHNICAL PROPOSAL

SCOPE OF WORK

Our team proposes that these consulting services be divided into sequential tasks, as indicated below.

Task 1: Project Management

- 1. Conduct a project kick-off meeting to establish clear lines of communication, review the scope of work and project schedule, clearly define project goals and objectives, and identify MTS staff to be involved in the review process.
- 2. Schedule and coordinate up to six (6) project status meetings, develop (with MTS input) and distribute meeting agendas prior to meetings, develop and distribute minutes for each meeting.
- 3. Provide general project management services, including development and updates for critical path method project delivery schedule, coordination and oversight of subconsultant work products, and preparation of monthly invoices and supporting progress reports. Each progress report shall include a summary of tasks in progress and completed for the billing period, and projected tasks to be accomplished in the next month.
- 4. Dokken Engineering (DE) will work closely with the MTS Project Manager for the duration of the project to inform the MTS Project Manager of all project activities, monitor project progress, and monitor project budget. The duration of the project management effort is expected to be continuous through completion of the job.
- 5. Perform Quality Control reviews on all project deliverables and provide Quality Assurance in all work products included in this scope of work. To ensure quality of work and compliance with the scope of work, the Consultant shall perform a systematic in-house review of all documents produced prior to submittal. The QA/QC Engineering and DE Project Manager will be responsible for the quality control for all products submitted to MTS. Each submittal shall be accompanied by a QC process signature form and a transmittal memorandum. Any review comments received from MTS will be summarized, a Consultant response will be prepared, and corrections to the deliverables will be made.
- 6. Prepare City of San Diego, City of Imperial Beach, and MTS right of entry and encroachment permit application packages to support site survey, potholing, and site investigatory work. DE shall prepare the permit applications, work plans, traffic control plans, and coordinate insurance certificates as required to provide a comprehensive permit application package and secure the necessary permits from each agency.

Task 1 Deliverables - Kick-off meeting, up to six (s) project status meetings, Project Schedule with monthly updates, monthly progress reports and invoices, QC forms and submittal memos, agency permits for pre-construction services.

Task 2: Research, Document Review and Site Visits

- 1. Review existing documents provided by MTS which are pertinent to the project including:
 - a. Route 925 "Iris Rapid" Operating Plan and attachments.
 - b. MTS guidelines, standard drawings and specifications for bus stop and station design.
 - c. Available as-built drawings of MTS facilities at the existing stops/stations along the proposed route.
 - d. Ongoing projects or studies that could impact the Iris Rapid bus route stops and transit center design.
- 2. Perform as-built research with the City of San Diego Development Services Department, the City of Imperial Beach Development Services Department, and Caltrans to obtain existing reports, studies, as-builts, and facility drawings to establish the existing conditions at each bus stop site and the Iris Ave Transit Center (TC) west parking lot site.
- 3. Prepare letter requests for as-builts and facilities mapping from utility owners. DE shall identify utilities at each proposed bus stop site and the Iris Ave TC (West) site, review the information provided by the utility owners, develop existing utility mapping in CADD, and coordinate field utility mark-out for verification of existing utilities during site visits.

- 4. Conduct site visits as follows:
 - a. DE shall conduct initial site visits with MTS Planning and Management to review proposed site improvements, confirm existing site conditions, and examine existing streetscape and infrastructure.
 - b. Additional site visits may be performed as necessary during contract for site condition verification as the design progresses. DE will coordinate MTS participation with the MTS Project Manager as needed.
 - c. During the site visits, DE shall perform field observations, take photographs, obtain measurements, perform calculations, etc., as necessary for the proposed route locations. DE is to take inventory of available amenities and identified utilities or spare conduit.
 - d. DE shall present a preliminary overview of construction issues and strategies to resolve said issues to the MTS Project manager.
- 5. Perform research and coordinate with potential vendors to identify branded MTS "Rapid" bus shelter options and bus stop site amenities for the project, adhering to the following objectives: pre-fabricated structures must be tearaway type with concrete anchor system attachments, one shelter size for all new/upgraded bus stops within corridor, angled low maintenance roofing material (plexiglass or similar), free standing benches and trash receptacles are preferred (similar to Victor Stanley), shelters similar in appearance to existing MTS Rapid stops (e.g. Santa Fe Depot, South Bay Rapid stop at Otay Mesa Transit Center, and existing Rapid bus stops on Imperial Beach Drive).

Task 2 Deliverables – As-built and facility maps binder, existing utility mapping in CADD, summary of potential construction issues and recommended design strategies, bus stop shelter and amenities design coordination

Task 3: Design, Specifications, and Coordination

- 1. Topographic Mapping and Design Survey Aguirre & Associates (AA) shall perform ground survey for the twelve (12) bus stop sites located with the City of Imperial Beach and City of San Diego, the Iris Ave TC (West) and the Iris Ave TC (East) site. Primary survey control will be in terms of NAD 83 for horizontal and NAVD 88 for vertical, to be verified with the MTS Project Manager. Ground survey shots will be taken on pavement grade breaks, curb/gutter, back of sidewalk, utilities, trees, poles, and appurtenances. The survey data will be used to develop topographic mapping for the Iris Ave TC (West) and (East) and the bus stop sites. Topographic mapping will be developed at a 20:1 scale with 1ft contours for the Iris Ave TC (West) and (East), and 5:1 scale with 0.5 ft contours for the bus stop sites.
- 2. Right of Way (R/W) Mapping and Record of Survey (ROS) AA shall research available existing right of way mapping to establish parcel boundaries and develop a land net base map with existing easements/encumbrances plotted for the following locations:
 - WB IB Blvd at 3rd Street
 - WB IB Blvd at the IB Library
 - EB IB Blvd at 13th Street
 - WB IB Blvd at 13th Street
 - WB IB Blvd at Saturn
 - EB Coronado Ave at Hollister Street
 - WB Coronado Ave at Hollister Street
 - Iris Ave TC (West) western Property Line

AA shall perform field reconnaissance to locate existing property corners and tie found monuments to project control. Record monuments that have been removed, disturbed, or destroyed will be set, as required, to comply with Section 8771 of the Land Surveyors Act. The land net base will serve as the basis for subsequent right of way coordination by MTS personnel. AA will prepare a ROS in compliance with Section 8762 of the Land Surveyors for the IB Blvd/13th Avenue site and set monuments. Monument preservation will be covered by 6 Corner Records in the City of San Diego only.

3. R/W Coordination – DE shall coordinate with MTS staff regarding property ownership, proposed temporary construction easements or right to enter and construct areas, and joint-use agreements as needed. DE shall define right of way requirements and prepare Property Owner Exhibits for affected properties along new route to identify potential impacts to driveways, parking areas, landscape areas, utilities, etc. at each proposed bus

stop site. DE shall attend field meetings with MTS Real Estate staff and affected property owners as requested by MTS.

- 4. Utility Conflict Assessment and Relocation Coordination DE shall review the proposed project improvements and conflict check with existing utilities at each of the twelve bus stop sites and the Iris Ave TC (West). DE shall identify potential utility conflicts and coordinate with the affected utility owner(s) as needed to evaluate protection measures and relocation strategies during the design process. Potential utility conflicts will be summarized in a Utility Conflict Identification Matrix with information on utility ownership, type, location, reason for potential conflict, and recommended conflict resolution. DE will work in conjunction with the MTS Project Manager to coordinate third party utility relocations, as needed. DE will coordinate and oversight potholing at up to 10 locations to positively locate existing underground facilities and verify utility conflicts.
- 5. DE shall review the constraints at each site and make specific recommendations for scope of work and locations of new concrete shelter pads, bus stop landing areas, sidewalk improvements, retaining walls, bus stop signage and VMS locations, trash receptacles, bus stop benches, utility relocations or adjustments, minor landscape improvements, and replacement of existing property features.
- 6. Water Resources Report for Iris Ave Transit Center (West) DE shall prepare a hydrology and hydraulics technical memorandum and Storm Water Quality Management Plan as follows:
 - a. A hydrologic analysis will be performed to quantify the proposed peak flow runoff generated at the Iris Ave TC (West) parking lot site. Results of this analysis will be utilized for the hydraulic analysis of the proposed condition. The hydraulic analysis will include inlet efficiency calculations and sizing verification of altered on-site storm drain collection and conveyance facilities. A Hydrology and Hydraulics (H&H) Technical Memorandum will be prepared to document the hydrology and hydraulic analysis based on local criteria and will provide a detailed discussion of the existing conditions, post-project drainage patterns and conditions, results of the on-site hydraulic analyses and any issues of special concern or significance. A draft version of the report will be submitted to MTS for one round of comments at the 50% milestone and will be finalized upon completion of the 100% PS&E milestone submittal.
 - b. DE will prepare a Storm Water Quality Management Plan (SWQMP) for the Iris Ave TC (West) parking lot site in accordance with the MTS Post Construction Stormwater Management Manual and the 2013 Phase II Small Municipal Separate Storm Sewer Systems (MS4) Permit (Order No. 2013-0001-DWQ). A draft SWQMP will be submitted to MTS for review with the 50% PS&E milestone submittal. Comments will be addressed, and the final document will be submitted for approval with the 100% PS&E milestone submittal.
- 7. Preliminary 50% Level Design DE shall prepare the site improvement plans (1"=5' for bus stops, 1"=10' for traffic signals, 1"=20' for the Iris Ave TC (West) site, and 1"=20' for the Iris Ave TC East site for the 50% submittal. All plan sheets will be prepared in accordance with the guidelines, standards, and requirements applicable to each jurisdiction (City of San Diego, City of Imperial Beach, and MTS), the Americans with Disabilities Act requirements, MTS's standard drawings and specifications, Uniform Federal Access Standards, ASTM requirements, and any other local government laws, regulations, ordinances, and codes.

DE shall prepare traffic signal and electrical plans for the new signalized intersection at Coronado Ave and 30th St, signal modifications at the intersection of Coronado Ave/Beyer Blvd, and the new transit priority signal at the driveway to the Iris Ave TC (West) station for the 50% submittal.

DE shall prepare engineering plans for fiber optic and communication infrastructure upgrades for the 50% submittal. The scope of work assumes new station fiber optic connections at the bus stops located within the City of Imperial Beach (excepting Seacoast Dr stops) and the Iris Ave TC (West), and new station wireless connections at the Hollister St, Saturn Blvd, and Seacoast Dr bus stops. Fiber optic cable will be located with conduit/innerduct installed as part of Imperial Beach Blvd Enhancement Project for reach with the City of Imperial Beach limits.

Two separate drawing packages will be prepared for the two jurisdictional areas as follows:

- a. City of Imperial Beach 50% plan set covering bus stops at Seacoast Dr at Dalia Ave, Seacoast Dr at IB Pier (and ped crossing), Imperial Beach Blvd at 3rd St (EB and WB), Imperial Beach Blvd at 18 Library (EB and WB), Imperial Beach Blvd at 13th St (EB only). Total 13 plan sheets.
- b. City of San Diego 50% plan set covering bus stops at Imperial Beach Blvd at 13th St (WB only), Coronado Ave at Saturn Blvd (EB and WB), Coronado Ave at Hollister St (EB and WB), Iris Ave TC (West) and the Iris Ave TC (East) Improvements. Also including the new traffic signals at Coronado Ave and 30th St, signal modifications at the intersection of Coronado Ave/Beyer Blvd, and the new transit priority signal at the driveway to the Iris Ave TC (West) station. Total 45 plan sheets.

All Transit Priority Measures recommended in the Route 905 Iris Rapid Operating Plan and new/modified traffic signals at Coronado Ave/30th St, Coronado Ave/Beyer Blvd and the Iris Ave TC (West) will be developed to the 50% level design to support future grant funding applications by MTS. Only the new/modified traffic signals at Coronado Ave/30th St, Coronado Ave/Beyer and the transit priority signal upgrades at the driveway to the Iris Ave TC (West) station will be developed to the 100% level design under Task 9 of this scope of work.

DE shall develop a quantity and unit cost derived preliminary construction cost estimate for each bus stop site, the Iris Ave TC (West) and the Iris Ave TC (West) for the improvements outlined in the preliminary design drawings. DE shall incorporate specifications into the project plans and shall prepare a spec outline for the preliminary design package. Any initial corrections required by the MTS Project Manager shall be incorporated in the preliminary design drawings.

- 8. Final 100% Level Design DE shall complete the final 100% submittal as follows:
 - a. Incorporate design comments from MTS, property owners, and local jurisdictions into the final design.
 - b. Ensure all notes on each plan sheet are correct and ready to submit to the local jurisdictions for approval.
 - c. Provide final 100% design plans (engineer stamped), specifications, and Opinion of Probable Cost (OPCC) estimate for each bus stop site, the Iris Ave TC (West) and the Iris Ace TC (East).
 - d. The OPCC for final design will include construction, materials, amenities, permitting, construction management, and contingency costs.
 - e. Provide final 100% design for new traffic signals at the Coronado Ave/30th St intersection, the modified signal at Coronado/Beyer and the transit priority signal at the Iris Ave TC (West) only.
- 9. Design Reviews/Coordination DE shall be responsible for coordinating all agency reviews, addressing agency comments and preparing responses to comments, and final plan acceptance from the City of San Diego, the City of Imperial Beach, and MTS. DE shall coordinate with all agencies having approval authority for the proposed improvements to obtain all necessary ROW/engineering permits. DE shall serve as a liaison between the MTS Project Manager and the local jurisdiction to facilitate and resolve design issues during project development.

Task 3 Deliverables – Aerial Topo and Design Survey in CADD, Land Net Base Map in CADD, Property Owner Exhibits, Utility Conflict Matrix and Utility Relocation Coordination, Draft and Final H&H Technical Memorandum, Draft and Final SWQMP, 50% Design Level Submittal (Plans, Specs, Preliminary Engineer's Cost Estimate), 100% Design Level Submittal (Plans, Specs, OPCC Estimate), Agency Coordination.

Task 4: Geotechnical Pavement Evaluation and Environmental Sampling

1. Geocon will perform a geotechnical evaluation for the proposed improvements at the Iris Ave Transit Center (West) via a limited geotechnical investigation. We will review the pertinent and available geotechnical literature including geotechnical reports, topographic maps, geologic maps and aerial photographs; advance 3 field borings to approximately 5 to 20 feet below existing pavement surface; observe the existing pavement structural sections and collect subgrade soil samples from borings for laboratory compaction, expansion index, corrosion, and pavement support characteristics testing (R-value). Soil samples for environmental testing will also be collected in borings (see Task 2). In addition, 2 field infiltration testing will be performed in borings (same or separate borings) using an Aardvark Permeameter or similar method to evaluate infiltration characteristics of onsite soil. Geocon will perform engineering analysis based on the results of our field exploration and laboratory testing. A written report will be prepared with the recommendations for pavement structural sections (flexible

- and rigid) based on the designed traffic index (TI) and the subsurface conditions encountered during exploration.
- 2. Geocon will perform environmental sampling as part of the geotechnical evaluation. The environmental sampling shall consist of collecting soil samples within the three proposed borings at depths of 1, 3, and 5 feet below ground surface (bgs); submitting the soil samples, under chain-of-custody procedures, to a State of California certified laboratory for analysis of total petroleum hydrocarbons (TPH) extended range organics (TPH-ext) (C4-C40) utilizing EPA Method 8015B, volatile organic compounds (VOCs), including fuel oxygenates, utilizing EPA Method 8260B, and Title 22 Metals utilizing EPA Method 6010B/7471A; and preparing and submitting a technical memorandum summarizing the analytical results, including analytical data tables and figures. In the event that soil export is required, Geocon will provide direction on the proper removal and disposal of the soil.

Task 4 Deliverables – Limited Geotechnical Investigation Report, Environmental Sampling, Testing, and Report

Task 5: Bid Package Development and Support Services (Issue for Bid Submittal)

- 1. Final Review Comments, Reponses, and IFB Submittal DE shall incorporate review comments to the Final Plans, Specifications and OPCC submittal and prepare "Bid-Ready" packages for MTS Procurement Department to advertise project.
- 2. Bid Support DE shall prepare for and attend the Pre-Bid Meeting and respond to bidder inquiries from the prospective bidder(s) during the bid process.

Task 5 Deliverables – IFB Submittal, Attendance at Pre-Bid Meeting, Responses to Bidder Inquiries

Task 6: Design Support During Bidding and Construction (DSDC)

- 1. Attend Construction Meeting DE shall have one representative attend construction team meetings.
- 2. Review and Approve Contractor Submittals DE shall review and approve or take other appropriate action as necessary in response to Contractor-prepared submittals required by the specifications, but only for conformance with the information given in the Contract Documents. These submittals include shop drawings, product catalog cut sheets, certificates of compliance, samples, and other data which the Contractor is required to submit. Such review and approvals or other action shall not extend to means, methods, techniques, equipment choice and usage, sequences, schedules or procedures of construction and related safety precautions and programs by the Contractor.
- 3. Respond to Requests for Information (RFI) DE shall review and respond to Contractor RFIs forwarded from the Construction Manager (CM) or MTS Project Manager and issue necessary clarifications and interpretations of the Contract Documents as appropriate for the orderly completion of the Contractor's work. Any orders authorizing variations from the Contract Documents will be made by the CM.
- 4. Field Observation and Contract Change Orders At the request of MTS, DE shall conduct site visits to respond to RFI's, develop Change Orders, and/or perform other specific tasks.

Task 6 Deliverables – Attendance at Construction Meetings, Contractor Submittal Reviews, Responses to RFIs, Field Visits, Contract Change Orders

Optional Tasks Available to MTS

Task 7: Concept Development

1. DE shall prepare conceptual designs for proposed bus stops at the State Route 905/Caliente Ave interchange (Eastbound off-ramp and Westbound on-ramp). DE shall review the constraints at each site and make specific recommendations for scope of work and locations of upgraded concrete bus pads, new concrete shelter pads/bus stop landing areas, sidewalk improvements, retaining walls, bus stop signage and VMS locations, trash receptacles, bus stop benches, utility relocations or adjustments, minor landscape improvements, and replacement of existing property features. Conceptual site plan exhibits will be submitted to Caltrans for review and comment. DE shall coordinate with Caltrans and MTS to garner input on the conceptual designs and

- determine viability of Caltrans approval through the Encroachment Permit and Maintenance Agreement process.
- 2. DE shall prepare striping and signing plans for restriping of Coronado Ave between Saturn Blvd and Hollister Ave to repurpose the outside vehicle lane as a dedicated bus only lane in both the westbound and eastbound directions. Plans shall be developed to a 50% level design to support future grant funding applications by MTS and coordination with the City. Total of 8 plan sheets are anticipated for the restriping of Coronado Ave. Further plan development for this task past the 50% design is not included as part of this task order.

