

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

MINUTES

December 3, 2020

[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].

1. ROLL CALL

Chair Fletcher called the Executive Committee meeting to order at 9:00 a.m. A roll call sheet listing Executive Committee member attendance is attached.

2. APPROVAL OF MINUTES

Chair Fletcher moved to approve the minutes of the November 5, 2020 MTS Executive Committee meeting. Vice Chair Sotelo-Solis seconded the motion, and the vote was 4 to 0 in favor with Board Member Arambula absent.

3. PUBLIC COMMENTS

There were no Public Comments.

COMMITTEE DISCUSSION ITEMS

4. Fixed Route Bus Services - Contract Award (Mike Wygant, Larry Marinesi, Sam Elmer)

Michael Wygant, MTS Chief Operating Officer – Transit Services; Larry Marinesi, MTS Chief Financial Officer; and Sam Elmer, MTS Manager of Procurement, presented on the Fixed Route Bus Services contract award. They outlined the following aspects of the project: bus service overview, contracted services reasoning, current contract background and highlights, contract procurement methodology, negotiated procurement process, budget impact, cost savings, details of cost proposal, Transdev organization background, new contract terms and conditions, new contract incentives and assessments, new contract enhancements, new contract-future plans and projects, benefits moving forward, evaluation committee review, and staff recommendation.

Vice Chair Sotelo-Solis acknowledged that one of Transdev's strengths was data collection and its current platform syncs well with MTS's current system. She asked how the data is collected and how it is used for MTS's use.

Mr. Wygant explained that information such as On-Time Performance (OTP) and route information through the Regional Transportation Management System (RTMS) is relayed to MTS. Similarly, customer complaints the agency receives can also be relayed to Transdev. Transdev's real time data collecting features is an advantage as it allows MTS's oversight team to collect and capture data directly. This data is then presented to MTS monthly in order to monitor the overhaul performance of the system.

Vice Chair Sotelo-Solis noted that accessibility and capturing data is important as well as the application to assess growth and improvement. She also asked about Transdev's diversity in its leadership and how the demographics impacted the selection of the nominating committee.

Mr. Wygant commented that during the selection process, the committee assessed whether the key staff listed in the proposal was representative of the MTS service area.

Vice Chair Sotelo-Solis asked for a specific document that showed the demographic breakdown that the committee used to understand the diversity in the organization.

Mr. Elmer cited the Equal Employment Opportunity (EEO) report as the document submitted in the proposal. He explained the document shows a race and quantity breakdown. Mr. Elmer listed that of the 739 employees, 453 are Hispanic male, 100 Hispanic female, 55 African American, 55 Pacific Islander, and 22 listed as other. He assured the contractor did provide a detailed version of the breakdown at the time of submittal.

Vice Chair Sotelo-Solis thanked Mr. Elmer. She asked Mr. Wygant about the roll the contractor would play versus MTS for maintenance, transmissions, and engine procurement.

Mr. Wygant clarified that the contractor has maintenance responsibilities with the exceptions of engines, transmissions and batteries. He clarified this was not the same as engine failure, engine leak or engine preventative maintenance, which is all covered under the contractor's responsibility. He noted that MTS is liable when an engine has reached the end of its life and requires to be re-built. An internal team from the maintenance department conducts monthly audits at each facility to ensure the maintenance is conducted and in line with good repair standards and the scope of work. Once a transmission or engine has met the end of its useful life, MTS takes responsibility. All other maintenance is a cost that is covered by the contractor.

Vice Chair Sotelo-Solis asked staff to clarify the cost breakdown of the contract.

Mike Daney, MTS Manager of Contract Operations and Passenger Facilities, clarified the cost breakdown. He noted that the pre-determined bonus is an incentive for the contractor to meet several different milestones to implement in the new contract term. Mr. Daney also clarified that the scope of services in the new contract are materially different with various increases and changes.

Mr. Wygant added that as this contract is being awarded to the incumbent, they will be required to receive re-approval of their safety plans and training plans. MTS would also conduct a fleet assessment and fleet inventory to set a new baseline.

Action Taken

Chair Fletcher moved to forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0708.0-20, with Transdev North America (Transdev), in the amount of \$911,362,781 for the provision of fixed-route, express and Bus Rapid Transit (BRT) bus services for a six year base period with two 2-year option terms to be exercised at the CEO's discretion. Vice Chair Sotelo-Solis seconded the motion, and the vote was 4 to 0 in favor with Board Member Arambula absent.

5. State Lobbying Services – Contract Award (Julia Tuer)

Julia Tuer, Manager of Government Affairs, presented on the State Lobbying Services contract award. She outlined the following aspects of the project: MTS state legislative advocacy, state lobbyist contract, RFP process, contractor Watts & Hartmann, LLC, and staff recommendation.

Board Member Ward asked if this contractor was the incumbent.

Sharon Cooney, Chief Executive Officer, responded that this was the incumbent and also noted the addition of two subcontractors. She noted that one of the subcontractors, Melissa White, had just left the Assembly Transportation Committee as lead analyst, which the agency has

worked with previously. The subcontractors would bring a new perspective to the agency's lobbying efforts.

Board Member Ward added that the combination of existing and new relationships is positive. He was surprised by the range in responses and was pleased with the cost effectiveness of Watts & Hartmann. He asked if the subcontractors were imbedded in the total cost.

Ms. Tuer confirmed the subcontractor costs were part of the total proposed contract.

Action Taken

Board Member Ward moved to forward a recommendation to the Board of Directors to authorize the Chief Executive Officer (CEO) to: (1) Execute MTS Doc. No. G2414.0-21 with Watts & Hartmann, LLC, for the provision of State Lobbying Services for a three (3)-year base period, and two (2)-year optional terms, for a total of five (5) years, in the amount of \$157,800.00; and (2) Exercise each option year at the CEO's discretion. Vice Chair Sotelo-Solis seconded the motion, and the vote was 4 to 0 in favor with Board Member Arambula absent.

6. Ferry Service (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on Ferry Service. He outlined the following aspects of the project: current route, service opportunity, existing infrastructure opportunities, project refinement, ridership projections, dock locations, travel times, estimated capital and operating costs, naval ferry route, public and stakeholder feedback, alternative fuel options and next steps.

Chair Fletcher asked to explore electric ferries as an option in order to transition away from diesel fuel, even as a pilot program idea. He asked staff to involve Board Member Sandke in this conversation as he engages with the Coronado naval base regularly and can be a resource for this project.

Board Member Salas thought the demand for ridership would be higher than the one reported. She acknowledged that the primary beneficiaries would be Coronado residents and understood the limitations Chula Vista residents would have if this service was implemented. Board Member Salas noted the boat launching area would be an ideal site for this amenity if the project proved viable and feasible for Chula Vista. She acknowledged the limitations include the habitat in the Sweetwater channel.

Mr. Desmond added that the no wake zones are typically to not disturb boats, docks, facilities, and wildlife refuge, but also to control erosion. Exemptions for the no wake zones would need to go through a process involving the Coastal Commission and Coast Guard, but this could still remain an option.

Board Member Salas asked if the movement of the Chula Vista Bayfront Project would change the projections of use for the project.

Mr. Desmond acknowledged that as a possibility. He explained the locations used for the assessment included the marina area. He acknowledged this was just a sample and clarified that in a deeper assessment, the proposed location would need more in-depth evaluation for the most suitable locations. Another sample area that was taken into consideration was the boat yard near H Street. He also noted the agency recently commented on the Port Master Plan, which includes considering docking facilities for future waterway systems.

Vice Chair Sotelo-Solis acknowledged National City has Pier 32 as a resource. Along with the Port Master Plan, National City also has its Marina District Balanced Plan, where the goal is to have commercial pathways and connections to other parts of the region. She acknowledged the low ridership for commuters, but suggested a possible draw for tourism. She supported Chair Fletcher's suggestion for an electrified ferry in order to make MTS consistent with its goals across all its modes of transportation.

Chair Fletcher restated that Board Member Sandke would be a good resource in this conversation. He noted the Board would like a better understanding of the feasibility of this project and suggested a pilot program may be a good way to gauge ridership while understanding the difficulties in the investment. He referenced the electric ferry in Alabama as a case study, and noted that program was funded by an Environmental Protection Agency grant. He directed staff to continue working on this effort and bring updated information back to the Executive Committee in the Spring of 2021 for further discussion.

Action Taken

Informational item only. No action taken.