Task 7 Deliverables – Up to two (2) focus group meetings; Concept Plan for Caliente Bus Stops; Concept Plan for Coronado Ave Restriping

Task 8: Project Management for Caliente Ave Bus Stops Optional Tasks

- 1. Schedule and coordinate up to two (2) project focus group meetings with Caltrans District 11 to garner input on final engineering design and reconcile Caltrans comments on 65%, 95%, and Final design drawings.
- 2. Provide general project management services for optional tasks, including development and updates for critical path method project delivery schedule, coordination, and oversight of subconsultant work products, and preparation of monthly invoices and supporting progress reports.
- 3. Perform Quality Control reviews on all project deliverables and provide Quality Assurance in all work products included in optional tasks. To ensure quality of work and compliance with the scope of work, the Consultant shall perform a systematic in-house review of all documents produced prior to submittal. The QA/QC Engineering and DE Project Manager will be responsible for the quality control for all products submitted to MTS. Each submittal shall be accompanied by a QC process signature form and a transmittal memorandum. Any review comments received from MTS will be summarized, a Consultant response will be prepared, and corrections to the deliverables will be made.
- 4. Prepare Caltrans Encroachment Permit application packages to support site survey, potholing, and site investigations. DE shall prepare the permit applications, traffic control plans, and coordinate insurance certificates as required to provide a comprehensive permit application package.

Task 8 Deliverables – Up to two (2) focus group meetings, Project Schedule with monthly updates, monthly progress reports and invoices, QC forms and submittal memos, agency permits for pre-construction services.

Task 9: Design, Specifications, and Coordination for Caliente Ave Bus Stops Optional Tasks

- 1. Topographic Mapping and Design Survey for Caliente Ave Bus Stops AA shall perform ground survey for the two (2) bus stop sites located at the SR-905/Caliente Ave interchange. Ground survey shots will be taken on pavement grade breaks, curb/gutter, back of sidewalk, utilities, trees, poles, and appurtenances. The survey data will be used to develop topographic mapping at a 5:1 scale with 0.5 ft contours for the bus stop sites.
- 2. Right of Way (R/W) Mapping for Caliente Ave Bus Stops AA shall coordinate with Caltrans to obtain information for the access control right of way lines and develop a land net base map with existing easements/encumbrances plotted. AA shall perform field reconnaissance to locate existing property corners and tie found monuments to project control. Record monuments that have been removed, disturbed, or destroyed will be set, as required, to comply with Section 8771 of the Land Surveyors Act.
- 3. Utility Conflict Assessment and Relocation Coordination for Caliente Ave Bus Stops DE shall review the proposed project improvements and conflict check with existing utilities for the two bus stop sites. DE shall identify potential utility conflicts and coordinate with the affected utility owner(s) as needed to evaluate protection measures and relocation strategies during the design process. Potential utility conflicts will be summarized in a Utility Conflict Identification Matrix with information on utility ownership, type, location, reason for potential conflict, and recommended conflict resolution. DE will work in conjunction with the MTS Project Manager to coordinate third party utility relocations, as needed. DE will coordinate and oversight potholing at up to 2 locations to positively locate existing underground facilities and verify utility conflicts.
- 4. Preliminary 65% Level Design for Caliente Ave Bus Stops DE shall prepare the site improvement plans (at a scale of 1"=5') covering the two stops at SR-905/Caliente Ave interchange (EB off-ramp and WB on-ramp). Plans

shall be in Caltrans format (65% submittal) and a total of 21 sheets are anticipated including layout, typical cross-sections, construction details, grading, drainage plans/details, TWPC, erosion control, signing and striping, stage construction and traffic handling, utilities/electrical/communication plans, landscape and irrigation plans/details.

- 5. Final 100% Level Design for Caliente Ave Bus Stops DE shall complete the final 100% submittal as follows:
 - a. Incorporate design comments from MTS and Caltrans into the final design.
 - b. Ensure all notes on each plan sheet are correct and ready to submit to the MTS/Caltrans for approval.
 - c. Provide final 100% design plans (engineer stamped), specifications, and Opinion of Probable Cost (OPCC) estimate for the two bus stop sites.
 - d. The OPCC for final design will include construction, materials, amenities, permitting, construction management, and contingency costs
- 6. Design Reviews/Coordination DE shall be responsible for coordinating all agency reviews, addressing agency comments and preparing responses to comments, and final plan acceptance from Caltrans District 11 and MTS. DE shall coordinate with all agencies having approval authority for the proposed improvements to obtain all necessary ROW/engineering permits. DE shall serve as a liaison between the MTS Project Manager and the local jurisdiction to facilitate and resolve design issues during project development.

Task 9 Deliverables – Aerial Topo and Design Survey in CADD, Land Net Base Map in CADD, Conflict Matrix and Utility Relocation Coordination, 65% Design Level Submittal (Plans, Specs, Preliminary Engineer's Cost Estimate), 100% Design Level Submittal (Plans, Specs, OPCC Estimate), Caltrans Coordination.

<u>Task 10: Bid Package Development and Support Services (Issue for Bid Submittal) for Caliente Ave Bus Stops</u> <u>Optional Tasks</u>

- 1. Final Review Comments, Reponses, and IFB Submittal DE shall incorporate review comments to the Final Plans, Specifications and OPCC submittal and prepare "Bid-Ready" packages for MTS Procurement Department to advertise project.
- 2. Bid Support DE shall prepare for and attend the Pre-Bid Meeting and respond to bidder inquiries from the prospective bidder(s) during the bid process.

Task 10 Deliverables – IFB Submittal, Attendance at Pre-Bid Meeting, Responses to Bidder Inquiries

Task 11: Design Support During Bidding and Construction (DSDC) for Caliente Ave Bus Stops Optional Tasks

- 1. Attend Construction Meeting DE shall have one representative attend construction team meetings.
- 2. Review and Approve Contractor Submittals DE shall review and approve or take other appropriate action as necessary in response to Contractor-prepared submittals required by the specifications, but only for conformance with the information given in the Contract Documents. These submittals include shop drawings, product catalog cut sheets, certificates of compliance, samples, and other data which the Contractor is required to submit. Such review and approvals or other action shall not extend to means, methods, techniques, equipment choice and usage, sequences, schedules or procedures of construction and related safety precautions and programs by the Contractor.
- 3. Respond to Requests for Information (RFI) DE shall review and respond to Contractor RFIs forwarded from the Construction Manager (CM) or MTS Project Manager and issue necessary clarifications and interpretations of the Contract Documents as appropriate for the orderly completion of the Contractor's work. Any orders authorizing variations from the Contract Documents will be made by the CM.
- 4. Field Observation and Contract Change Orders At the request of MTS, DE shall conduct site visits to respond to RFI's, develop Change Orders, and/or perform other specific tasks.

Task 11 Deliverables – Attendance at Construction Meetings, Contractor Submittal Reviews, Responses to RFIs, Field Visits, Contract Change Orders

INNOVATIVE APPROACH AND INTERNAL MEASURES FOR TIMELY COMPLETION

One of the key components to ensuring that a project is completed on time is the development of a detailed work plan for the project. Our team has developed a comprehensive plan to deliver this project within the allotted time proposed by MTS. Given the multi-jurisdictional nature of this project, communication with not only MTS staff, but also the City of San Diego, Imperial Beach and Caltrans will be critical to the timely completion of this project. We take pride in having developed outstanding working relationships with the key project stakeholders. In the current environment, where face to face meetings will not always be available, it is essential to over communicate with project stakeholders. Mr. Tarrall is currently leading the design and permitting effort on the San Dieguito Lagoon Restoration Project that, like the Iris Rapid Corridor and Station Design Project, has a multitude of stakeholders. The stakeholders include the City of San Diego, Caltrans, SANDAG, Coastal Commission, San Dieguito River Park JPA, SDG&E and the Army Corps of Engineers. In order to keep this project on track to begin construction this fall, Mr. Tarrall has been facilitating weekly virtual meetings with the entire project team through a variety of platforms to keep the project on track. We have also found that conducting site visits in smaller groups, where social distancing can be maintained, is an effective tool to keep projects moving. A similar approach of extensive communication on the Iris Rapid Corridor and Station Design project will be key to its timely delivery.

4. SCHEDULE

ABILITY TO MEET MTS'S PROPOSED SCHEDULE

Our team has prepared an extensive workplan and the milestone schedule below to identify the duration and dates of key tasks and milestones for this project.

MTS "Iris Rapid" - Corridor and Station Design				2020														2021									
•	Jul				Aug			T	Sept			Oct		Nov		Dec		T	Jar		n						
NTP to Final Design			2 3	3 4	4 1	ı I	2	3	4	1 2	2 3	4	1	2	2 3	4	1	2	3 4	4	1 2	2 3	3 4	4	1	2	3 4
TASK 1: PROJECT MANAGEMENT	П	m	Н	m	Т	T	m	T	H	m		П	m	. :	29	WK	S	Ŧ		Ħ	Ħ	Ħ	Ħ	H	Ħ	Ħ	₩
NTP / Kick off	П	П		П	П	Т	П	П	Ш	Ш		П	П			П		П	1	Га	sk	Du	ıra	tic	'n		
Encroachment Permits and MTS ROE for Design	П	m		m	m	m	Ш	m	m	Ш	M	m	m	m	M	m	m	M		ИΤ	S//	Age	en	сy	R	evi	iew
Receive Existing Data	П	П		П	П	Т	П	П	П	Ш		П	П	П		Ш	Ш	П				I	0 0		1 8		
TASK 2: RESEARCH DOCUMENT AND SITE VISITS	П	П	Н	Ŧ	П	Ŧ	П	H	H	Н		20 W	IKS		\mathbf{H}	H		Ŧ	-	F	П	П	П	П	П	П	Ш
Review Existing Data	П	П			П	Т	П	П	П	Ш		П	П			Ш	Ш	П	Ш	П	П	П	Π	П	П	П	Ш
As-Built Research and Utility Letter Requests	Π	П		П	П	Т	П	П	Ш	Ш		П	П	П	П	П	П	Π	Ш	П	П	П	П	Π	П	П	Ш
Site Visits	Π	П		П	П	Т	П	П	П	Ш	П	П	П	П		Ш	Ш	П		П	П	П	П	П	П	П	Ш
TASK 3: DESIGN, SPECIFICATIONS AND COORDINATION	П	m	Н	П	П		Т	Т	П	m		20 W	ıks		H	Ħ	Ш	m		E	П	П	П	П	П	П	Ш
Topographic and R/W Mapping	П	П		П		Т	П	П	Ш	П		П	П	П		Ш		П	Ш	П	П	П	П	П	П	П	m
Right of Way Coordination	П	m		П	П	M	П	M	m	Ш			m	m		m				M	П	П	П	П	Ш	M	Ш
Utility Conflict Assessment & Relocation Coordination	П	П		П		Т	П	П	П			П	П	П		Ш	П	Т			П	П	П	П	П	П	Ш
Water Resources Report	П	П	П	Π	П	П	П	П	П				П	П	П	П	П	П	Ш	Π	П	П	П	Π	П	П	Ш
50% Level Design	П			П				П	П			П	П	П		Ш	П	П		П	П	П	П	П	П	П	Ш
Agency Review (MTS, CT, SD, IB)	П	П		П	П	П	П	П	П	Ш	П	П	П	П		П	П	П	Ш	П	П	П	П	Π	П	П	Ш
100% Level Design	П			П	П		П	П	Ш	Ш			П	П				П			3 W	ıks	H	П	П	П	Ш
AGENCY APPROVAL (MTS, CT, SD, IB)	П	m		П	F		6	wĸ	s	Ŧ		Ш	m	M	M	Ш	Ш	П	Ш	П	П	П	m	П	П	П	Ш
TASK 4: GEOTECHNICAL AND ENVIRONMENTAL TESTING	П			\prod	П		П		П		\square	П	П		П	П	П	Π	Ш	П	П	П	Π	I	6 1	wks	5
TASK 5: BID PACKAGE AND SUPPORT SERVICES	П	M		П	П	M	П	П	m	Ш		П	П	П	\square	П	Ш	П		П	П	П	П	П	M	M	
TASK 6: DESIGN SUPPORT DURING CONSTRUCTION NTP	П	П		П	П	Т	П	П	П	П	П	П	П	П	П	П	П	П	Ш	П	П	П	П	П	П	П	TT

LOCAL RESOURCES FOR PROPOSED SERVICES

We have put together an all Local team with extensive experience delivering similar transit improvement projects. Our team will ensure that MTS will get the most responsive service possible and commit to being available to MTS on short notice throughout the duration of the project. We have the expertise and depth of resources to deliver the "Iris Rapid" – Corridor and Station Design Project with MTS.

5. DBE SUBCONTRACTOR UTILIZATION PLAN

Dokken Engineering maintains a strong commitment to Equal Opportunity in our hiring practices, training, promotions, and sub-contracting. We have supported and participated in the Caltrans and SANDAG outreach programs to small minority consultants. Dokken Engineering is pleased to team with sub-consultants who are both highly qualified in their fields and meet the requirements for Disadvantaged Business Enterprise (DBE) to ensure that MTS will meet/exceed their DBE goal. The following table lists our team's small and disadvantaged business firms and their certifications.

FIRM	ROLE	CERTIFICATION	DBE PARTICIPATION
Aguirre & Associates	Survey	DBE #6729 / MBE #6729 SLBE #11AE0172 SB (Micro) #33859	16.3%
Estrada Land Planning	Landscape Architecture	DBE #7103 WMBE #7IN00018 SLBE #11EL0202	6.1%
		TOTAL:	22.4%

ATTACHMENT B NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No. G2075.0-18

Work Order No. WOA2075-AE-54

Attachment: B

Work Order Title: "IRIS RAPID" – CORRIDOR AND STATION DESIGN

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Labor	\$784,331.04
2		ODC	\$26,081.00

Totals = \$810,412.04

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	TASK 1	PROJECT MANAGEMENT	345.0	\$72,722.31
2	TASK 2	RESEARCH, DOCUMENT REVIEW AND SITE VISITS	203.0	\$32,503.97
3	TASK 3	DESIGN, SPECIFICATIONS AND COORDINATION	3,095.0	\$473,210.11
4	TASK 4	GEOTECHNICAL PAVEMENT EVALUATION AND ENVIRONMENTAL SAMPLING	84.0	\$16,805.74
5	TASK 5	BID PACKAGE DEVELOPMENT AND SUPPORT SERVICES (ISSUE FOR BID SUBMITTAL)	182.0	\$24,270.52
6	TASK 6	DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION	142.0	\$27,757.96
7	TASK 7	CONCEPT DEVELOPMENT (OPTIONAL)	248.0	\$36,222.84
8	TASK 8	PROJECT MANAGEMENT FOR CALIENTE AVE BUS STOPS (OPTIONAL)	76.0	\$14,952.83
9	TASK 9	DESIGN, SPECIFICATIONS, AND COORDINATION FOR CALIENTE AVE BUS STOPS (OPTIONAL)	618.0	\$93,509.51
10	TASK 10	BID PACKAGE DEVELOPMENT AND SUPPORT SERVICES FOR CALIENTE AVE BUS STOPS (OPTIONAL)	44.0	\$6,894.91
11	TASK 11	DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION FOR CALIENTE AVE BUS STOPS (OPTIONAL)	65.0	\$11,561.34

Totals = 5,102.0 \$810,412.04

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If App	(If Applicable, Select One)					
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs
			Х	Dokken Engineering	4,285.0	\$669,752.80
X				Aguirre & Associates	380.0	\$86,075.26
X				Estrada Land Planning	359.0	\$39,210.00
				Geocon Inc.	78.0	\$15,373.98

Totals = 5,102.0 \$810,412.04

G2075.0-18

Work Order Estimate Summary

Consultant/Subconsultant: Dokken Engineering MTS Doc. No.: Total Hours = 4,285 Work Order No.: WOA2075-AE-54

	Total Costs =	Total Costs = \$669,752.80			Work Order Title: "I				ND STATION	DESIGN	Att	achment:	В		
				ODCs (See Attachment)	Mark Tarrall Project Manager	Darwin Cruz Project Engineer	Frank Flores Associate Engineer	Joe Ostdiek Senior Engineer	Senior Engineer	Associate Engineer	Assistant Engineer	Total Hours	Totals	Percent o	of Total
Item	TASKS/WBS	TASKS/WBS Description			\$ 268.46	\$ 223.71	\$ 161.07	\$ 223.71	\$ 223.71	\$ 161.07	\$ 98.43			Hours	Costs
1	TASK 1	PROJECT MANAGEMENT													
1.1	Kick-off Meeting				3	3	6					12	\$2,442.93		
1.2	Project Status Mee				12	18	18				12	60	\$11,328.72		
1.3	Project Schedule, I	nvoicing, Progress Reports			12	12						24	\$5,906.04		
1.4	Project Coordinatio	n and Weekly PM Updates			32	34			40			66	\$16,196.86		
1.5 1.6	QA/QC Project Del Agency Permits	verables			22 6	34 16	30		40		16	96 68	\$22,460.66 \$11,597.10		
1.0	rigericy i citilità		Subtotals (Hours) =	N/A	87	117	54		40		28	326	\$69,932.31		
			Subtotals (Costs) =		\$23,356.02	\$26,174.07	\$8,697.78		\$8,948.40		\$2,756.04	326	\$69,932.31	7.6%	10.4%
2	TASK 2	RESEARCH, DOCUMENT REVIEW AND SIT										•			
2.1		pject Information and As-builts			4	12	12					28	\$5,691.20		
2.2		Records/Documents Research				4				10	12	26	\$3,686.70		
2.3 2.4	Private Utility Owner Conduct Site Visits	r Letters and Existing Utility Mapping			2 16	6 16	16			20	55	83 48	\$10,514.23 \$10,451.84		
2.4		nd Amenities Design Coordination			10	10	10					40	φ10,451.04		
	otop onottor ut		Subtotals (Hours) =	N/A	22	38	28			30	67	185	\$30,343.97		
			Subtotals (Costs) =	· ·	\$5,906.12	\$8,500.98	\$4,509.96			\$4,832.10	\$6,594.81	185	\$30,343.97	4.3%	4.5%
3		DESIGN, SPECIFICATIONS AND COORDINA	ATION				_	ı			Т				
3.1		ng and Design Survey			1	3	3					7	\$1,422.80 \$1,422.80		
3.2 3.3	Right of Way Coord	ing and Record of Survey			4	10	30				30	74	\$1,422.60		
3.4		ssment and Relocation Coordination		\$14,400.00	3	8	- 00			28	36	75	\$25,048.50		
3.5	Conceptual Site La			* · · · · · · · · · · · · · · · · · · ·	4	10	16			_,	30	60	\$8,840.96		
3.6	Drainage and Hydr	aulics Report													
3.6.1		draulics Technical Memorandum			1	2			4	20	36	63	\$8,375.60		
3.6.2		uality Management Plan			1	2			4	30	30	67	\$9,395.72		
3.7 3.7.1	Preliminary 50% Le	Beach 50% Plans			4	12	18	4		25	80	143	\$19,453.61		
3.7.2	City of San Die				16	35	130	8		70	330	589	\$78,610.79		
3.7.3		Measures 50% Design			2	4	4	40		60	80	190	\$28,563.04		
3.7.4	Fiber Optic and	Communications Plans			1	2	4	10		40	60	117	\$15,945.86		
3.7.5		struction Cost Estimate			5	10	20	4		8	45	92	\$13,413.55		
3.8	Final 100% Level D					10					400	470	***		
3.8.1 3.8.2	City of Imperial	Beach 100% Plans			13	16 40	20 145	6		30 80	100 325	176 609	\$23,891.96 \$82,011.14		
3.8.3		Communications Plans			1	1	2	10		32	40	86	\$12,142.85		
3.8.4	Opinion of Prob				3	5	10	2		6	18	44	\$6,720.21		
3.9	Design Reviews/Co				20	30	50	4		16		120	\$23,605.96		
	,		Subtotals (Hours) =	N/A	84	193	455	94	8	445	1240	2,519	\$369,961.29		
		DECTEOUNION DAVEMENT EVALUATION	Subtotals (Costs) =	\$14,400.00	\$22,550.64	\$43,176.03	\$73,286.85	\$21,028.74	\$1,789.68	\$71,676.15	\$122,053.20	2,519	\$369,961.29	58.8%	55.2%
4 4.1	TASK 4 Geotechnical Design	GEOTECHNICAL PAVEMENT EVALUATION	AND ENVIRONMEN	TAL SAMPLING	1	2					ī	2	\$715.88		
4.1		ing and Soil Disposal Plan			1	2						3	\$715.88		
		Q . = =	Subtotals (Hours) =	N/A	2	4						6	\$1,431.76		
			Subtotals (Costs) =		\$536.92	\$894.84						6	\$1,431.76	0.1%	0.2%
5		BID PACKAGE DEVELOPMENT AND SUPP	ORT SERVICES (ISS	JE FOR BID SUBM			40			-	0.0		040 700 45		
5.1		nents, Responses, and IFB Submittal			4	8	16	2			80	110	\$13,762.46 \$5,888.06		
5.2	Bid Support		Subtotals (Hours) =	N/A	8	16	16 32	4			80	30 140	\$5,888.06 \$19,650.52		
			Subtotals (Costs) =	IN/A	\$2,147.68	\$3,579.36	\$5,154.24	\$894.84			\$7,874.40	140	\$19,650.52	3.3%	2.9%
6		DESIGN SUPPORT DURING BIDDING AND										•			
6.1	Attend Construction				8	16						24	\$5,727.04		
6.2		e Contractor Submittals			2	10	20	2				34	\$6,442.84		
6.3 6.4	Respond to Reques				2	10 10	20 34	4				34 50	\$6,442.84 \$9.145.24		
0.4	Field Observation a	and Contract Change Orders	Subtotals (Hours) =	N/A	14	46	74	8				142	\$27,757.96		
			Subtotals (Costs) =	13//1	\$3,758.44	\$10,290.66	\$11,919.18	\$1,789.68			1	142	\$27,757.96	3.3%	4.1%
OPTIONAL	TASKS 7-14 BELO		ζ/		***	,	, , .	· · · · · ·			ı		. ,		
7		CONCEPT DEVELOPMENT (OPTIONAL)													
7.1	Caliente Ave Bus S				8	8	8				40	64	\$9,163.12		
7.2	Coronado Striping	Concept Plan	Subtotals (Hours) =	N/A	4 12	12 20	16			50 50	110 150	184 248	\$23,927.72 \$33,090.84		
			Subtotals (Costs) =	IN/A	\$3,221.52	\$4,474.20	\$2,577.12			\$11,185.50	\$14,764.50	248	\$33,090.84 \$36,222.84	652.6%	579.1%
			- (CO313) -		ΨΟ,ΖΖ Ι.ΟΖ	ψτ,τ14.20	ΨΕ,011.12			ψ ι ι, ι υ υ . υ υ	φ17,104.00	470	ψυυ,222.04	002.070	0, 0, 170

 Total Hours =
 4,285
 Work Order Title:
 "IRIS RAPID" – CORRIDOR AND STATION DESIGN
 MTS Doc. No.:
 G2075.0-18

 Total Costs =
 \$669,752.80
 Work Order Title:
 "IRIS RAPID" – CORRIDOR AND STATION DESIGN
 Attachment:
 B

	Total Costs =	\$669,752.80			V	ork Order Title:	"IRIS RAPID" -	CORRIDOR A	ND STATION	DESIGN	Att	achment:	В		
	Ŀ														
				ODCs (See Attachment)	Mark Tarrall Project Manager	Darwin Cruz Project Engineer	Frank Flores Associate Engineer	Joe Ostdiek Senior Engineer	Senior Engineer	Associate Engineer	Assistant Engineer	Total Hours	Totals	Percent o	f Total
Item	TASKS/WBS	TASKS/WBS Descriptio	n		\$ 268.46	\$ 223.71	\$ 161.07	\$ 223.71	\$ 223.71	\$ 161.07	\$ 98.43			Hours	Costs
8	TASK 8	PROJECT MANAGEMENT FOR CALIENTE	AVE BUS STOPS (OP	TIONAL)				•							
8.1	Two (2) Focus Gro				4	6	6					16	\$3,382.52		
8.2		nvoicing, Progress Reports			3	4						7	\$1,700.22		
8.3	Quality Control Rev				2	5			10			17	\$3,892.57		
8.4	Caltrans Encroachr	nent Permit			4	8	12				12	36	\$5,977.52		
			Subtotals (Hours) =	N/A	13	23	18		10 \$2,237.10		12 \$1,181.16	76	\$14,952.83	4.00/	0.00/
9	TASK 9	DESIGN, SPECIFICATIONS, AND COORD	Subtotals (Costs) =	E AVE BUS STOR	\$3,489.98	\$5,145.33	\$2,899.26		\$2,237.10		\$1,181.16	76	\$14,952.83	1.8%	2.2%
9.1		ing and Design Survey for Caliente Ave Bus		E AVE BUS STUP	S (UPTIONAL)	1	2				г	3	\$545.85		
9.2		ing for Caliente Ave Bus Stops	otops			1	2					3	\$545.85		
9.3		essment and Relocation Coordination for Cali	ente Ave Bus Stons	\$3,600.00	1	3				8	12	24	\$7,009.31		
9.4		esign for Caliente Ave Bus Stops	onto 7 tro Bue otopo	ψ0,000.00						Ü	12	2-7	ψ1,000.01		
9.4.1					8	15	40	10		40	95	208	\$29,976.88		
9.4.2					1	2	5				8	16	\$2,308.67		
9.5	Final 100% Design	for Caliente Ave Bus Stops											, ,,,,,,		
9.5.1	Final 100% Des	sign Plans			8	20	45	10		44	130	257	\$35,990.11		
9.5.2					1	1	3				4	9	\$1,369.10		
9.6	Design Reviews/Co	ordination			2	8	10					20	\$3,937.30		
			Subtotals (Hours) =	N/A	21	51	107	20		92	249	540	\$81,683.07		
			Subtotals (Costs) =	\$3,600.00		\$11,409.21	\$17,234.49	\$4,474.20		\$14,818.44	\$24,509.07	540	\$81,683.07	12.6%	12.2%
10		BID PACKAGE DEVELOPMENT AND SUPI	PORT SERVICES FOR	CALIENTE AVE B	<u> </u>										
10.1		nents, Responses, and IFB Submittal			2	5	8				12	27	\$4,125.19		
10.2	Bid Support				11	4	6					11	\$2,129.72		
			Subtotals (Hours) =	N/A	3	9	14				12	38	\$6,254.91		
44	TAOK 44	DESIGN SUPPORT DURING BIDDING AND	Subtotals (Costs) =	CALIENTE AVE	\$805.38	\$2,013.39	\$2,254.98				\$1,181.16	38	\$6,254.91		
11 11.1	TASK 11 Attend Construction		CONSTRUCTION FOR	CALIENTE AVE	3	5NAL) 6					г	9	\$2.147.64		
11.2		ve Contractor Submittals			2	4	6					12	\$2,398.18		
11.3		ests for Information (RFI)			2	4	6					12	\$2,398.18		
		and Contract Change Orders			2	4	10				16	32	\$4,617.34		
• • • • • • • • • • • • • • • • • • • •	r loid Oboor ration o	and Contract Change Cracio	Subtotals (Hours) =	N/A	9	18	22				16	65	\$11,561.34		
			Subtotals (Costs) =		\$2,416.14	\$4,026.78	\$3,543.54				\$1,574.88	65	\$11,561.34		
			, ,												
		Totals Without Optional (Summary) =								Totals W	ithout Optional =	3,318	\$519,077.81		
											-	·			
		Total Without Optional (Hours) =			217	414	643	106	48		1415	3318 \$	519,077.81		
		Total Without Optional (Costs) =		\$14,400.00	\$58,255.82	\$92,615.94	\$103,568.01	\$23,713.26	\$10,738.08	\$76,508.25	\$139,278.45				
											_				
		Totals With Optional (Summary) =								Totals	With Optional =	4,285	\$669,752.80		
		Total With Optional (Hours) = Total with Optional (Costs) =		\$18,000.00	275 \$73,826.50				58 \$12,975.18		1854 \$182,489.22	4,285	\$666,620.80		
		. o.a optional (oosto) –		ψ10,000.00	ψ10,020.00	ψ110,004.00	ψ102,011.40	Ψ20, 101.40	ψ12,010.10	\$102,012.10	ψ102, 4 00.22				
		Percentage of Total (Hours) =			6%	12%	19%	3%	1%	14%	43%	100%			
		Percentage of Total (Costs) =		3%		18%	20%	4%	2%		27%	100%			
		= , ,													

Consultant/ Subconsultant: Dokken Eng	gineering	Contract No:	G2075.0-18
		Task Order No.	WOA2075-AE-54
Work Order Title: "IRIS RAPID	D" – CORRIDOR AND STATION DESIGN	Attachment:	В

TASKS/WBS (1-5)

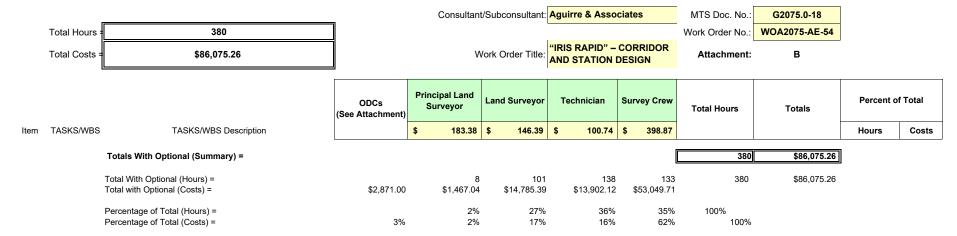
ODC				т	ASK 1	Т	ASK 2	T	ASK 3	1	ASK 4	Т.	ASK 5
Item	Description	Unit	Unit Cost	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Utility Potholing	EA	\$1,800.00					8	\$14,400.00				
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =	\$14,400.00	Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ос		T.	ASK 6	T.	ASK 7	T.	ASK 8	Т	ASK 9	TA	SK 10	TA	NSK 11	TOTALS	
em	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Utility Potholing							2	\$3,600.00					10	\$18,000.00
2															
3															
4															
5															
6															
7															
8															
9															
10															
		Subtotal =		Subtotal =		Subtotal =		Subtotal =	\$3,600.00	Subtotal =		Subtotal =		Totals =	\$18,000.00

Consultant/Subconsultant: Aguirre & Associates MTS Doc. No. G2075.0-18 WOA2075-AE-54 **Total Hours** 380 Work Order No. "IRIS RAPID" - CORRIDOR Work Order Title: Attachment: В **Total Costs** \$86,075.26 AND STATION DESIGN **Principal Land** Land Surveyor **Percent of Total** Technician Survey Crew **ODCs** Surveyor **Total Hours** Totals (See Attachment) TASKS/WBS TASKS/WBS Description 183.38 146.39 100.74 \$ 398.87 Hours Costs Item TASK 1 PROJECT MANAGEMENT Kick-off Meeting 1.1 Project Status Meetings 1.2 Project Schedule, Invoicing, Progress Reports 1.3 Project Coordination and Weekly PM Updates 1.4 QA/QC Project Deliverables 1.5 1.6 Agency Permits Subtotals (Hours) = N/A Subtotals (Costs) = RESEARCH, DOCUMENT REVIEW AND SITE VISITS 2 Review Existing Project Information and As-builts 2.1 Public Infastructure Records/Documents Research 2.2 Private Utility Owner Letters and Existing Utility Mapping 2.3 2.4 Conduct Site Visits Bus Stop Shelter and Amenities Design Coordination 2.5 Subtotals (Hours) = N/A Subtotals (Costs) = DESIGN, SPECIFICATIONS AND COORDINATION 3 Topographic Mapping and Design Survey 251 3.1 40 100 103 \$58,480.25 Right of Way Mapping and Record of Survey \$2,771.00 3.2 53 26 18 97 \$20,328.57 Right of Way Coordination 3.3 Utility Conflict Assessment and Relocation Coordination 3.4 Conceptual Site Layouts 3.5 Drainage and Hydraulics Report 3.6 3.6.1 Hydrology & Hydraulics Technical Memorandum 3.6.2 Storm Water Quality Management Plan Preliminary 50% Level Design 3.7 City of Imperial Beach 50% Plans 3.7.1 City of San Diego 50% Plans 3.7.2 Transit Priority Measures 50% Design 3.7.3 Fiber Optic and Communications Plans 3.7.4 3.7.5 Preliminary Construction Cost Estimate Final 100% Level Design 3.8 City of Imperial Beach 100% Plans 3.8.1 City of San Diego 100% Plans 3.8.2 Traffic Signal and Electrical Plans 3.9.3 3.8.3 Fiber Optic and Communications Plans Opinion of Probable Cost 3.8.4 Design Reviews/Coordination 3.90 121 348 \$78,808.82 Subtotals (Hours) = 93 126 348 Subtotals (Costs) = \$2,771.00 \$1,467.04 \$13,614.27 \$12,693.24 \$48,263.27 \$78,808.82 91.6% 91.6% 4 TASK 4 GEOTECHNICAL PAVEMENT EVALUATION AND ENVIRONMENTAL SAMPLING 4.1 Geotechnical Design Environmental Testing and Soil Disposal Plan 4.2 Subtotals (Hours) = N/A Subtotals (Costs) = BID PACKAGE DEVELOPMENT AND SUPPORT SERVICES (ISSUE FOR BID SUBMITTAL) 5.1 Final Review Comments, Responses, and IFB Submittal Bid Support 5.2 Subtotals (Hours) = N/A

Consultant/Subconsultant: Aguirre & Associates MTS Doc. No. G2075.0-18 WOA2075-AE-54 Total Hours 380 Work Order No. "IRIS RAPID" - CORRIDOR Work Order Title: В **Total Costs** \$86.075.26 Attachment: AND STATION DESIGN **Principal Land Percent of Total** Land Surveyor Technician Survey Crew **ODCs** Surveyor **Total Hours** Totals (See Attachment) TASKS/WBS 398.87 TASKS/WBS Description 183.38 146.39 100.74 \$ Hours Costs Item Subtotals (Costs) = DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION 6.1 Attend Construction Meetings 6.2 Review and Approve Contractor Submittals Respond to Requests for Information 6.3 Field Observation and Contract Change Orders 6.4 Subtotals (Hours) = N/A Subtotals (Costs) = **OPTIONAL TASKS 7-14 BELOW** PROJECT MANAGEMENT FOR CALIENTE AVE BUS STOPS (OPTIONAL) 7.1 Caliente Ave Bus Stops Concept Plan 7.2 Coronado Striping Concept Plan Subtotals (Hours) = N/A Subtotals (Costs) = PROJECT MANAGEMENT FOR CALIENTE AVE BUS STOPS (OPTIONAL) 8 8.1 Two (2) Focus Group Meetings Project Schedule, Invoicing, Progress Reports 8.2 Quality Control Reviews 8.3 8.4 Caltrans Encroachment Permit Subtotals (Hours) = N/A Subtotals (Costs) = DESIGN, SPECIFICATIONS, AND COORDINATION FOR CALIENTE AVE BUS STOPS (OPTIONAL) Topographic Mapping and Design Survey for Caliente Ave Bus Stops 10 9 24 \$5,329.18 9.1 5 Right of Way Mapping for Caliente Ave Bus Stops \$100.00 \$1,937.26 9.2 2 3 Utility Conflict Assessment and Relocation Coordination for Caliente Ave 9.3 Preliminary 50% Design for Caliente Ave Bus Stops 9.4 9.4.1 50% Design Plans 9.4.2 50% Cost Estimate Final 100% Design for Caliente Ave Bus Stops 9.5 Final 100% Design Plans 9.5.1 Opinion of Probable Cost 9.5.2 Design Reviews/Coordination 9.6 Subtotals (Hours) = 12 12 32 \$7,266.44 32 Subtotals (Costs) = \$100.00 \$1,171.12 \$1,208.88 \$4,786.44 \$7,266.44 8.4% 8.4% 10 BID PACKAGE DEVELOPMENT AND SUPPORT SERVICES FOR CALIENTE AVE BUS STOPS (OPTIONAL) 10.1 Final Review Comments, Responses, and IFB Submittal 10.2 Bid Support Subtotals (Hours) = N/A Subtotals (Costs) = DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION FOR CALIENTE AVE BUS STOPS (OPTIONAL) 11 11.1 Attend Construction Meeting Review and Approve Contractor Submittals 11.2 Respond to Requests for Information (RFI) 11.3 11.4 Field Observation and Contract Change Orders Subtotals (Hours) = N/A Subtotals (Costs) = Totals Without Optional (Summary) = 348 \$78.808.82 Total Without Optional (Hours) = 126 121 348 \$ 78,808.82 93 Total Without Optional (Costs) = \$2,771.00 \$1,467.04 \$13.614.27 \$12,693.24 \$48,263.27



Consultant/ Subconsultant: Aguirre & Associates	Contract No:	G2075.0-18
	Task Order No.	WOA2075-AE-54
Work Order Title: "IRIS RAPID" - CORRIDOR AND STATION DESIGN	Attachment:	В

TASKS/WBS (1-5)

ODC				т	ASK 1	т	ASK 2	T	ASK 3	т	ASK 4	т	ASK 5
Item	Description	Unit	Unit Cost	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Preliminary Title Reports	1	\$2,000.00					1	\$2,000.00				
2	Record of Survey Fee	1	\$523.00					1	\$523.00				
3	Recorder Fee	1	\$118.00					1	\$118.00				
4	Reference Maps	1	\$100.00					1	\$100.00				
5	Corner Record Fees	1	\$30.00					1	\$30.00				
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =	\$2,771.00	Subtotal =		Subtotal =	

TASKS/WBS (6-10)

ODC		1	ASK 6	Т	ASK 7	Т	ASK 8	Т	ASK 9	T.	ASK 10	T/	ASK 11	TOTALS	
Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Preliminary Title Reports													1	\$2,000.00
2	Record of Survey Fee													1	\$523.00
3	Recorder Fee													1	\$118.00
4	Reference Maps	1	\$100.00											2	\$200.00
5	Corner Record Fees													1	\$30.00
6															
7															
8															
9															
10															
		Subtotal =	\$100.00	Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$2,871.00

Total Hours = 359

Total Costs = \$39,210.00

Consultant/Subconsultant: Estrada Land Planning MTS Doc. No.: G2075.0-18

Work Order No.: WOA2075-AE-54

Work Order Title: "IRIS RAPID" – CORRIDOR AND STATION DESIGN Attachment: B

	Total Costs =	\$39,210.00		W	ork Order Title:	STATION DESIG	SN		Attachment:	В		
			ODCs (See Attachment)	Principal	Senior Landscape Architect	Senior Landscape Designer	Assistant Landscape Designer	Accounting/ Admin	Total Hours	Totals	Percent o	f Total
Item	TASKS/WBS	TASKS/WBS Description		\$ 250.00	\$ 160.00	\$ 120.00	\$ 80.00	\$ 50.00			Hours	Costs
1	TASK 1	PROJECT MANAGEMENT										
1.1	Kick-off Meeting				3	3			6	\$840.00		
1.2	Project Status N	Meetinas			4				4	\$640.00		
1.3		le, Invoicing, Progress Reports		1	6			2	9	\$1,310.00		
1.4		ation and Weekly PM Updates			-					, ,		
1.5	QA/QC Project	Deliverables										
1.6	Agency Permits	3										
		Subtotals (Hours) =	N/A	1	13	3		2	19	\$2,790.00		
		Subtotals (Costs) =	:	\$250.00	\$2,080.00	\$360.00		\$100.00	19	\$2,790.00	5.3%	7.1%
2	TASK 2	RESEARCH, DOCUMENT REVIEW AND SITE VISITS						•				
2.1	Review Existing	Project Information and As-builts			3	3	3		9	\$1,080.00		
2.2	Public Infastruct	ture Records/Documents Research										
2.3	Private Utility O	wner Letters and Existing Utility Mapping										
2.4	Conduct Site Vi	sits			3	3	3		9	\$1,080.00		
2.5	Bus Stop Shelte	er and Amenities Design Coordination										
		Subtotals (Hours) =	N/A		6	6	6		18	\$2,160.00		
		Subtotals (Costs) =	:		\$960.00	\$720.00	\$480.00		18	\$2,160.00	5.0%	5.5%
3	TASK 3	DESIGN, SPECIFICATIONS AND COORDINATION						-				
3.1	Topographic Ma	apping and Design Survey										
3.2	Right of Way Ma	apping and Record of Survey										
3.3	Right of Way Co	oordination										
3.4	Utility Conflict A	ssessment and Relocation Coordination										
3.5	Conceptual Site	Layouts										
3.6	Drainage and H	lydraulics Report										
3.6.1	Hydrology 8	R Hydraulics Technical Memorandum										
3.6.2	Storm Wate	er Quality Management Plan										
3.7	Preliminary 50%	6 Level Design										
3.7.1	City of Impe	erial Beach 50% Plans		1	10	12	24	1	48	\$5,260.00		
3.7.2	City of San	Diego 50% Plans			12	18	36		66	\$6,960.00		
3.7.3	Transit Prior	rity Measures 50% Design										
3.7.4	Fiber Optic	and Communications Plans										
3.7.5	Preliminary	Construction Cost Estimate										
3.8	Final 100% Lev	el Design										
3.8.1	City of Impe	erial Beach 100% Plans		1	10	12	24	1	48	\$5,260.00		
3.8.2		Diego 100% Plans			12	18	36		66	\$6,960.00		
3.9.3	Traffic Signa	al and Electrical Plans										
3.8.3	Fiber Optic	and Communications Plans										
3.8.4	Opinion of F	Probable Cost										
3.90	Design Reviews											
		Subtotals (Hours) =	N/A	2	44	60	120	2	228	\$24,440.00		
		Subtotals (Costs) =		\$500.00	\$7,040.00	\$7,200.00	\$9,600.00	\$100.00	228	\$24,440.00	63.5%	62.3%
4		GEOTECHNICAL PAVEMENT EVALUATION AND ENVIRO	NMENTAL SAMPL	ING								
4.1	Geotechnical D											
4.2	Environmental 1	Testing and Soil Disposal Plan										
		Subtotals (Hours) =										
		Subtotals (Costs) =										
_ 5		BID PACKAGE DEVELOPMENT AND SUPPORT SERVICE	S (ISSUE FOR BID	SUBMITTAL)								
5.1		omments, Responses, and IFB Submittal		1	8	12	20	1	42	\$4,620.00		
5.2	Bid Support		L									
		Subtotals (Hours) =		1	8	12	20	1	42	\$4,620.00		
_		Subtotals (Costs) =		\$250.00	\$1,280.00	\$1,440.00	\$1,600.00	\$50.00	42	\$4,620.00	11.7%	11.8%
6		DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION	UN						1			
6.1	Attend Construc											
6.2	Review and App	prove Contractor Submittals										

Consultant/Subconsultant: Estrada Land Planning MTS Doc No G2075.0-18 **Total Hours** 359 Work Order No.: WOA2075-AE-54 "IRIS RAPID" - CORRIDOR AND **Total Costs** \$39,210.00 Work Order Title: Attachment: В STATION DESIGN Senior Senior **Assistant** Accounting Percent of Total Principal Landscape Landscape Landscape **ODCs** Admin **Total Hours** Totals Architect Designer Designer (See Attachment) TASKS/WBS Item TASKS/WBS Description \$ 250.00 160.00 120.00 80.00 50.00 Hours Costs Respond to Requests for Information 6.3 Field Observation and Contract Change Orders 6.4 Subtotals (Hours) = N/A Subtotals (Costs) = **OPTIONAL TASKS 7-14 BELOW** PROJECT MANAGEMENT FOR CALIENTE AVE BUS STOPS (OPTIONAL) Caliente Ave Bus Stops Concept Plan Coronado Striping Concept Plan 7.2 Subtotals (Hours) = Subtotals (Costs) = PROJECT MANAGEMENT FOR CALIENTE AVE BUS STOPS (OPTIONAL) Two (2) Focus Group Meetings 8 1 8.2 Project Schedule, Invoicing, Progress Reports 8.3 Quality Control Reviews Caltrans Encroachment Permit 84 Subtotals (Hours) = Subtotals (Costs) = DESIGN, SPECIFICATIONS, AND COORDINATION FOR CALIENTE AVE BUS STOPS (OPTIONAL) 9 Topographic Mapping and Design Survey for Caliente Ave Bus Stops 9.1 9.2 Right of Way Mapping for Caliente Ave Bus Stops Utility Conflict Assessment and Relocation Coordination for Caliente Ave 9.3 Preliminary 50% Design for Caliente Ave Bus Stops 9.4 9.4.1 50% Design Plans 15 23 \$2,280.00 5 50% Cost Estimate Final 100% Design for Caliente Ave Bus Stops 9.5 Final 100% Design Plans \$2,280,00 9.5.1 3 5 15 23 Opinion of Probable Cost Design Reviews/Coordination 30 Subtotals (Hours) = 10 46 \$4.560.00 Subtotals (Costs) = \$960.00 \$1,200.00 \$2,400.00 46 \$4,560.00 12.8% 11.6% BID PACKAGE DEVELOPMENT AND SUPPORT SERVICES FOR CALIENTE AVE BUS STOPS (OPTIONAL) 10 Final Review Comments, Responses, and IFB Submittal \$640.00 10.1 10.2 Bid Support Subtotals (Hours) = N/A \$640.00 Subtotals (Costs) = \$160.00 \$240.00 \$240.00 6 \$640.00 11 DESIGN SUPPORT DURING BIDDING AND CONSTRUCTION FOR CALIENTE AVE BUS STOPS (OPTIONAL) 11.1 Attend Construction Meeting 11.2 Review and Approve Contractor Submittals Respond to Requests for Information (RFI) 11.3 11.4 Field Observation and Contract Change Orders Subtotals (Hours) = N/A Subtotals (Costs) = 307 \$34.010.00 Totals Without Optional (Summary) = 34.010.00 Total Without Optional (Hours) = 71 81 146 307 \$ Total Without Optional (Costs) = \$1.000.00 \$11,360,00 \$9.720.00 \$11.680.00 \$250.00 \$39,210.00 Totals With Optional (Summary) = 359 Total With Optional (Hours) = 78 93 179 5 359 \$ 39.210.00 Total with Optional (Costs) = \$1,000.00 \$12,480.00 \$11,160.00 \$14,320.00 \$250.00 Percentage of Total (Hours) = 1% 22% 26% 50% 1% 100% Percentage of Total (Costs) = 3% 32% 28% 37% 1% 100%

Consultant/ Subconsultant:	Estrada Land Planning	Contract No:	G2075.0-18
		Task Order No.	WOA2075-AE-54
Work Order Title:	"IRIS RAPID" – CORRIDOR AND STATION DESIGN	Attachment:	В

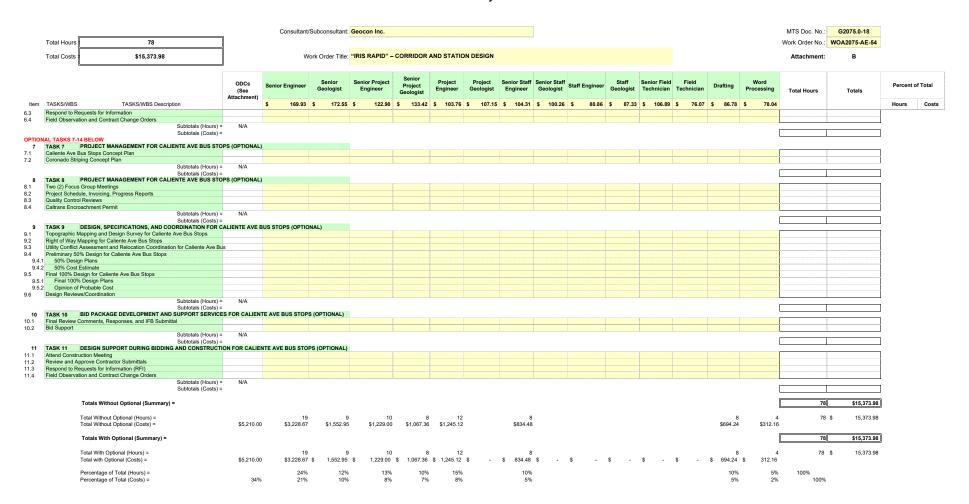
TASKS/WBS (1-5)

ODC				Т	ASK 1	т	ASK 2	т	ASK 3	1	ASK 4	Т.	ASK 5
Item	Description	Unit	Unit Cost	Quantity	Total								
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =	

TASKS/WBS (6-10)

							- (/								
ODC		TA	SK 6	TAS	SK 7	TA	SK 8	T/	ASK 9	TA	SK 10	TA	SK 11	TOTALS	
Item	Description	Quantity	Total	Quantity	Total										
1															
2															
3															
4															
5															
6															
7															
8															
9															
10															
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	

	Total Hours	78 \$15,373.98				Geocon Inc.	- CORRIDOR	AND STATIO	N DESIGN									MTS Doc. No.: Work Order No.: Attachment:	G2075.0-18 WOA2075-AE-54 B		
			ODCs (See Attachment)	Senior Engineer	Senior Geologist	Senior Project Engineer	Senior Project Geologist	Project Engineer	Project Geologist	Senior Staff Engineer	Geologist	Staff Engineer	Coologist	Senior Field Technician	Technician	Drafting	Word Processing	Total Hours	Totals	Percent o	
Item	TASKS/WBS	TASKS/WBS Description		\$ 169.93	\$ 172.55	5 \$ 122.90	\$ 133.42	\$ 103.76	\$ 107.15	\$ 104.31	\$ 100.26	\$ 80.86	\$ 87.33	\$ 106.89	\$ 76.07	\$ 86.78	\$ 78.04			Hours	Costs
1		OJECT MANAGEMENT																			
1.1	Kick-off Meeting Project Status Mee																				
1.2 1.3		Invoicing, Progress Reports																			
1.4	Project Coordination	ion and Weekly PM Updates																			
1.5	QA/QC Project De	eliverables																			
1.6	Agency Permits	Subtotals (Hours)) = N/A				<u> </u>							1			<u> </u>				
		Subtotals (Costs)																			
2		SEARCH, DOCUMENT REVIEW AND SITE VISITS								.,			······		,	7	·				
2.1 2.2		roject Information and As-builts re Records/Documents Research						-													
2.3	Private Utility Own	ner Letters and Existing Utility Mapping																			
2.4	Conduct Site Visits	S																			
2.5	Bus Stop Shelter a	and Amenities Design Coordination Subtotals (Hours)) = N/A				L	.l						1							
		Subtotals (Flours)																			
3		SIGN, SPECIFICATIONS AND COORDINATION												,							
3.1		ping and Design Survey ping and Record of Survey																			
3.2 3.3	Right of Way Coor	ping and Record of Survey rdination																			
3.4	Utility Conflict Ass	essment and Relocation Coordination																			
3.5	Conceptual Site La																				
3.6 3.6.1	Drainage and Hyd	traulics Report lydraulics Technical Memorandum																			
3.6.2		Quality Management Plan																			
3.7	Preliminary 50% L	evel Design																			
3.7.1 3.7.2		Il Beach 50% Plans																			
3.7.2		Measures 50% Design	-																		
3.7.4	Fiber Optic and	d Communications Plans																			
3.7.5	Preliminary Co Final 100% Level I	onstruction Cost Estimate								ļ											
3.8 3.8.1		il Beach 100% Plans																			
3.8.2	City of San Die	ego 100% Plans																			
3.9.3		and Electrical Plans d Communications Plans																			
3.8.3 3.8.4																					
3.9	Design Reviews/C	Coordination																			
		Subtotals (Hours)																			
4	TASK 4 GE	Subtotals (Costs) OTECHNICAL PAVEMENT EVALUATION AND ENVIR) = RONMENTAL SAI	MPLING																	
4.1	Geotechnical Desi	ign	\$3,500.0	0 19		10	8			8						4	2	51	\$10,362.71		
4.2	Environmental Tes	sting and Soil Disposal Plan	\$1,710.0		9			12								4	2	27	\$5,011.27		
		Subtotals (Hours) Subtotals (Costs)		19 0 \$3,228.67	9 \$1,552.95	10 \$1,229.00	8 \$1,067.36	12 \$1,245.12		8 \$834.48						8 \$694.24	4 \$312.16	78 78	\$15,373.98 \$15,373.98	100.0%	100.0%
5	TASK 5 BID	PACKAGE DEVELOPMENT AND SUPPORT SERVICE	CES (ISSUE FOR	BID SUBMITTAL)	₩ 1,552.35	Ψ1,220.00	φ1,001.30	\$1,240.12		ψυστ.πο						ψυσ 	9312.10	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ģ10,013.30	100.070	100.070
5.1	Final Review Com	nments, Responses, and IFB Submittal																			
5.2	Bid Support	Outstand // Income) = N/A				L							l			l				
		Subtotals (Hours) Subtotals (Costs)) = N/A) =																		
6		SIGN SUPPORT DURING BIDDING AND CONSTRUC	TION																		
6.1	Attend Construction	on Meetings ove Contractor Submittals																			
6.2	neview and Appro	ove Contractor Submittals												1							



Consultant/ Subconsultant: Geocon Inc.	Contract No:	G2075.0-18
	Task Order No.	WOA2075-AE-54
Work Order Title: "IRIS RAPID" - CORRIDOR AND STATION DESIGN	Attachment:	В

TASKS/WBS (1-5)

ODC				TASK 1		TASK 2		TASK 3		TASK 4		TASK 5	
Item	Description	Unit	Unit Cost	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Lab tests (EI/R-value/Comp/Corro)	LS	\$1,100.00							1	\$1,100.00		
2	Drilling of boring	day	\$2,400.00							1	\$2,400.00		
3	Env lab testing (TPH/VOCs/Metal)	set	\$285.00							6	\$1,710.00		
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =	\$5,210.00	Subtotal =	

TASKS/WBS (6-10)

	T.	ASK 6	Т	ASK 7	Т	ASK 8	Т	ASK 9	TA	SK 10	TA	ASK 11	TOTALS	
Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
Lab tests (EI/R-value/Comp/Corro)													1	\$1,100.00
Drilling of boring													1	\$2,400.00
Env lab testing (TPH/VOCs/Metal)													6	\$1,710.00
	Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$5,210.00
	Lab tests (EI/R-value/Comp/Corro) Drilling of boring	Description Quantity Lab tests (EI/R-value/Comp/Corro) Drilling of boring	Lab tests (EI/R-value/Comp/Corro) Drilling of boring Env lab testing (TPH/VOCs/Metal)	Description Quantity Total Quantity Lab tests (EI/R-value/Comp/Corro) Drilling of boring Env lab testing (TPH/VOCs/Metal)	Description Quantity Total Quantity Total Lab tests (El/R-value/Comp/Corro) Drilling of boring Env lab testing (TPH/VOCs/Metal)	Description Quantity Total Quantity Total Quantity Total Quantity Total Quantity Total Quantity Total Quantity	Description Quantity Total Quantity Total Quantity Total Lab tests (EI/R-value/Comp/Corro) Drilling of boring Env lab testing (TPH/VOCs/Metal)	Description Quantity Total Quantity	Description Quantity Total Quantity Total Quantity Total Quantity Total Quantity Total Quantity Total Quan	Description Quantity Total Quantity	Description Quantity Total Quantity	Description Quantity Total Quantity	Description Quantity Total Quantity	Description Quantity Total Quantity Total Quantity Total Quantity Total Quantity Total Quantity Total Quantity Lab tests (EI/R-value/Comp/Corro) Lab tests (EI/R-value/Comp/Corro) Drilling of boring Env lab testing (TPH/VOCs/Metal) Drilling of lab testing (TPH/VOCs/Metal) Dril



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Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

VARIABLE MESSAGE SIGNS (VMS) DISPLAY ASSEMBLIES FOR THE MID-COAST TROLLEY EXTENSION PROJECT – 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. L1543.0-20 (in substantially the same format as Attachment A), with Nanov Display, Inc., for the supply of VMS Display Assemblies for the Mid-Coast Trolley Extension Project in the amount of \$717,701.25.

Budget Impact

The total budget for this project shall not exceed \$717,701.25 and is funded by MTS WBSE # 2002010801, which will be reimbursed by SANDAG Mid-Coast Light Rail Transit Project # 1257001.

DISCUSSION:

The Mid-Coast Trolley Extension Project will extend the UC San Diego Blue Line service from Santa Fe Depot in Downtown San Diego to the University City community, serving major activity centers such as Old Town, Mission Bay, the University of California, San Diego (UC San Diego), and Westfield UTC.

The extension will serve nine new stations: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon (serving UC San Diego west campus), Voigt Drive (serving UC San Diego east campus), Executive Drive, and the terminus station at the Westfield UTC transit center.

As part of the Mid-Coast system requirements, VMS plays a critical role in providing MTS riders with live-update next train arrival information, along with any Public









Announcement (PA) information regarding MTS systems updates. The same VMS system is also being implemented in the South Bay BRT stations.

On May 27, 2020, MTS issued an Invitation for Bids to purchase VMS Display Assemblies for the Mid-Coast Trolley Extension Project. Four bids were received by the due date of June 29, 2020 from the following bidders:

- 1. Nanov Display, Inc., Miami, FL
- 2. Keyser Industries, Inc., Evergreen Park, IL
- 3. Daktronics, Inc., Brookings, SD
- 4. JM Fiber Optics, Inc., Chino, CA

The overall total amounts, including delivery charges and CA sales tax is as follows:

Proposer Name	Overall Total Amount					
Nanov Display	\$717,701.25					
Keyser Industries	\$864,116.65					
Daktronics	\$905,908.13					
JM Fiber Optics	\$1,617,902.59					
MTS Independent Cost Estimate (ICE)	\$752,010.00					

MTS staff has deemed Nanov Display, the lowest bidder, to be responsive and responsible. Its bid has been determined to be fair and reasonable by comparison of bids received and MTS's ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1543.0-20 (in substantially the same format as Attachment A), with Nanov Display, Inc., for the supply of VMS Display Assemblies for the Mid-Coast Trolley Extension Project in the amount of \$717,701.25.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachments: A. Draft Standard Procurement Agreement MTS Doc. No. L1543.0-20

B. Scope of Work/Technical Specifications

C. Price breakdown

STANDARD AGREEMENT FOR MTS DOC. NO. L1543.0-20

VARIABLE MESSAGE SIGNS (VMS) DISPLAY ASSEMBLIES FOR THE MID-COAST TROLLEY EXTENSION PROJECT

	opolitan Transit Syst		, 2020 in the State of California a California public agency, and the
Name: Nanov Display Inc.		Address:	1978 NW 82 nd Avenue
Form of Business: Corporation (Corporation, Partnership, Screen, Corporation), Screen, Corporation (205) 395-6069		Email :	Miami, FL 33126 myung@nanovdisplay.com
Authorized person to sign contra	cts Myung I		Vice President Title
Specification (Exhibit A), Contract Agreement, including Standard C(Exhibit E). The delivery date is eight (8) weel	cor's Bid/Pricing Form Conditions (Exhibit C) ks after the Notice to ays from invoice date	(Exhibit B), a), Federal Re Proceed. The total co	d Scope of Work/Minimum Technical and in accordance with the Standard quirements (Exhibit D), and Forms ost of this contract shall not exceed
SAN DIEGO METROPOLITAN SYSTEM	TRANSIT		NANOV DISPLAY INC.
By: Sharon Cooney, Chief Execution Approved as to form: By:	cutive Officer	By	
Karen Landers, Genera	al Counsel		

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

4.1. INTRODUCTION

MTS is looking to purchase 57 VMS displays for the Mid-Coast Corridor project, a construction project currently underway and scheduled be completed by March 2021. This project extends the Blue Line Trolley service from the Santa Fe Depot in Downtown San Diego to the University City community, serving major activity centers such as Old Town, Mission Bay, the University of California, San Diego, and Westfield UTC.

The route begins just north of the Old Town Transit Center, travels in existing railroad right-of-way, and alongside Interstate 5, to serve UC San Diego and University City. The extension will serve nine new stations: Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, Pepper Canyon (serving UC San Diego west campus), Voigt Drive (serving UC San Diego east campus), Executive Drive, and the terminus station at the Westfield UTC transit center.

This solicitation is for procurement and delivery of the VMS displays. No installation services are included.

The VMS displays should to be received by MTS eight (8) weeks after the Notice to Proceed is issued (MTS anticipates an issuance date of approximately August 17, 2020). Specific delivery dates and locations will be communicated to the awarded bidder.

Currently, MTS has installed 28 Nanov Display Inc. VMS displays on the South Bay BRT which runs from East Palomar Street to Otay Mesa Transit Center.

MTS is looking to purchase Nanov VMS display assemblies or approved equals, for the Mid-Coast corridor. The scope of work includes salient characteristics of the displays. Additional specifications information has been provided as attachments to this IFB, including the Mid-Coast VMS pole dimensions and the VMS ground clearance.

Also included in Section 3.23 of the General Provisions is Request For Approved equal (RFA) information, and Section 8 of the Forms is the RFA Form. Complete documentation should be provided in support of any RFA submitted by bidders for MTS review, and must meet the deadline provided in the calendar of events.

4.2. GENERAL

A double-sided light-emitting diode (LED) VMS display assembly shall be furnished, Factory Acceptance Testing (FAT) tested, Site Acceptance Testing (SAT) tested, and integration tested as provided in this IFB. The VMS display assembly shall be designed to have two mounting points on the top of the housing to match exactly with the VMS Pole mounting points, and shall include top hinged doors to allow for front-access maintenance of each LED screen independently.

The VMS display assembly shall include all electronic components, cabling/wiring, housings, processors, software, and warranty necessary for an environmentally-hardened, fully operational, centrally-managed LED VMS display assembly as required herein. Manufacturing of the VMS display assembly shall be RoHS compliant.

4.3. SUBMITTALS

In addition to the bids forms, bid shall include the following information:

- a. VMS manufacturer's specification sheet
- b. VMS manufacturer's safety certification—Underwriters Laboratories certification (UL48, cUL, or CSA) is acceptable.

4.4. LED DISPLAY MONITORS

Each VMS display assembly shall include two commercial grade display monitors, both displays provided shall be a high-definition, high-brightness, 46-inch diagonal, flat panel, LED backlit display monitors suitable for 7 days per week, 24 hours per day continuous operation.

The provided display monitors shall conform to the following display parameters:

Dimensions (W x H x D): 40.8" x 24.4" x 5.6" (maximum)

Resolution: 1920 x 1080

Aspect Ratio: 16:9

■ Brightness: 2,500 cd/m² (min)

Brightness control: Ambient light sensor to adjust brightness according to light

conditions

Contrast Ratio: 2000:1 (Typical); 10000:1 (Dynamic)

Output Colors:
 1.07 billion colors

Viewing Angle: 178° / 178° (Horizontal/Vertical)

Response Time: 6 ms (10 ms max)

Orientation: Landscape ceiling mount display

HD Video Compatibility: 720p; 1080i; 1080p

Each display shall have the following requirements:

Inputs:
DVI; HDMI; Component/Composite; RS-232C;

Ethernet; LTE Modem

Environmental Temperature Range: - 30C to +45C
 Environmental Humidity Range: 20% to 80%
 Power Input: 120V @60Hz

Sign Controls: UL879 or Equivalent Safety Certification Required

Each display shall include an AC power supply, rated for $100 - 240 \text{ V} \sim (+/- 10\%)$, 50/60 Hz. Maximum power draw of each display shall not exceed 395W, with a typical operational power draw of 220W. While operating in Standby mode each display shall not exceed 0.5W. The video displays shall include sensors to auto adjust brightness of the display according to the ambient lighting conditions in accordance with California CBC 11B-703.8.13. The ambient light sensor for each screen shall be positioned facing in the same direction as the monitor which they control.

The furnished display shall be designed for indoor/outdoor operations capable of operating in direct sunlight and screen contents must be visible and readable in all varying ambient lighting conditions.

Individual display monitors require an operation lifetime of not less than five (5) years of continuous operation to half-life.

No outdoor televisions (displays with digital tuners) or TV panels will be accepted.

a. EDGE COMPUTER (Owner Furnished)

Images and video streams to each display will be via a commercial grade edge computer with Chrome OS operating system. Each computer CPU shall be Intel® N2930, 1.83 GHz turbo to 2.16 GHz Quad Core, with minimum 4 GB/1333 MHz dual channel memory, capable of output to two video displays.

Each computer shall provide the following wireless connectivity:

- 802.11ac, dual-band, 2 x 2 WiFi
- Bluetooth 4.0

Each computer shall conform to the following physical requirements:

- Dimensions (W x H x D): 6.5" x 6.2" x 0.9" (maximum)
- Weight: 802 grams (maximum)

Each computer shall provide the following ports:

Gigabit Ethernet LAN RJ45, 4 x USB 2.0; RJ50 – RS 232; mSD Card Slot; 2 x HDMI (1.4a); DisplayPort

Each computer and provided AC power supply adapter shall be high heat rated, with an operating temperature up to 140° F.

b. CABLING

All cabling shall be commercial grade, outdoor rated cabling. External communications and power cabling shall be routed internal to the VMS Support Structure, by others, and into to the VMS display assembly through one of two access holes in the top of the housing.

4.5. DISPLAY HOUSING

The VMS display assembly housing shall provide adequate measures to prevent and minimize the extent of damage caused by vandalism, shall be vandal-proof, and shall have tamperresistant security fasteners to prevent vandalism.

Housing shall accommodate all the display equipment, computers, cabling, power, and environmental control equipment. The outside of the furnished housing shall be manufactured shall be 14-guage, weather-proof steel, with a powder coated black finish as directed by MTS. Internal bracing, stiffeners, and equipment mounts shall be spot or tack welded internal to the housing. Internal welds shall not be visible from the exterior of the housing. All corners, edges, and holes shall be free of burrs and sharp edges. Housing shall conform to the following:

- Maximum Dimensions (W x H x D): 48.54" x 30.25 x 13" (not inclusive of doors)
 46.54" x 30.25 x 15.8" (inclusive of doors)
- Maximum Weight with all components installed: 132 LBS
- Mounting: Ceiling mount, M14x25L Screws (8 or more)
- Heating, Ventilation, and Air Circulation (HVAC) Automated system for heating and cooling
- Radiation Compliance: Must have FCC part 15 / ICES-003 Class B Rating
- Cable Entry:
 Fully sealed to protect all connections

a. DOORS

The display housing shall have two, lockable, top hinged doors that provide access to the displays and the internal components of the VMS Assembly. Each door, independent of the other, shall be locked at two points at the bottom of the housing. Each door shall have a front opening mechanism for easy maintenance and shall open upwards. Through use of two kickstands and two gas struts, on either side, the doors shall be held open to allow for service on the interior of the assembly. The housing shall be gasketed such that when the doors are closed the seam between the doors and housing shall be watertight.

Each door shall be protected by tempered glass. Each glass panel shall be approximately 0.25 inches thick and be clamped to the exterior door. The glass surface against both the door, and internal clamps, shall be gasketed to provide a weatherproof and watertight seal.

The installed glass shall be anti-reflective to provide clear viewing of the display without visual distortion; while also reducing UV transmission to the interior of the assembly by greater than 98%.

b. MOUNTINGS

The housing manufacturer shall provide internal mountings for all components of the VMS display assembly. The provided mountings shall be spot or tack welded to the interior of the display housing and shall be sized to fit each individual component of the assembly. Mountings to be provided as follow:

- 2 –Display Panels, swing-out mounting brackets (2 per video display);
- 4 Gas Struts (2 per swing-out mounting bracket to hold monitor in open position during maintenance);
- 1 − Edge Computer mounting bracket;
- 2 Fan Mounts, recessed to the interior of the housing with fan guard screen; and,
- 1 6-outlet Power Strip.

c. ENVIRONMENTAL

Display housing must have a minimum IP 65 rating or better. Manufacturer shall provide all compliance testing of the VMS Assembly. All gaskets shall be foam rubber seals. The installed seals, and their adhesive backing, shall be rated for operating environment temperature and humidity defined above.

Louvers on the vertical sides of the display housing shall protect against insect entry.

d. POWER

The interior of the display housing shall include two 4x4 outlet boxes. One box shall have a blank cover; the second box shall have a cover and two heavy-duty duplex

receptacles installed. Power conductor cabling routed to the VMS display assembly shall be routed to, and terminated within the outlet boxes.

A 6-outlet industrial grade power strip, with metal housing, shall be installed and affixed to the bottom of the interior of the display housing. The furnished power strip shall draw power from one of the receptacles installed in the outlet box, and shall include a 15 Amp circuit breaker.

4.6. SAFETY COMPLIANCE

VMS display assembly shall be UL48 (for electric message signs) compliant. The following certification and test report shall be provided by the manufacturer:

- Dielectric voltage withstand test
- Glass impact test
- Rain test
- Leakage current test
- Bond impedance test
- Input test
- Lock rotor test
- Abnormal operation test
- Maximum output voltage test
- Maximum output current and power test

Individual components shall meet the following compliance requirements:

- LCD Panel: UL 60695Sign Controller: UL 879
- Computer: UL E216813
- Glass Impact Protection Rating: IK08 or similar

4.7. VMS DISPLAY ASSEMBLY CONTROLS

At a minimum, the following controls shall be provided, and operate either remotely (via internet), locally, and from a hand held remote control unit communicating with sensors:

- Power on/off
- Input selection/lock
- Brightness
- Fan speed
- Embedded computer reset
- Heater
- Control panel shall not be affected by weather elements (e.g. heat, sun, rain, wind, etc.)

4.8. VMS DISPLAY HEALTH MONITORING CONTROL

VMS display assembly shall have the following remote hardware control monitoring and capabilities via the internet:

- Internal Temperature Report
- Adjust Screen Brightness
- Screen Power On/Off
- Computer Power On/Off
- Analog/Digital Board On/Off

- Heater On/Off
- Pixel Sensor Detection (when screen does not move)
- Reset power

Remote health monitoring system shall not be affected by weather elements (e.g. heat, sun, rain, wind, etc.)

4.9. WARRANTY AND MAINTENANCE

The contractor shall prepare a user & maintenance manual for use by MTS personnel for the regular cleaning and maintenance of each furnished VMS display assembly. The user & maintenance manual shall provide instructions on the intervals, and procedures to be followed to maintain ongoing operations of each VMS display assembly. The user & maintenance manual shall include, but not be limited to, cleaning, operational inspections, filter replacements, software updates, and troubleshooting procedures.

Prior to acceptance of the VMS display assembly(-ies) the contractor shall conduct a hands-on training session for MTS maintenance personnel on the operations and maintenance of the units. This training will be conducted on-site at MTS facilities for up to 10 personnel and is anticipated to be approximately four (4) hours in length.

All components (e.g. display/housing) shall have a three-year parts and labor manufacturer's warranty from the day of acceptance for each VMS display assembly furnished. The warranty shall include on-site service by a manufacturer's representative, or trained technician, and the cost for all parts, labor, and shipping and handling required to restore the VMS display assembly to full functionality—all included in the quoted price.

MTS shall have access, via telephone, to a manufacturer's representative 24 hours-a-day, seven days a week. For all troubleshooting that cannot be accomplished via telephone, on-site services shall commence within 72 hours of notification by MTS.

Contractor shall be an authorized dealer or reseller of the VMS display assembly for sales within USA.

4.10. MEASUREMENT AND PAYMENT

VMS display assembly will be measured as a unit for each VMS display assembly furnished and installed. There will be no separate measurement or payment for furnishing the display panels, computers, software, housing cabinets, cabling, cable accessories, equipment, training, warranty, labor, testing, packaging and shipping. The costs shall be considered included in the cost for furnishing each VMS display assembly.

VMS display assembly shall meet FTA Buy America requirements.

4.11. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at ap@sdmts.com. All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Contractors must also indicate if any of the invoiced amount(s) is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

4.12. WARRANTY

Bidders shall outline in detail their warranty on the equipment offered, including the method of adjustment in cases of equipment, component or parts failure. Warranty shall also be stated for installation labor, materials, and method of adjustment.

4.13. REPLACEMENT PARTS

Replacement parts and technical support for the specified equipment must be guaranteed by the manufacturer; to be available for a ten (10) year period from the date of purchase. Manufacturer shall keep parts books and maintenance manuals up-to-date for that period.

4.14. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to locations to be provided to the awarded bidder by MTS, unless otherwise specified, in first class condition, complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery.

Contractor shall indicate delivery date on the Bid Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified.

Contractor will not be held liable for failure to make delivery because of strikes, construction of property, governmental regulations, acts of God or any other causes beyond his control, provided a written extension of time is obtained from MTS.

Upon delivery, MTS will acknowledge receipt of said items or products. Delivery shall not constitute acceptance. Upon inspection and testing (if necessary) by MTS, a determination will be made whether said items or products are in conformance with contract requirements. If found in conformance, MTS shall approve the Contractor's invoice for payment; thereby constituting acceptance. Payment terms begin from this point. If the delivered items or products are found not in compliance, MTS will immediately notify the Contractor, and furnish all details of deficiencies. Contractor shall correct the deficiencies or supply new items or products (at the discretion of MTS), and resubmit for inspection and testing (if necessary). **FORM**

BID FORM

MTS Doc No: L1543.0-20

VARIABLE MESSAGE SIGNS (VMS) DISPLAY ASSEMBLY FOR MID-COAST CORRIDOR

#	Station	Quanity	*Unit Price	*Total
1	Tecolote Road	7	\$11,500.00	\$80,500.00
2	Clairemont Drive	11	\$11,500.00	\$126,500.00
3	3 Balboa Avenue4 Nobel Drive5 VA Medical Center		\$11,500.00	\$69,000.00
4			\$11,500.00	\$69,000.00
5			\$11,500.00	\$46,000.00
6	Pepper Canyon	5	\$11,500.00	\$57,500.00
7	Voigt Drive	5	\$11,500.00	\$57,500.00
8	Executive Drive	4	\$11,500.00	\$46,000.00
9	Westfield UTC Transit Center	4	\$11,500.00	\$46,000.00
10	Spares	5	\$11,500.00	\$57,500.00
		\$655,500.00		
		11,400		
		\$666,900.00		

^{*}Excluding sales tax. MTS will add tax at purchase order issuance.

Plus CA Sales Tax \$50,801.25 Overall Contract Total \$717,701.25



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for
Executive Committee
Review Date: 7/16/2020

SUBJECT:

MARKETING AND COMMUNITY OUTREACH SERVICES - CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2317.0-20 (in substantially the same format as Attachment A) with Brown Marketing Strategies, Inc. (a Disadvantaged Business Enterprise (DBE)) for the provision of Marketing and Community Outreach Services for a period of three (3) base years and two (2) one-year options for a total of five (5) years in the amount of \$295,172.74.

Budget Impact

The total value of this agreement will not exceed \$295,172.74. Funding would primarily come from the professional services account for marketing (551010-571140).

DISCUSSION:

The MTS Marketing department relies on a third party to supplement staffing for outreach events and activities. In fiscal year 2019, MTS attended and/or hosted nearly 100 community outreach events (and had attended 50+ events in fiscal year 2020 prior to COVID-19). A team of community ambassadors are trained on MTS services and news to assist with community outreach efforts throughout the year (college campuses, employers, community fairs, etc.). The third-party contractor maintains a supply of relevant MTS collateral (schedules, brochures, promotional items, etc.), and ambassadors attend events with and/or in place of MTS staff, and provide information on trip planning, fares, customer service inquiries, upcoming service launches and more.









On March 2, 2020, staff issued a Request for Proposals (RFP) for Marketing and Community Outreach Services.

On April 1, 2020, MTS received a total of five (5) proposals from the following:

- 1. Brown Marketing Strategies, Inc.
- 2. Cook + Schmid
- 3. Invested Advisors, Inc.
- 4. PRM Consulting, Inc.
- 5. Vic Salazar Communications

A selection committee, consisting of representatives from MTS Marketing, Finance and Planning departments met and scored the proposals based on the following:

1.	Qualifications of the firm		15%
2.	Staffing, Organization and Management Plan		20%
3.	Work Plan		35%
4.	Cost and Price		30%
		Total	100%

The following table illustrates the scores and ranking of each:

Proposer Name	Total Avg.	Initial Price	Cost	Total Avg. Score	Ranking	
Proposer Name	Tech Score	Proposal	Score	(max. 100)	Kanking	
Brown Marketing	58.33	\$306,018.59	15.53	73.86	1	
Cook + Schmid	54.50	\$448,621.98	10.59	65.09	2	
Invested Advisors, Inc.	34.33	\$158,404.69	30.00	64.33	3	
PRM Consulting, Inc.	47.00	\$582,000.00	8.16	55.16	4	
Vic Salazar	41.00	\$353,911.00	13.43	54.43	5	

After the initial evaluation of proposals, the evaluation panel determined it would be in MTS's best interest to interview the top two (2) proposers that were within the competitive range.

Following the interviews, staff requested a best and final offer (BAFO) from Brown Marketing Strategies, Inc., which resulted in a decrease of \$10,845.85 from their original offer. The total proposed amount in the BAFO was presented at \$295,172.74 for all five years.

Based upon consideration of both technical and cost factors, the evaluation committee determined that Brown Marketing Strategies, Inc. presented the overall best value to MTS.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2317.0-20 (in substantially the same format as Attachment A) with Brown Marketing Strategies, Inc. (a DBE) for the provision of Marketing and Community Outreach Services for a period of three (3) base years and two (2) one-year options for a total of five (5) years in the amount of \$295,172.74.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Draft MTS Doc. No. G2317.0-20

B. Price breakdown

STANDARD SERVICES AGREEMENT FOR Marketing and Community Outreach Services MTS DOC NO. G2317.0-20

THIS AGREEMENT is entered into this day of California by and between San Diego Metropolitan T and the following, hereinafter referred to as "Contract	ransit System ("MTS"), a California public agency,							
Name: Brown Marketing Strategies, Inc.	Address: 3687 Voltaire Street							
Form of Business: Corporation (Corporation, partnership, sole proprietor, etc.)	San Diego, CA 92106							
Telephone: 619-546-5390 Email A	Address: Shannon@browncando.com							
Authorized person to sign contracts: Shannon Brown Name	President Title							
The attached Standard Conditions are part of this Agreement. The Contractor agrees to furnish to MTS services and materials, as follows: Provide marketing and community outreach services as specified in the scope of services (attached as Exhibit A), the best and final offer dated June 24, 2020 (attached as Exhibit B), and in accordance with the Standard Services Agreement, including Standard Conditions Services (attached as Exhibit C). The contract term is for up to a five (5) year period (3-year base and two 1-year options). Base period shall be effective August 15, 2020 through August 14, 2023 and Option Years 1 and 2 shall be effective August 15, 2023 through August 14, 2025 (exercisable at MTS's sole discretion). Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed								
\$295,172.74 without the express written consent of Management SAN DIEGO METROPOLITAN TRANSIT SYSTEM	BROWN MARKETING STRATEGIES, INC.							
By: Sharon Cooney, Chief Executive Officer	By							
Approved as to form:								
By:	Title:							
Karen Landers, General Counsel	-							

Marketing and Community Outreach Services - Cost Proposal Form BAFO RFP #G2317.0-20

Year 1								
Item	Classification	Est. Hours	Hourly Rate	Ext. Cost				
1	Ambassador	400	\$ 55.00	\$ 22,000.00				
2	Lead Ambassador	200	\$ 71.50	\$ 14,300.00				
3	Events and Training Staff	140	\$ 93.50	\$ 13,090.00				
4	Project Manager	60	\$ 137.50	\$ 8,250.00				
		,	Total Year 1	\$ 57,640.00				
Year 2								
Item	Classification	Est. Hours	Hourly Rate	Ext. Cost				
1	Ambassador	400	\$ 55.00	\$ 22,000.00				
2	Lead Ambassador	200	\$ 71.50	\$ 14,300.00				
3	Events and Training Staff	140	\$ 93.50	\$ 13,090.00				
4	Project Manager	60	\$ 137.50	\$ 8,250.00				
		,	Total Year 2	\$ 57,640.00				
Year 3								
Item	Classification	Est. Hours	Hourly Rate	Ext. Cost				
1	Ambassador	400	\$ 56.65	\$ 22,660.00				
2	Lead Ambassador	200	\$ 73.65	\$ 14,729.00				
3	Events and Training Staff	140	\$ 96.31	\$ 13,482.70				
4	Project Manager	60	\$ 141.63	\$ 8,497.50				
			Total Year 3	\$ 59,369.20				
Option Year 1								
Item	Classification	Est. Hours	Hourly Rate	Ext. Cost				
1	Ambassador	400	\$ 56.65	\$ 22,660.00				
2	Lead Ambassador	200	\$ 73.65	\$ 14,730.00				
3	Events and Training Staff	140	\$ 96.31	\$ 13,483.40				
4	Project Manager	60	\$ 141.63	\$ 8,497.80				
			Option Year 1	\$ 59,371.20				

Option Year 2										
Item	Classification	Est. Hours	Hourly F	Rate	Ext. Cost					
1	Ambassador	400	\$	58.35	\$	23,339.80				
2	Lead Ambassador	200	\$	75.86	\$	15,171.90				
3	Events and Training Staff	140	\$	99.20	\$	13,887.90				
4	Project Manager	60	\$	145.88	\$	8,752.73				
			Op	tion Year 2	\$	61,152.34				

Summary

Year	Total			
Year 1	\$	57,640.00		
Year 2	\$	57,640.00		
Year 3	\$	59,369.20		
Option Year 1	\$	59,371.20		
Option Year 2	\$	61,152.34		
GRAND TOTAL	\$	295,172.74		



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

OLD TOWN TRANSIT CENTER (OTTC) WEST IMPROVEMENTS PROJECT – ADDITIONAL DESIGN SERVICES – TASK ORDER AMENDMENT

RECOMMENDATION:

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

- Ratify Task Order 13.18.03 under MTS Doc No. G1493.0-13 (in substantially the same format as Attachment A) with Kimley-Horn and Associates (KHA) totaling \$98,973.47, for design revisions; and
- 2) Authorize the Chief Executive Officer (CEO) to execute Task Order 13.18.04 under MTS Doc No. G1493.0-13 (in substantially the same format as Attachment B), with KHA totaling \$128,357.15, for preparation of construction and supporting documents as well as required coordination.

Budget Impact

Today's action will bring the total value of the Kimley-Horn Doc. No. G1493.0-13 13.18 to \$516,330.62:

see table on next page









MTS Doc No.	Purpose	Amount	Board Approval Date
13.18	Original Task Order	\$139,000.00	07/16/2015, Item 8
13.18.01	Incorporated Prevailing Wage Requirements into Task Order	\$0.00	n/a
13.18.02	Provide additional design services	\$150,000.00	07/20/17, Item 9
13.18.03	Provide modifications to original design	\$98,973.47	CEO approval 08/9/19 per Board Policy No. 41
13.18.04	Prepare construction and supporting documents	\$128,357.15	Today's Proposed Action
	Total	\$516,330.62	

KHA Task Order 13.18 is funded through the MTS Capital Improvement Project budget account # 3006007702 - Old Town Transit Center West Improvements Project (Design).

DISCUSSION:

MTS contracted with KHA to perform design at OTTC through final project design. The project involved upgrading certain elements of the entire transit center, with an added focus on OTTC West towards improving capacity and operational efficiency. These upgrades include increasing bus bay capacity, improving pedestrian access, repairing or replacing the remaining facilities, which are beyond their useful life, and installing a pullin bus bay on the Pacific Coast Highway ("PCH"). The upgrades also included updating pavement markings and traffic signage, station lighting, shelters and passenger waiting areas, next-arrival signage, and wayfinding signage and station maps.

Through the design process it was discovered that additional permits would be required and additional design approval work would need to be performed to satisfy permit requirements.

Amendment 2 added funds to satisfy all permitting needs and complete the final design. Amendment 3, item 1 of this board agenda, included revisions to meet the MTS storm water permit requirement, landscape revisions, expansion of the planned OTTC signage replacements, creation of renderings to assist in shelter design, and shelter redesign. Item 2 of today's proposed action also adds the preparation of construction and supporting documents as well as required coordination in order to deliver the work through the Mid-Coast Transit Contractors ("MCTC") and SANDAG. The Amendment also provides design support during construction, revised drainage design studies to accommodate the Mid-Coast design, and separation of onsite and offsite work for City of San Diego and Caltrans approvals.

Pricing for this amendment was reviewed and compared to the independent cost estimate and determined to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors:

- Ratify Task Order 13.18.03 under MTS Doc No. G1493.0-13 (in substantially the same format as Attachment A) with Kimley-Horn and Associates (KHA) totaling \$98,973.47, for design revisions; and
- Authorize the CEO to execute Task Order 13.18.04 under MTS Doc No. G1493.0-13 (in substantially the same format as Attachment B), with KHA totaling \$128,357.15, for preparation of construction and supporting documents as well as required coordination.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>

Attachments: A. Executed Work Order 13.18.03, MTS Doc. No. G1493.0-13

B. Draft Work Order 13.18.04, MTS Doc. No. G1493.0-13



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

July 15, 2019

MTS Doc. No. G1493.0-13 Work Order No. 13.18.03

Mr. Dennis Landaal, P.E. Principal Kimley-Horn and Associates, Inc. 401 B Street, Suite 600 San Diego, CA 92101

Dear Mr. Landaal:

Subject: MTS DOC. NO. G1493.0-13, AMENDMENT 3 TO WORK ORDER 13.18, GENERAL ENGINEERING SERVICES OLD TOWN TRANSIT CENTER WEST IMPROVEMENTS

This letter shall serve as Amendment 2 to our agreement for Work Order 13.18 to MTS Doc. No. G1493-13, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

Provide general engineering services for Old Town Transit Center West Improvements in accordance with the attached Scope of Services (Attachment A)

SCHEDULE

The Scope of Services, as described above, shall extend through July 31, 2020.

PAYMENT

Payment shall be based on actual costs in the amount not to exceed without prior authorization of \$98,973.47

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,

Paul C. Jablonski Chief Executive Officer Accepted:

Dennis Landaal, Principal

Kimley-Horn and Associates, Inc.

Date: 819119

Attachments: Attachment A, Scope of Services

Attachment B, Negotiated Fee Proposal

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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 Rallway Company (nonprofit public benefit corporations). MTS is the taxicab administrator for seven cities.

ATTACHMENT A SCOPE OF SERVICES

MTS Doc. No.: G1493.0-13

Work Order No.: 13-18 Amendment #3

Attachment A

WORK ORDER TITLE: Old Town Transit Center (OTTC) West Improvements, Amendment 3

Develop 90%/Final/Bid-Ready construction and supporting documents (e.g. design studies, plans, opinion of probable construction costs, specifications) and City, Caltrans approvals for the Old Town Transit Center Expansion.

I. Proposed Scope of Amendment

The following items have completed in addition to the items identified in the original scope and amendments #1 and #2:

- Consultant to remove the landscaping features from the Pacific Highway transit island. The design
 updated by removing the proposed landscaped islands and urban design/site plan changes,
 including: shelters, benches, lighting and trash receptacles.
- Consultant to include electrical vehicle charging infrastructure to the design. Changes to be incorporated into the plan set
- Consultant and MTS to walk site and identify regulatory signage within the parking areas to be replaced. Existing regulatory signage to be replaced; changing previous direction to salvage and reuse the existing signage. Signage and striping plans to be updated to reflect replacement of regulatory signage consistent with MTS' Statin Sign Program Design Guidelines Manual.
- Consultant to reconfigure the bus layover area, including:
 - Shift striping at the Pacific Hwy exist
 - Relocate and adjust the curb, median and pavement geometry
 - Adjust sawcut limits
 - Adjust grading and drainage features within the affected area to drain towards the MTS' catchment points
 - Update the construction phasing plans to reflect the design changes
 - Update affected quantities in the Opinion of Probable Construction Costs
- Consultant to provide plans for the slurry sealing of the southernmost portion of the parking lot.
 Consultant to prepare plans based on the available as-builts and striping to be updated based on accessible parking stall markings to meet then current ADA and City of San Diego requirements.
 Construction phasing plans to include proposed slurry and striping improvements.
- Consultant developed 8 concepts for the redesign of the bus shelters within the Old Town.
 Consultant prepared plans and details for the shelter and foundations based on MTS' preferred shelter design (selected October 2018). The plans included finishes, textures and colors, connection and framing details. The foundation design was based on available geotechnical information.
- Consultant to remove all references to preferred MTS (October 2018) "Old Town" shelter. New shelters will be MTS' Tolar shelters (13' No AD and 17' w/AD shelters). New shelters to be incorporated into the plan set per MTS direction.
- Temporary power design to accommodate phased construction/implementation of the proposed improvements
- MTS MS4 requirements for on-site treatment and City of San Diego (Pacific Hwy) stormwater strategies

ATTACHMENT B NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No. G1493.0-13 Work Order No. 13-18 Amend#2

Attachment:

В

Work Order Title: Old Town Transit Center (OTTC) West Improvements

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Old Town Transit Center	\$98,973.47
2			

Totals = \$98,973.47

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	1	Urban Design Advancement		
2	2	Task Number not Used		
3	3	Drainage Study		
4	4	Water Quality Study		
5	5	Engineering Design - 90%		
6	6	Engineering Design - Final	633.0	\$98,973.47
7	7	Engineering Design - Bid Ready		
8	8	Caltrans Coordination and Project Permit Services		
9	9	City of San Diego Project Development Review		
10	10	Design Services During Construction		

Totals = 633.0 \$98,973.47

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If App	olicable	, Selec	t One)			
DBE	DVBE	SBE	Other	Consultant	Labor Hrs Total Costs 633.0 \$98,973.47	
				Kimley-Horn and Associates	633.0	\$98,973.47

Totals = 633.0 \$98,973.47

Work Order Estimate Hours Cost

ļ					Consultant	Consultant/Subconsultant: Kimley-Horn and Associates	Kimley-Horn	and Associates				MTS	MTS DOC No.	G1493 0.13
Total Hours =	633											Work Or	rder No.: 1	Work Order No.: 13-18 Amend#2
Total Costs =	\$98,973.47	3	Work Order Title:			Old Town Tran	sit Center (OT	Old Town Transit Center (OTTC) West Improvements	ovements			Attac	Attachment:	•
ĭ		ODCs	Dennis Landaal Contract Manager	Andy Sanford	Robin	Brian Herting	Steven Keeton Technician 1	Randall Knopf Landscape Architect	Engineer 1	Mike Colombo Engineer 3	Katie Galloway	Dalia Al- Ansari	Total	Totals
Item TASKS/WBS	TASKS/WBS Description		\$329.72	\$287.65	\$194.40	\$151.73	\$135,89	\$166.94	\$126.74	\$177.55	\$138.10	\$101.24		
Task 6 En	Engineering Design - Final													
Highway Un	n Design Update				22		6	25	35				6.7	04 070 04
EV Charging Infrastructure	cture				-				3 6	1) LE	8752 17
Signage update					2	25						45	72	CR 737 PF
Reconfigure Bus Layover	ver		4		45	25	45			25	25	65	73.4	\$34 447 03
Slurry Seal					80		10					30	48	\$5 951 30
Shelter Re-design			4	90	20		80					10	174	624 340 48
Tolar Shelter Plan Set Changse	t Changse				4			4	5			2	13	\$2.079.DE
AS4 Requirements for	MS4 Requirements for On-Site Treatments				4	4			8			4	20	\$2,803,40
	Subtotals (Hours) =	ΑN	æ	9	68	54	137	29	51	26	25	154	633	S98 973 47
	Subtotals (Costs) =		\$2,637.76	\$17,259.00	\$17,301,60	\$8,193.42	\$18,616.93	\$4,841.26	\$6,463.74	\$4,616.30	\$3,452.50	\$15,590,96	633	\$98,973.47
	Totals (Summary) =												633	\$98 973.47
	Total (Hours) = Total (Costs) =		8 \$2,637.76	60 \$17,259.00	89 \$17,301.60	54 \$8,193.42	137 \$18,616.93	29 \$4,841.26	51 \$6,463.74	26 \$4,616,30	25 \$3,452.50	154 \$15,590.96	633	\$98,973.47
ฉัฉั	Percentage of Total (Hours) = Percentage of Total (Costs) =	NA	1.3%	9.5% 17.4%	14.1% 17.5%	8.5%	21.6% 18.8%	4.6%	8.1% 6.5%	4.1%			71.7%	80.8%

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101 Tel 619.231.1466 Fax 619.234.3407

July 30, 2020

MTS Doc. No. G1493.0-13 Work Order No. 13.18.04

Mr. Dennis Landaal, P.E. Principal Kimley-Horn and Associates, Inc. 401 B Street, Suite 600 San Diego, CA 92101

Dear Mr. Landaal:

Subject: MTS DOC. NO. G1493.0-13, AMENDMENT 4 TO WORK ORDER 13.18, GENERAL ENGINEERING SERVICES OLD TOWN TRANSIT CENTER WEST IMPROVEMENTS

This letter shall serve as Amendment 4 to our agreement for Work Order 13.18 to MTS Doc. No. G1493-13, for professional services under the General Engineering Consultant Agreement, as further described below.

SCOPE OF SERVICES

The Scope of Work shall be amended to provide additional engineering services for Old Town Transit Center West Improvements (Attachment A).

SCHEDULE

This Amendment shall add an additional eighteen (18) months to the Work Order. The new completion date shall be January 31, 2022.

PAYMENT

This Amendment shall increase the payment amount by \$128,357.15. The total payment under this Work Order shall not exceed \$419,899.14 without prior authorization from MTS.

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:
Sharon Cooney Chief Executive Officer	Dennis Landaal, Principal Kimley-Horn and Associates, Inc.
	Date:

Attachments: Attachment A, Scope of Services

Attachment B, Negotiated Fee Proposal

ATTACHMENT A SCOPE OF SERVICES

WORK ORDER TITLE: Old Town Transit Center (OTTC) West Improvements, Amendment 4

Prepare construction and supporting documents (e.g. design studies, plans, opinion of probable construction costs, specifications) for construction by SANDAG through an existing construction contract with MCTC (i.e. Mid Coast Trolley Contractors). The change in construction procurement required changes in construction documents for City approvals and delineation of the EOR (or engineer of record). The following scope of work is the result of the coordination.

I. Scope of Work

AM4 Task 1 Coordination for OTTC West Improvements

- Consultant to coordinate with MTS and partner agencies (SANDAG, City, Caltrans) regarding the improvements for OTTC West. Up to 50 hours will be provided for this task.
- Consultant to coordinate with SANDAG's design team (i.e. WSP) for construction documents. Up to 50 hours will be provided for this task.
- Consultant to coordinate with MCTC prior to GMP regarding construction documents, schedule, project submittals, and overall project coordination. Up to 60 hours will be provided for this task.

AM4 Task 2 Final Design Plan Set and Supporting Construction Documents

- Consultant to divide plan sheets between on-site and off-site plan sets as requested
 - On-Site plan set will be limited to MTS-controlled property. Plans will be coordinated off-site plans
 - Taylor Street driveway improvements to continue under MidCoast, OTTC West plans to coordinate with new design
 - Pacific Highway driveway improvements to remain under OTTC West. Improvements to the north of driveway to continue under MidCoast – except for drainage improvements associated with relocated drainage inlet. Improvements south of driveway to remain under OTTC West.
 - Electrical improvements will be divided—changes in details for off-site improvements will likely be required
 - Off-site plan set will be limited improvements within City of San Diego controlled right-of-way (including under the Interstate 5 viaduct).
 - o Modify plan sheets for off-site plans to match construction details for Mid Coast plans
 - Consultant will provide up to 250 hours for this task
- Consultant to evaluate drainage design changes for relocated Mid Coast inlet from south of the new OTTC driveway to north of the driveway improvements. Drainage analysis and evaluation will include on-site and off-site paths with the final alignment included in the appropriate plan set upon concurrent from MTS. Up to 80 hours will be provided for this task.
- Consultant will provide edits to construction documents for up to two rounds of consolidated comments for MCTC. The Consultant will provide up to 150 hours for edits and responses associated with MCTC comments.
- Consultant will provide edits to construction documents for up to two rounds of consolidated comments for City of San Diego (DSD-Construction) CCO D reviews and Caltrans Encroachment Permit reviews. The Consultant will provide up to 110 hours for edits and responses associated with City of San Diego and Caltrans comments.

AM4 Task 3 Design Services During Construction

- Upon confirmation of pricing (GMP) for the project, the Consultant will begin design services during construction.
- Consultant will coordinate with MCTC and SANDAG during construction as requested by MTS for technical, engineering, and design support services for the OTTC West improvements. Coordination includes pre-construction site walk, construction coordination meetings, RFI review/responses, and
- Consultant will coordinate with MTS staff during construction as-needed to provide MTS support for construction administration/activities.
- Consultant will provide up to 140 hours for Task 4.2; additional effort will require authorization from MTS.

ATTACHMENT B NEGOTIATED FEE PROPOSAL

Work Order Estimate Summary

MTS Doc. No. G1493.0-13

Work Order No.

13-18 Amend#4

Attachment: B

Work Order Title: Old Town Transit Center (OTTC) West Improvements

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Old Town Transit Center	\$128,357.15
2			

Totals = \$128,357.15

Table 2 - TASKS/WBS Summary (Costs & Hours)

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	AM4 Task 1	Coordination for OTTC West Improvements	160.0	\$27,682.89
2	AIVI4 LASK /	Final Design Plan Set and Supporting Construction Documents	500.0	\$80,276.06
3	AM4 Task 3	Design Services During Construction	130.0	\$20,398.20

Totals = **790.0** \$128,357.15

Table 3 - Consultant/Subconsultant Summary (Costs & Hours)

(If A	Applical Or	ble, Se ne)	lect			
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs
				Kimley-Horn and Associates	790.0	\$128,357.15

Totals = **790.0** \$128,357.15

Work Order Estimate Hours Cost

Consultant/Subconsultant: Kimley-Horn and Associates G1493.0-13 MTS Doc. No.: Total Hours = Work Order No.: 13-18 Amend#2 Total Costs = \$128.357.15 Work Order Title: Old Town Transit Center (OTTC) West Improvements Attachment: В **Dennis Landaal** Randall Knopf Mike Colombo Steven Keeton Sam McWhorter **Edgar Torres** Brian Herting Engineer Project Accountant Total **Contract Manager** Technician 1 Landscape Architect Engineer 3 ODCs Totals TASKS/WBS Description \$187.55 \$165.81 \$156.28 Item TASKS/WBS \$329.72 \$192.95 \$150.03 \$125.98 \$145.00 \$175.08 5 AM Task 1 Coordination for OTTC West Improvements MTS and Partner Agency Coordination 1 44 5 50 \$9,211.82 \$8,245.73 Design Team Coordination (i.e. WSP) 2 25 23 50 Construction Team Coordination and Documentation 40 19 \$10,225.34 109 47 160 \$27,682.89 Subtotals (Hours) = 160 \$1,318.88 \$20,442.95 \$5,921.06 \$27,682.89 Subtotals (Costs) = AM4 Task 2 Fina Design Plan Set and Supporting Construction Documents Final Plan Set Development, Offsite and On Site 15 65 250 \$40,469.20 10 45 55 45 Drainage Evaluation and Design 20 45 \$12,989.03 8 80 Draft Plan Consolidated Comments (MCTC Reviews) 22 34 60 \$9,728.30 Draft Plan Consolidated Comments (DSD / Caltrans) 20 25 56 110 \$17,089.53 Subtotals (Hours) = 20 20 92 20 132 10 156 45 500 \$80,276.06 500 \$80,276.06 Subtotals (Costs) = \$6,594.40 \$3,859.00 \$17,254.60 \$3,000.60 \$16,629.36 \$1,658.10 \$22,620.00 \$7,878.60 \$781.40 **Design Services During Construction** 7 AM4 Task 3 Design Services During Construction \$20,398.20 15 34 42 130 30 N/A Subtotals (Hours) = 4 30 15 34 5 42 130 Subtotals (Costs) = \$1,318.88 \$5,626.50 \$2,250.45 \$4,283.32 \$829.05 \$6,090.00 130 \$20,398.20 Totals (Summary) = 790 \$128,357.15 Total (Hours) = 28 20 231 35 213 15 198 45 N/A 5 \$2,487.15 \$781.40 \$128,357.15 Total (Costs) = \$9,232.16 \$3.859.00 \$43,324.05 \$5,251.05 \$26.833.74 \$28,710.00 \$7.878.60 Percentage of Total (Hours) = 3.5% 2.5% 29.2% 4.4% 27.0% 1.9% 25.1% 5.7% 0.6% 100.0% Percentage of Total (Costs) = 7.2% 3.0% 33.8% 4.1% 20.9% 1.9% 22.4% 6.1% 0.6% 100.0%



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

JANITORIAL SERVICES - RATIFICATION OF AMENDMENTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors ratify Amendments 14 and 15 to MTS Doc. No. G1931.0-16 with NMS Management Inc., a Disadvantaged Business Enterprise (DBE), for janitorial services, increasing the contract total by \$141,360.00 to a new not-to-exceed amount of \$8,557,658.54.

Budget Impact

Current Board approved amount	\$8,416,298.54
Amendment 14 (funded by 350016-571210)	\$71,280.00
Amendment 15 (funded by 331014-536400)	\$70,080.00
New not-to-exceed amount	\$8,557,658.54

DISCUSSION:

In January 2017, MTS contracted with NMS Management to provide janitorial services for San Diego Transit Corporation (SDTC) and San Diego Trolley Inc. (SDTI) buildings and the Light Rail Vehicle (LRV) fleet. Should there be new locations or additional services required, MTS amends the contract in order to ensure they are included. The contract terminates December 31, 2022.

The ongoing COVID-19 public health emergency has required MTS to increase cleaning frequencies at various locations for the protection of staff and passengers. Although Board Policy No. 41 generally limits the Chief Executive Officer's spending authority to \$100,000, Section 41.4 provides an exception in emergencies:

41.4.10 <u>Emergency Procurements</u>. As authorized by Public Utilities Code section 120224.1, the Chief Executive Officer may authorize the purchase of









goods or services, including those costing more than \$100,000, if the purchase requires immediate approval to avert or alleviate damage to, or to repair or restore damaged or destroyed property and insure that MTS facilities are available to serve the transportation needs of the general public or to comply with any state or federal regulation with respect to the operation of public transportation services or protecting public safety. The Chief Executive Office shall report such actions to the Board of Directors at its next meeting.

Under the CEO's ordinary spending authority (up to \$100,000) and this emergency authority, the CEO authorized Amendments 14 and 15 as summarized below:

- 1. Amendment 14 was issued May 18, 2020 for \$71,280.00 (Attachment A). This amendment extends additional COVID-19 cleaning services on SDTI buildings from May 17, 2020 to November 30, 2020.
- 2. Amendment 15 was issued June 30, 2020 for \$70,080.00 (Attachment B). This amendment extends additional COVID-19 cleaning services on SDTC buildings from July 8, 2020 to November 30, 2020.

The overall contract cost is summarized below:

11/10/16: Board approval amount for base term	\$3,990,618.63
11/10/16: Board approval amount for option term	\$4,111,539.10
07/25/19: Board approval Amendments 1 to 9	\$171,057.07
05/14/20: Board approval Amendments 10 to 13	\$143,083.74
07/30/20: Ratify Amendments 14 and 15	\$141,360.00
New Not-To-Exceed Contract Amount	\$8,557,658.54

Therefore, staff recommends that the MTS Board of Directors ratify Amendments 14 and 15 to MTS Doc. No. G1931.0-16 with NMS Management Inc., a DBE, for janitorial services, increasing the contract total by \$141,360.00 to a new not-to-exceed amount of \$8,557,658.54.

/s/ Sharon Cooney Sharon Cooney

Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachments: A. Amendment No. 14 to MTS Doc. No. G1931.0-16

B. Amendment No. 15 to MTS Doc. No. G1931.0-16

C. Cost Splits SDTC SDTI 6/30/2020



1255 Imperial Avenue, Suite 1000 San Diego, CA 92101 Tel 619.231.1466 Fax 619.234.3407

May 15, 2020 MTS Doc. No. G1931.14-16

NMS Management, Inc. David Guaderrama, President 155 West 35th St., Suite D National City, CA 91950

Subject: AMENDMENT NO. 14 TO MTS DOC. NO. G1931.0-16

SDTI/SDTC JANITORIAL SERVICES

Mr. Guaderrama:

This shall serve as Amendment No. 14 to our agreement for janitorial services as further described below.

SCOPE

Contractor has been providing janitorial services to San Diego Transit Corporation (SDTC) & San Diego Trolley Inc., (SDTI) buildings; and the Light Rail Vehicle (LRV) fleet since January 1, 2017.

Effective March 18, 2020, due to Covid-19 MTS increased cleaning/disinfecting frequency at its SDTI facilities until May 16, 2020.

This amendment extends the services for six (6) months from May 17, 2020 to November 30, 2020, after which MTS will re-evaluate and determine if to end or extend.

SCHEDULE

There are no changes to the schedule provision of the contract which remains December 31, 2022.

PAYMENT

The total cost of the amendment is \$71,280.00 as shown in Exhibit A. The overall contract total increases from \$8,416,298.54 to a new not-to-exceed amount of \$8,487,578.54.

This amount shall not be exceeded without MTS prior approval.









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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.

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,

Sharon Cooney

Chief Executive Officer

Agreed:

David Guaderrama, President NMS Management, Inc.

Date: ____5/18/20

Cc: A. Goddard, Procurement File



1255 Imperial Avenue, Suite 1000 San Diego, CA 92101 Tel 619.231.1466 Fax 619.234.3407

June 30, 2020 MTS Doc. No. G1931.15-16

NMS Management, Inc. David Guaderrama, President 155 West 35th St., Suite D National City, CA 91950

Subject: AMENDMENT NO. 15 TO MTS DOC. NO. G1931.0-16

SDTI/SDTC JANITORIAL SERVICES

Mr. Guaderrama:

This shall serve as Amendment No. 15 to our agreement for janitorial services as further described below.

SCOPE

Contractor has been providing janitorial services to San Diego Transit Corporation (SDTC) & San Diego Trolley Inc., (SDTI) buildings; and the Light Rail Vehicle (LRV) fleet since January 1, 2017.

Due to Covid-19, effective April 9, 2020 through July 7, 2020 the scope of work was modified under Amendment No. 13 to provide additional daily cleaning services at both the Imperial Avenue Division and Kearny Mesa Division locations.

Under this Amendment No. 15, MTS is extending these services for 146 calendar days, from July 8, 2020 to November 30, 2020. This schedule may change as MTS continues to re-evaluate the situation, and the number of days may be more or less than indicated.

SCHEDULE

There are no changes to the overall schedule provision of the contract which remains December 31, 2022.

PAYMENT

The total cost of the amendment is \$70,080, split as shown below, and detailed in Exhibit A:

- IAD: \$360 per day x 146 days = \$52,560
- KMD: \$120 per day x 146 days = \$17,520

The overall contract total increases from \$8,487,578.54 to a new not-to-exceed amount of \$8,557,658.54.









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,

Sharon Cooney

Chief Executive Officer

Agreed:

David Guaderrama, President NMS Management, Inc.

Date: _7/2/20

Cc: T. Burrie, Procurement File

				Base Term (1/1/17 to 12/31/19)	Option Term (1/1/20 to 12/31/22)
#	Date	Description	Agreement Approved by the Board 11/10/16	Amendments ap Board 07	
G1931.0-16		SDTC buildings	\$ 498,758.38		
G1931.0-16		LRV cleaning	\$ 3,286,556.27		
G1931.0-16		SDTI buildings	\$ 205,303.98		
		SDTC buildings	\$ 513,872.52		
	Option Years		\$ 3,386,142.02		
		SDTI buildings	\$ 211,524.56		
AM 1		Change to bi-weekly from monthly invoicing. No cost change.		\$ -	\$ -
AM 2		Due to Courthouse Station construction project, temporarily add restroom at American Plaza station (\$1,081.85 x 8 months).		\$ 8,654.80	\$ -
AM 3	02/16/18	Extend America Plaza restroom services due to delays in the Courthouse project (\$1,081.85 x 2 months).		\$ 2,163.70	\$ -
AM 4	05/01/18	Add the MTS SDSU Security Office.		\$ 22,624.22	\$ 42,625.46
AM 5	04/24/18	Replace LRV terminal cleaning at the Santa Fe Depot with the new Courthouse Station. No cost change.		\$ -	\$ -
AM 6	04/24/18	Add America Plaza restroom services permanently into the contract.		\$ 21,231.15	\$ 42,162.60
AM 7	05/22/19	Add Revenue restroom located in Building B.		\$ 2,014.86	\$ 10,020.21
AM 8	06/11/19	Add A-yard LRV Maintenance Trailer.		\$ 2,951.93	\$ 16,608.14
AM 9		Exercise option years and board ratification of amendments 1 to 8.		\$ -	\$ -
AM 10		Add SDTI Revenue Building effective 2/1/20			
AM 11		Due to Covid-19, MTS is adding additional cleaning to SDTI facilities. Services are for 60 days after which MTS will determine if to end or extend.			
AM 12		Due to Covid-19, SDTI is moving its Roadway Worker Protection training from Jacobs Engineering Group's offices to the MOW Training Room. Currently, this is expected to last approximately 24 weeks from 4/1/20 to 9/11/20.			
AM 13		Due to Covid-19, effective April 9, 2020 additional daily cleaning services are added for both IAD and KMD locations. Currently, cleaning is scheduled for 90 calendar days from 4/9/20 to 7/7/20.			
AM 14	03/17/20	Due to continued Covid-19, MTS is extending SDTI services currently under amendment 11 for an additional 6 months to 11/30/20.			
AM 15	07/01/20	Due to continued Covid-19, SDTC is extending Amendment 13 for another 146 days to 11/30/20.			

Option Term (1/1/20 to 12/31/22)
Amendments
approved by the
Board 5/14/20
\$ 77,253.18
\$ 77,253.18 \$ 21,600.00
\$ 21,600.00
\$ 21,600.00
\$ 21,600.00 \$ 1,030.56
\$ 21,600.00 \$ 1,030.56
\$ 21,600.00 \$ 1,030.56

	rm (1/1/20 to 31/22)	,
	endments to e Board 7/30	
\$ 71,280.00	\$ 70,080.0	00

\$141,360.00

Amounts split as follows:

SDTI PO # 9219 \$ 7,431,747.64

SDTC PO # 9222 \$ 1,125,910.90

Overall Contract Amount (SDTC & SDTI) \$ 8,557,658.54



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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

VERIZON WIRELESS CELLULAR DATA SERVICE FOR PARATRANSIT MOBILE DATA TERMINAL/AUTOMATIC VEHICLE LOCATOR - CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. G2384.0-20 (in substantially the same format as Attachment A), with Cellco Partnership dba Verizon Wireless, for Paratransit Cellular Data Services for five (5) years in the amount of \$204,000.00

Budget Impact

The cost for five (5) year service for Paratransit Cellular Data Services for 170 units would not exceed \$204,000.00. Funding will be from the Contract Services operating budget account 850012-571250.

DESCRIPTION	AMOUNT
Cellular Data Services for ParaTransit Tablets FY 21	\$40,800.00
Cellular Data Services for ParaTransit Tablets FY 22	\$40,800.00
Cellular Data Services for ParaTransit Tablets FY 23	\$40,800.00
Cellular Data Services for ParaTransit Tablets FY 24	\$40,800.00
Cellular Data Services for ParaTransit Tablets FY 25	\$40,800.00
GRAND TOTAL:	\$204,000.00

DISCUSSION:

MTS Paratransit and Minibus Fixed Route services utilize a Mobile Data Terminal/Automatic Vehicle Locator (MDT/AVL) feature through a proprietary software feature provided by Trapeze. This service includes the following features:









- Provides real-time driver manifest information, replacing hard-copy log books and hand-written changes
- Provides real-time location of each vehicle to staff
- Provides annunciated GPS turn-by-turn directions for drivers

The MDT/AVL data terminals are tablets secured in a locked arm-mount which is permanently installed into the vehicle near the driver. The mounting arm is pre-wired to prevent exposure to power cord connections. Communication between the MDT/AVL and MTS Operations requires a cellular and data provider.

Currently, MTS Paratransit operations have one hundred seventy units (170) of MDT/AVL with Verizon Wireless Cellular Data Service. The existing contract for Verizon service expired on June 30, 2020. Today's proposed action would authorize a new five year contract for cellular and data services for the MDT/AVL units, covering the July 1, 2020 to June 30, 2025 time period.

Trapeze and MTS staff believe that it is in the best interest of MTS to continue its Paratransit Cellular Data service with Verizon Wireless to avoid any interruptions that maybe caused by establishing a new account set up and activations with a new provider. Continued service with Verizon does not require a new competitive bidding process because such bidding has already been completed through the statewide California Network and Telecommunications/Next Generation Program (CALNET) purchasing program.

The CALNET Program is focused on providing services that meet the State's complex and critical telecommunications and network business needs. CALNET accomplishes this through oversight, statewide policy, and a suite of statewide, competitively bid telecommunications contracts used by both state and local agencies, which allows MTS to acquire the services at a competitive rate.

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

MTS can purchase services under the CALNET program by using an Authorization to Order (ATO) Category 19.1 – Cellular Business Services with Cellco Partnership dba Verizon Wireless.

Therefore, the staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. G2384.0-20 (in substantially the same format as Attachment A), with Cellco Partnership dba Verizon Wireless, for Paratransit Cellular Data Services for five (5) years in the amount of \$204,000.00.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft MTS Doc. No. G2384.0-20

STANDARD SERVICES AGREEMENT FOR CELLULAR DATA SERVICE FOR

G2348.0-20 CONTRACT NUMBER

PARATRANSIT MOBILE DATA TERMINAL (MDT)/AUTOMATIC VEHICLE LOCATOR (AVL)

THIS AGREEMENT is entered into the California by and between San Diego and the following, hereinafter referred	Metropolitan Transit S	2020, in the State of ystem ("MTS"), a California public agency,
Name: Cellco Partnership dba Verizon Wireless	Address	: One Verizon Way
Form of Business: General Partners	ship	Basking Ridge, NJ 07920
(Corporation, Partnership, Sole Propr Telephone: (800) 922-0204	window nata \	: todd.loccisano@verizonwireless.com
Authorized person to sign contracts	Todd Loccisano Name	VP Contract Management Title
The attached Standard Conditions to MTS services, as follows:	are part of this Agree	ement. The Contractor agrees to furnish
on a shared 30GB plan for 25 device under a Authorization to Order (A Partnership dba Verizon Wireless the also known as Next Generation Pro Exhibit B) and in accordance with the	es per month or approx TO) Category 19.1 – rough the California Ne ogram(attached as Exh he Standard Services of d Federal Requirements	and seventy (170) Paratransit tablet devices imately 1.2GB of data per tablet per month. Cellular Business Services with Cellco etwork and Telecommunications (CALNET) hibit A), Service Cost/ Rate (attached as Agreement, including Standard Conditions is (attached as Exhibit D) with Signed MTS is Exhibit E).
The contract term is for up to five (5)	years beginning July 1,	2020 through June 30, 2025.
Payment terms shall be net 30 days f \$204,000.00 without the express writt		otal cost of this contract shall not exceed
SAN DIEGO METROPOLITAN TRANS	IT SYSTEM CELLC	O PARTNERSHIP DBA VERIZON WIRELESS
By: Sharon Cooney, Chief Execut	ive Officer By	
Approved as to form:		
By: Karen Landers, General C	Title:	



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Agenda Item No. 18

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for Executive Committee Review Date: 7/16/2020

SUBJECT:

CONDUENT TRANSPORT SOLUTIONS, INC. SINGLE SIGN ON AND AUTONOMOUS TRACKING MODE SOFTWARE CHANGES TO REGIONAL TRANSIT MANAGEMENT SYSTEM (RTMS) – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc No. G2260.0-19 (in substantially the same format as Attachment A), with Conduent Transport Solutions, Inc., increasing the contract value by \$466,248.00, bringing the total contract amount to \$7,009,147.06.

Budget Impact

The funding for this project comes from the RTMS and Radio Site Upgrade Capital Improvement Program (CIP) # 1007110001, which is based on a combination of a Federal Transit Administration (FTA) Grants for Buses, and Bus Facilities Program and local funds in the amount of \$466,248.00

The total cost of this agreement shall not exceed \$7,009,147.06. MTS and North County Transit District (NCTD) will share costs of the changes based on the RTMS cost-sharing MOU G0699.0-02.

DISCUSSION:

As part of the current RTMS and Radio Site Upgrade (OrbCAD system provided by Conduent) and Fare Systems Upgrade projects (Pronto system provided by INIT), the on-board technology is being upgraded on MTS and NCTD buses in order to support the new fare system. In order to process fare transactions accurately, RTMS and Pronto









must communicate with each other over a common protocol to transfer information such as driver number, route, stop, and location.

In order to support this required functionality, Conduent has provided a protocol that will be used by the two systems to transfer the necessary information between each other. They have also included a new feature called "autonomous mode" where buses will continue to pass information to the fare system even if real-time communications to the RTMS servers are down, ensuring fare processing is not interrupted when the RTMS or cellular system is experiencing a fault. In addition, Conduent and INIT will implement a "Single Sign On" functionality so that when a bus operator logs on to one device, they are automatically logged on to both RTMS and the fare system at the same time.

Conduent is the sole provider of the OrbCAD software, which runs RTMS and is the only company that is able to do the development to add the new features. Staff worked with Conduent to create a Scope of Work that satisfies the technical and schedule requirements of the project. Staff has reviewed the proposed costs of \$466,248.00 and has determined them fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 2 to MTS Doc No. G2260.0-19, with Conduent Transport Solutions, Inc., increasing the contract value by \$466,248.00, bringing the total contract amount to \$7,009,147.06.

/s/ Sharon Cooney Sharon Cooney

Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Amendment No. 2 to MTS Doc. No. G2260.0-19

Effective Date: August 3, 2020 MTS Doc No.G2260.2-19

AMENDMENT NO. 2 TO MTS DOC. NO. G2260.0-19; REGIONAL TRANSIT MANAGEMENT SYSTEM (RTMS) HARDWARE AND SOFTWARE UPGRADES

Conduent Transportation Solutions, Inc. Kevin Boland, Vice President 12410 Milestone Center Drive, Suite 500 Germantown, MD 20876

cc; D.Braun, R.DeGala, Procurement File

This shall serve as Amendment No.2 to our agreement for Regional Transit Management System (RTMS) Hardware and Software Upgrades as further described below.

SCOPE

This amendment will allow Conduent to provide a protocol that will be used by the system to communicate and transfer necessary information and to include a new feature called "autonomous mode" as specified in the Exhibit A.

SCHEDULE

There shall be no changes to the schedule provision of this agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$466,248.00. The total value of this contract including this amendment shall be in the amount of \$7,009,147.06. This amount shall not be exceeded without prior written approval from MTS.

Please sign and return the copy marked *original* to the Contract Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copies for your records.

Sincerely,	Agreed:
Sharon Cooney, Chief Executive Officer	Kevin Bolan, Vice President Conduent Transportation Solutions, Inc.
	Date:
Enclosure: Exhibit A- Scope of Work	

Quote For San Diego MTS Single Sign On

Prepared for:

Metropolitan Transit System

Prepared by:

Conduent Transport Solutions, Inc. 7160 Riverwood Drive Columbia, Maryland 21046

Quote: CNDT- 00345982

April 30, 2020

Rev. A

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Document Change History

Change Date	Description	Revision
04/30/2020	Initial Release	-
7/2/2020	Accelerated delivery of IVU3100 implemention and removed Simulator	А



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1. Overview

Conduent is pleased to provide this quote to Metropolitan Transit System (MTS) for providing Single Sign On functionality as well as other information to MTS Farebox and INIT Driver Control Unit (DCU) as defined in this Statement of Work (SOW). The interface between the Conduent IVU and the INIT DCU will be UDP messaging via an Ethernet connection. The interface control document (ICD) describes the encapsulation of our standard J1587 messages into UDP packets. The operator can log on via the Conduent MDT or the INIT Farebox DCU. Because of this, the design and functionality will incorporate agency separation. Currently, the Conduent CAD/AVL system appends a one (1) or a two (2) to the front of the vehicle operator's six (6) digit operator ID (SDTC-1xxxxxx, NCTD-2xxxxxx) to determine which agency they belong to. Going forward, the customer will use a seven (7) digit Operator ID that will include an identifier digit for agency separation. The Conduent IVU3100/OrbStar and IVU4000/MDT will be updated to support the seven (7) digit Operator ID.

MTS has also requested that the operators be able to log on using only on board schedule data in the event cellular data communications to the vehicle is lost. This Autonomous Mode will queue up all OTA messages while the vehicle is operating in this mode. Once cellular data communications is restored to the vehicle, the Conduent IVU will send the queued messages to the OrbCAD Fixed End.

1.1. References

Title	Description	Revision
IVU J1587 UDP Interface Control	Defines Conduent's IVU interface for a UDP	Draft
Document, Oct 8, 2019	transport version of J1587 messages.	

2. Statement of Work (SOW)

As part of this SOW, Conduent is providing IVU3100, OrbStar and IVU4000 software updates to allow for Single Sign On functionality as described herein, for the RTMS fleet of fixed route buses. Also, an update to the OrbCAD Fixed End will be required. Conduent will provide an updated Interface Control Document (ICD) that defines the UDP messaging between the Conduent IVU and the INIT DCU. In addition, Conduent will provide integration and configuration services to support the implementation of the single sign on functionality. Any additional support will be provided as part of the existing Maintenance Contract Services.

The overall implementation effort includes:

- Updated ICD
- OrbCAD Fixed End Update
- Single Sign On Functionality
- Autonomous Mode Functionality
- IVU4000 design, development, and test



- IVU3100/OrbStar design, development and test
- Software Deployment on mini-fleet test vehicles
- Integration Support as defined herein

2.1. IVU J1587 UDP ICD Update

Conduent will work with MTS and INIT to update the "IVU J1587 UDP Interface Control Document" and finalize the exact data required to be provided to the INIT DCU prior to the start of software development and update the IVU J1587 UDP ICD. The ICD revision level will change accordingly and the updated ICD will be a formal document submittal.

2.2. IVU Software Updates

To support INIT interface testing, Conduent will initially release an IVU3100 build with UDP Single sign-on interface. The IVU4000 and IVU3100 final software releases will support J1587 over UDP as well as the seven (7) digit Operator ID and Autonomous Mode. MDT Equipment status display will be modified to show status for the INIT DCU.

The Autonomous Mode will allow Operator provided logon information to pass from the Farebox and INIT DCU when vehicle data communications is lost and perform a validity check (block, run) on the logon information received from the Farebox and INIT DCU against the IVU's on-board schedule data. The IVU will then send the validation result to the OrbStar and MDT. Once validation occurs, the IVU will logon local systems and queue a logon message to send to the OrbCAD(RTMS) Fixed End once vehicle data communications is restored. If OrbCAD accepts the message, the vehicle runs as normal. If OrbCAD rejects the message, the vehicle continues with its current logon information (remains in autonomous mode) and sends in an invalid vehicle activity alarm to indicate the condition.

2.3. OrbStar Software Update

An OrbStar software update will be created to change the OrbStar configuration to allow a seven (7) digit Operator ID entry for log on. Modifications will also be made to allow Operator logon while data communications are unavailable (Autonomous Mode) and to provide an alert that will be shown to the operator when running in Autonomous Mode.

2.4. OrbCAD FE Updates

Conduent will update the data export software to add external trip ID and bus stop ID to OTA/onboard schedule data as well as OrbCAD capability to process a new invalid activity alarm and to create an incident when the vehicle enters Autonomous Mode.

3. Documentation

3.1. IVU J1587 UDP ICD

Conduent will provide an updated IVU J1587 UDP ICD with the latest revision level.



3.2. Acceptance Test Procedure

Conduent will provide a formal Acceptance Test Procedure 30 days prior to execution of the Acceptance Test

3.3. Operator Manual Update

Conduent will provide an addendum to the Operator Manual that defines the changes to the log On screens on the OrbStar and IVU4000 MDT.

3.4. Documentation Review Cycle

As part of documentation submission, Conduent assumes the following review cycles to be adhered to by MTS and INIT.

- All documents requiring review will be completed within 10 days of submission. Edits or requested updates must be consolidated by MTS and submitted by email through the Conduent Program Manager or his designee. This will serve as a way to quickly disposition comments
- 2. Conduent will disposition comments within 5-10 working days and review the changes with MTS. Conduent will add a disposition statement to the comments for record-keeping purposes

4. Testing and Validation

As part of this SOW, Conduent will provide the following testing and validation services:

4.1. Conduent Test

Conduent will perform informal lab testing of the Conduent IVU, OrbStar and OrbCAD FE software updates described herein using an INIT DCU and MTS Farebox or suitable simulator. .

4.1.1. Acceptance Test (AT)

Upon successful completion of the lab testing, Conduent will coordinate with MTS to deploy the software remotely to the RTMS system and two BIBs(Bus In a Box) for evaluation. Conduent will provide remote support to test the two BIBs. Once testing of the two BIBs is complete, Conduent will assist in deploying to a mini fleet.(maximum 8 buses) for a 14 day evaluation period. The mini fleet will include both MTS and NCTD vehicles as well as regular and interlined routes. The system will be considered accepted upon resolution of critical and major issues. At this point, the project complete. Minor issues will be addressed through the customer services/warranty group.

4.1.2. Test Criteria

The below test criteria will be used for all testing:

- 1 = Critical System will not function Project stopped until issue resolved
- 2 = Major System Continues to Function but issue has operational impact Project continues for up to 30 days as issue is resolved after which, the system could be rolled back to prior configuration. - Acceptance of any Tests/Milestone completion may or may not be delayed.



• 3 = Minor - System Continues to Function with minimal operational impact - Project continues as issue is resolved – Acceptance of any Tests/Milestone completion will not be delayed. Minor issues can be placed on punch list and resolved during Warranty

Note 1: Closure of this contract and final payment will not be held due to MTS or other third party delays.

5. Responsibilities

5.1. Conduent Responsibilities

- Conduent will provide a Point of Contact (POC) and alternate for ease of contract and technical communications
- Conduent will work with MTS to define the project schedule.
- Conduent will provide Test and Support services as defined in this SOW
- Conduent will remotely conduct testing with MTS on the two test BIBs as defined in this SOW and provide the Acceptance Test Procedure for the test.
- Conduent will separately quote additional BIBs (Bus In a Box) to support integration testing.

5.2. MTS Responsibilities

- MTS will provide a POC and alternate for ease of contract and technical communications
- MTS and INIT will provide a simulator or actual Farebox/DCU to Conduent to support integration testing at the Conduent facility in Columbia, Md.
- MTS will provide personnel as required to support meetings and testing as required
- MTS will provide bus operators and Maintenance personnel as required to support initial bus testing including moving and operating buses throughout the service area.
- MTS will supply any missing hardware like mobile routers, network switches, Ethernet cables, Farebox/DCU, etc.
- MTS will provide the appropriate BIBs and mini fleet vehicles for installation, SAT and Train the Trainer activity in a timely manner as defined in the SOW.

6. Assumptions/Exceptions

The Conduent proposal is based upon the following assumptions and exceptions. These assumptions and exceptions are considered an integral part of the quote. Any requested additions and/or modifications to any of the below items will result in additional cost and potential schedule impact, and will necessitate a change order or a new purchase order.

- 1. Issues unrelated to the work performed as defined in this SOW will not be addressed as part of this effort but through the Maintenance Contract.
- 2. When the Acceptance Test is complete, this contract will be considered completed and the final Invoice will be sent.



7. Deliverables

Conduent will provide the following deliverables:

Description	Quantity
Updated ICD	1
Acceptance Test Procedure	1
Operator Manual Addendum	1

Note 1: The above contains document deliverables intended to meet the project objectives of a successful software integration. Should additional documentation be required, we will work with MTS to scope the change.

8. Schedule

The estimated schedule for the completion of this project will be 7-9 months after receipt by Conduent of a contract and notice to proceed (NTP) from MTS. To support the fare system single sign-on deployment schedule, Conduent will first implement and release an IVU3100 build with the UDP single sign-on. With notice-to-proceed by August 3, Conduent Conduent will deliver the initial software release by Mid-October. The remaining features will be implemented in the final release. The following table provides a high-level approximate timeline of key milestones:

Revised SOW Schedule- DRAFT		
MILESTONE	CALENDER DAYS	Dates
Notice to Proceed	By 8/3	8/3/2020
Project Kick-Off (by phone)	NTP + 10	8/13/2020
Project Schedule Completed	NTP + 15	8/18/2020
Updated ICD Complete	NTP + 18	8/18/2020
IvU3100 single sign-on software dev and lab testing complete, deliver to MTS	NTP + 75	10/17/2020
IVU4000 Software development Complete	NTP + 150	1/29/2021
Autonomous Mode for both IVU3100/4000	NTP + 150	1/29/2021
Software Lab Test Complete (Columbia, MD)	NTP + 180	2/28/2021
Acceptance Test Complete	NTP + 210	3/30/2021
Project Closeout		

9. Closeout Criteria

Closeout Criteria will be met once the Acceptance Test is complete barring any critical/major (as defined in Test Criteria) issues.



Non-critical items will be assessed and addressed in the warranty and maintenance agreement.

10. Payment Milestones

The payment milestones, payable Net 30 days of invoice, are below. Invoices will be issued once a Milestone has been approved for invoicing by the MTS Project Manager.

Payment Milestone	
Kickoff Meeting Conducted	10%
Project Schedule Completed	10%
Updated ICD Complete	10%
IVU3100 Single sign-on sortware delivered to MTS	10%
Software Development Complete	25%
Acceptance Test Completed	20%
Project Closeout	15%

Note 1: Milestone Payments will not be delayed due to delays caused by MTS or other third parties.

11. Warranty

The warranty for this software will align with the existing Maintenance end dates for MTS, as well as any extensions.

As long as MTS maintains hardware and software maintenance with Conduent for their CAD/AVL system, this project and all deliveries, will also be covered.

12. Glossary

Acronym	Definition
AT	Acceptance Test
AVL	Automated Vehicle Location
CAD	Computer Aided Dispatch
DCU	Driver Control Unit
IVU	Intelligent Vehicle Unit
NTP	Notice to Proceed
MTS	Metropolitan Transit Authority
SAT	System Acceptance Test
SDK	Software Development Kit
SOW	Statement of Work
UDP	User Datagram Protocol



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Agenda Item No. 19

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for
Executive Committee
Review Date: 7/16/2020

SUBJECT:

PURCHASE OF POLYCARBONATE PANELS – EMERGENCY CONTRACT RATIFICATION

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors ratify a purchase order with MGM Plastics, Inc. in the amount of \$108,747.77

Budget Impact

The total cost of this purchase is \$108,747.77 and funding is from the Bus Maintenance operational account.

DISCUSSION:

With the onset of the global pandemic COVID-19, MTS Bus Operations staff determined that in order to protect the bus drivers, passengers should board the bus from the rear door. Doing so reduces potential exposure to the virus; however, it also reduces the ability of the agency to collect fares. It was also determined that the rear door boarding should continue until a protective barrier was put into place for bus drivers.

The Bus Operations team developed a prototype germ barrier that is easily installed, cost effective, and compliant with California Highway Patrol (CHP) regulations. It required the purchase of 567 sheets of polycarbonate plastic that is then cut to design specifications and installed by maintenance staff.

MTS staff sought suppliers in the market that had the ability to provide the specific polycarbonate required to meet CHP requirements and the ability to cut the panels to the design specifications. MGM Plastics, Inc. had the greatest quantity of polycarbonate available, the best lead time on the outstanding quantities, and the ability to cut the plastic in-house at a fair and reasonable price.









The supply of polycarbonate panels that MGM Plastics, Inc. had on hand was in high demand and MTS needed to react quickly to secure the supply for this project. Under the Chief Executive Officer's emergency purchasing authority, a purchase order was issued to MGM Plastics, Inc. to ensure this necessary project could be completed in a timely manner.

Although Board Policy No. 41 generally limits the Chief Executive Officer's spending authority to \$100,000, Section 41.4 provides an exception in emergencies:

41.4.10 Emergency Procurements. As authorized by Public Utilities Code section 120224.1, the Chief Executive Officer may authorize the purchase of goods or services, including those costing more than \$100,000, if the purchase requires immediate approval to avert or alleviate damage to, or to repair or restore damaged or destroyed property and insure that MTS facilities are available to serve the transportation needs of the general public or to comply with any state or federal regulation with respect to the operation of public transportation services or protecting public safety. The Chief Executive Office shall report such actions to the Board of Directors at its next meeting.

Therefore, staff recommends that the MTS Board of Directors ratify the purchase order with MGM Plastics, Inc. in the amount of \$108,747.77

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, <u>Julia.Tuer@sdmts.com</u>



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Agenda Item No. 20

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for

Executive Committee

Review Date: 7/16/2020

SUBJECT:

PURCHASE OF BUS PARTS - CONTRACT AWARDS

AGENDA ITEM WILL BE PROVIDED WITH BOARD MEETING MATERIALS









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Agenda Item No. 21

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

July 30, 2020

Draft for

Executive Committee

Review Date: 7/16/2020

SUBJECT:

SIEMENS INDUSTRY, INC. (SIEMENS) TRACTION POWER SUBSTATIONS (TPSS) PROCUREMENT - CONTRACT AMENDMENT

AGENDA ITEM WILL BE PROVIDED WITH BOARD MEETING MATERIALS