OTHER ITEMS

7. REVIEW OF DRAFT December 10, 2020 BOARD AGENDA

Recommended Consent Items

6. Zero-Emission Bus (ZEB) Project: 40-Foot Low-Floor Electric Buses – Issuance of Purchase Order to Gillig, LLC
Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Gillig for the purchase of five (5), 40-foot, Low-Floor Electric, Battery-Powered buses in the amount of \$4,863,380.40
7. Roadway Worker Early Warning Alarm Technology Maintenance and Support – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1564.0-21, with Miller Ingenuity for Roadway Worker Early Warning Alarm Technology Maintenance and Support Services totaling \$360,573.25 for five (5) years effective January 1, 2021.
8. Kearny Mesa Division (KMD) Underground Storage Tank Closure (KMD UST Closure Project) – Award Work Order Under a Job Order Contract (JOC)
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-14 to MTS Doc. No. PWG275.0-19, with ABC Construction Co., Inc. (ABC), for the closure of the KMD underground storage tank for a total cost of \$120,918.48.
9. Fare Collection (Add Sales Tax and Ticket Vending Machine (TVM) Spare Parts and Gateway Services) – Contract Amendment
Action would authorize the Chief Executive Officer (CEO) to execute Amendment 5 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), for a total contract increase of \$2,478,990.86.

10. Building C Rollup Door Replacement – Award Work Order Under Job Order Contract (JOC)

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC275-15 to MTS Doc. No. PWG275.0-19, with ABC Construction Co., Inc. (ABC), for the removal and replacement of the rollup doors, door threshold, and addition of flood barriers at Building C for a total cost of \$251,853.51.

11. On-Call Job Order Contracting (JOC) Building and Facilities Construction Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG324.0-21, with ABC Construction Co., Inc. (ABC), for on-call building and facilities construction services, in the amount of \$7,000,000.00, for one (1) base year and four (4) option years beginning on January 1, 2021.

12. Low Carbon Fuel Standard Verification Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to: 1) Execute MTS Doc. No. G2429.0-21 with Rincon Consultants for the provision of Low Carbon Fuel Standard Verification Services for a three (3)-year base period, and one (1) three-year optional term, for a total of six (6) years, in the amount of \$123,728.00; and 2) Exercise option at the CEO's discretion.

13. Bayside Double Track Imperial Avenue Transit Center (IMT) Construction Management Services – Work Order Amendment

Action authorize the Chief Executive Officer (CEO) to execute Work Order No. WOA2019-CM07 under MTS Doc. No. G2019.0-17 (in substantially the same format as Attachment A), with Kleinfelder Construction Services, Inc., for the Bayside Double Track IMT, Construction Management (CM) Services in the amount of \$846,751.95

14. Bus Farebox Conversion – Contract Award

Action authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0723.0-21, a Sole Source Agreement with Genfare, A Division of SPX Corporation, for Bus Farebox Conversion totaling \$3,556,310.61 for ten (10) years effective January 1, 2021, subject to the MTS General Counsel approving modified MTS Standard Conditions.

8. COMMITTEE MEMBER COMMUNICATIONS AND OTHER BUSINESS

There was no Committee Member Communications and Other Business discussion.

9. NEXT MEETING DATE

The next Executive Committee meeting is scheduled for January 14, 2021, at 9:00 a.m.

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10. ADJOURNMENT

Chair Fletcher adjourned the meeting at 10:13 a.m.

A handwritten signature in black ink, appearing to read "Nathan Fletcher", is written over a horizontal line.

Chairperson

San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
EXECUTIVE COMMITTEE

ROLL CALL

MEETING OF (DATE): December 3, 2020 CALL TO ORDER (TIME): 9:00am
RECESS: _____ RECONVENE: _____
CLOSED SESSION: _____ RECONVENE: _____
PUBLIC HEARING: _____ RECONVENE: _____
ORDINANCES ADOPTED: _____ ADJOURN: 10:13am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
ARAMBULA	<input type="checkbox"/>	(Hall)	<input type="checkbox"/>	-	-
FLETCHER (Chair)	<input checked="" type="checkbox"/>	(Cox)	<input type="checkbox"/>	9:00am	10:13am
SALAS	<input checked="" type="checkbox"/>	(Sandke)	<input type="checkbox"/>	9:00am	10:13am
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Vice Chair – no alternate)	<input type="checkbox"/>	9:00am	10:13am
WARD	<input checked="" type="checkbox"/>	(Montgomery)	<input type="checkbox"/>	9:00am	10:13am

SIGNED BY THE CLERK OF THE BOARD:

CONFIRMED BY THE GENERAL COUNSEL:


