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Agenda

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

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 under 'Additional Materials' at the following link:
<https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings>

ACTION RECOMMENDED

1. Roll Call

2. Approval of Minutes - February 11, 2021

Approve

3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.

Please SILENCE electronics
during the meeting

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San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

CONSENT ITEMS

6. [El Cajon Third Track Special Trackwork Materials – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1569.0-21, with Voestalpine Railway Systems Nortrak, Inc., (“Voestalpine”), for the one-time supply of special trackwork materials, in the amount of \$503,871.33, effective April 1, 2021.
7. [Blue Line Right Of Way Fence Improvements – Construction Change Orders \(CCO\)](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute CCO MTSJOC275-13.01 under Job Order Contract (JOC) Work Order MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of \$166,984.80 for the replacement of additional chain link fencing along the Blue Line right-of-way.
8. [Superloop Paver Replacement – Work Order Agreement](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-18 under Job Order Contract (JOC) MTS Doc. No. PWG275.0-19 with ABC Construction Co., Inc. (ABC), in the amount of \$168,500.75 for the replacement of damaged pavers with concrete along the SuperLoop route.
9. [Rail Welding Services – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL323.0-21, with Railworks Track Services, Inc., for rail welding services, for five (5) years effective May 1, 2021, in the amount of \$277,171.27.
10. [Fare Collection Change Orders – Contract Amendment](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. G2091.0-18, with Innovations in Transportation, Inc. (INIT), for a total contract increase of \$765,271.76.
11. [Building C Security Restroom & Locker Room Rehabilitation –Work Order Agreement](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-01 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$349,714.14, for rehabilitating the MTS Security restrooms and locker rooms in Building C.
12. [Engine Transmission Overhaul & Cummins Parts – Contract Award](#) Approve
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. Nos. B0719.0-21 to Harbor Diesel and Equipment (Group I), B0727.0-21 to Cummins, Inc. (Group II), and B0728.0-21 to Cummins, Inc., B0729.0-21 to Aftermarket Parts, and B0730.0-21 to Muncie Transit Supply (Group III) for Engine Transmission Overhaul and Cummins Parts for five (5) years for a total amount of \$12,458,722.24.

- | | | |
|-----|--|---------|
| 13. | <u>Crosstie and Grade Crossing Improvements – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWL325.0-21, with Veterans Engineering Services, Inc., a Disabled Veteran Business Enterprise (DVBE), for Crosstie and Grade Crossing Improvements in the amount of \$2,358,317.36 plus 20% contingency. | Approve |
| 14. | <u>Transit Vehicle Wrap Production and Installation Services – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2437.0-21, with Turbo Images, for the provision of Transit Vehicle Wrap Production and Installation Services for a three (3)-year period in the amount of \$200,627.83. | Approve |
| 15. | <u>Application for Volkswagen (VW) Environmental Mitigation Trust (Trust) Fund Bus Replacement Program</u>
Action approve Resolution No. 20-2, authorizing the application for rebates of up to \$720,000 in VW Trust funds for the current and future purchase of battery electric buses. | Approve |
| 16. | <u>Property Insurance Renewal</u>
Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) [formerly known as the California State Association of Counties – Excess Insurance Authority (CSAC-EIA)] Property Insurance Program, effective March 31, 2021, through March 31, 2022, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels). | Approve |
| 17. | <u>Declaration of Surplus Property Site</u>
Action would declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as “surplus land” for purposes of Government Code sections 54220, et seq. | Approve |

CLOSED SESSION

- | | | |
|-----|--|-----------------|
| 24. | a. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
Pursuant to California Government Code Section 54956.9(d)(2) (Government Tort Claim from Claudia Isabel Hernandez for herself and as successor in interest to the Estate of Angel Zapata Hernandez) | Possible Action |
|-----|--|-----------------|

NOTICED PUBLIC HEARINGS

- | | | |
|-----|--|-----------------|
| 25. | <u>Trolley Extension Major Service Changes Public Hearing (Denis Desmond)</u>
Action would: 1) Receive a report on proposed major service changes for the Trolley extension to University City; 2) Receive public testimony; and 3) Provide direction to staff for any changes prior to approval at a later Board of Directors meeting. | Possible Action |
|-----|--|-----------------|

DISCUSSION ITEMS

30. [Recommended Changes to the Regional Comprehensive Fare Ordinance \(Rob Schupp\)](#) Approve
- Action would forward a recommendation to the San Diego Associations of Governments (SANDAG) to make the following changes to the Regional Comprehensive Fare Ordinance: 1) Adopt "best fare" functionality; 2) Reduce Youth one-way fares from \$2.50 to \$1.25; 3) Allow free transfers for one-way fares within two hours of the first boarding; 4) Require a PRONTO account to access free transfers with one-way fares; 5) Fund revenue shortfalls through fiscal year (FY) 2024 with Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP) funds through 2024; and 6) Include an option for MTS to increase Adult one-way fares to \$2.75 in 2025.

REPORT ITEMS

45. [Zero Emission Bus \(ZEB\) Pilot Performance and Transition Plan Update \(Mike Wygant and Kyle Whatley\)](#) Informational

OTHER ITEMS

60. [Chair Report](#) 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](#): April 8, 2021.
65. [Adjournment](#)

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

MINUTES

February 11, 2021

[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 Board meeting to order at 9:00 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Chair Fletcher moved to approve the minutes of the January 21, 2021 MTS Board of Directors meeting. Board Member Hall seconded the motion, and the vote was 13 to 0 in favor with Vice Chair Sotelo-Solis and Board Member Gastil absent.

3. Public Comment

Mitch Beauchamp – Provided a written and verbal statement to the Board both during and prior to the meeting. The full written statement is included in the final meeting packet and posted on the MTS website.

Miguel Aguirre – Representing Grand Central West, provided a verbal statement to the Board during the meeting. Aguirre commented on regional changes to the San Ysidro Trolley stop with impacts to the binational region.

Kamran Hamidi – Provided a written statement to the Board prior to the meeting. The full written statement is included in the final meeting packet and posted on the MTS website.

CONSENT ITEMS

6. Mid-Coast Corridor Transit Project – Projected Staffing

Action would approve an additional 15 Security and Information Technology (IT) positions to support the Mid-Coast Corridor Trolley (Mid-Coast) extension.

7. Appointments of Primary Member And Alternate To San Diego And Arizona Eastern Railway Company (SD&AE) Board Of Directors

Action appoint Wayne Terry as the primary SD&AE Board member and Sharon Cooney as Mr. Terry's alternate on the SD&AE Board.

8. Zero-Emission Bus (ZEB) Procurement Project: 60-Foot Low-Floor Electric Buses – Issuance of Purchase Order to New Flyer of America, Inc. (New Flyer)

Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to New Flyer for the purchase of twelve (12) 60-foot low-floor electric battery-powered buses in the amount of \$18,558,245.40.

9. On-Call Construction Management and Engineering/Inspection Services – Assignment Increase

Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 2 to MTS Doc. No. G2023.0-17 with the San Diego Association of Governments (SANDAG) in the amount of \$1,000,000. The new total value of the contract shall not exceed \$5,000,000.

10. Printed Circuit Boards (PCBs) and Electronic Components – Contract Amendments
Action would: 1) Ratify Amendment No. 1 to MTS Doc. No. L1476.0-19 with Siemens Mobility Inc., in the amount of \$90,000; and 2) Authorize the Chief Executive Officer (CEO) to approve Amendment No. 2 to MTS Doc. No. L1476.0-19 with Siemens Mobility Inc., for PCBs and Electronic Components, for a total of \$350,000.
11. Provision of Hewlett Packard Enterprise (HPE) Nimble HF20 Array Equipment and Support to Replace Regional Transit Management System (RTMS) 3PAR Storage Array (3PAR) – Purchase Order
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order to Nth Generation Computing Inc. for the provision of HPE Nimble HF20 Array equipment and support to replace the RTMS 3PAR in the amount of \$106,834.56.
12. On-Call Electrical Repair Services – Contract Amendment
Action would: 1) Ratify MTS Doc No. PWG253.0-18 (Attachment A) with ACM Lighting Services (ACM), a Disadvantaged Business Enterprise (DBE), for on-call electrical repair services for a period of one base year and two optional one-year extensions in the amount of \$22,130.00 for the base year only; 2) Ratify Amendment No. 1-3 to MTS Doc No. PWG253.0-18 (Attachment B-D) with ACM to add additional funds for on-call electrical repair services in the amount of \$75,743.20; and 3) Authorize the Chief Executive Officer (CEO) to execute Amendment No. 4 to MTS Doc No. PWG253.0-18 (in substantially the same format as Attachment E), with ACM to add locations and funds for on-call electrical repair services in the amount of \$25,568.00, for a new contract total of \$123,441.20.
13. Design Services for the Fashion Valley Elevator Project – Work Order Amendment
Action would: 1) Ratify Work Order Amendment Nos. 1-4 under MTS Doc No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) totaling \$99,945.60, for additional design services; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. 5 WOA1949-AE-15.05 under MTS Doc. No. G1949.0-17 with Jacobs in the amount of \$20,068.12 for additional Design Support During Construction (DSDC) services for the Project.
14. America Plaza Pedestrian Enhancements Project – Award Work Order Contract
Action would authorize the Chief Executive Officer (CEO) to execute Work Order WOA1951-AE-63 to MTS Doc. No. G1951.0-17 with Mott MacDonald in the amount of \$749,706.49 for design services for the America Plaza Pedestrian Enhancements Project
15. Investment Report – Quarter Ending December 31, 2020

BOARD MEMBER COMMENTS – CONSENT ITEMS

Board Member Moreno commented on agenda item 8. She offered a correction to the item by clarifying the Iris Transit Station was cited as located in Imperial Beach; however, it is in the Otay Mesa Region, within the City of San Diego jurisdiction.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 to 15. Board Member Moreno seconded the motion, and the vote was 14 to 0 in favor with Board Member Gastil absent.

CLOSED SESSION

24. None.

NOTICED PUBLIC HEARINGS

25. Temporary COVID-19 Service Adjustments Public Hearing (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on temporary COVID-19 service adjustments including: 2020 April and June service changes; 2021 January and new year major service changes; Route 854; Rapid Express Routes 280 and 290; Sorrento Valley Coaster Connection; Silver line (Vintage Trolley); public hearing and Title VI process; and staff recommendations.

Board Member Montgomery Steppe asked if MTS has direct contact with the Grossmont Community College District or if the District relies exclusively on Public Hearing Notices as a mode of communication.

Mr. Desmond clarified that MTS has points of contacts with all school districts in the region. He clarified the agency works closely with the District's calendar to support services and will work with the District to see when service will be re-implemented.

Chair Fletcher acknowledged transit reductions across other agencies and applauded MTS for sustaining its service with modest disruptions.

Vice Chair Sotelo-Solis asked for staff to reassess the application of Policy No. 42, "Transit Service Evaluation and Adjustment".

Karen Landers, MTS General Counsel, clarified the policy would be waived only with the listed four route service changes. Staff would reimplement service when needed.

Sharon Cooney, MTS Chief Executive Officer, noted the performance monitoring report would be presented to the Board and comments from the Board could be captured at that time. Additionally, a Board notice would be sent out to the Board when service is reinstituted.

Action Taken

Board Member Montgomery Steppe moved to 1) Receive a Title VI Service Equity Report on major service changes related to COVID-19; 2) Receive public testimony; 3) Approve the extension of temporary service reductions beyond 12 months and until it is determined feasible and reasonable by staff to restore services; and 4) Waive the requirement for a major service change process to restore services when feasible. Board Member Gastil seconded the motion, and the vote was 15 to 0 in favor.

DISCUSSION ITEMS

30. San Diego Transit Corporation (SDTC) Pension Investment Status (Jeremy Miller, Representative with RVK Inc. and Larry Marinesi)

Larry Marinesi, MTS Chief Financial Officer, introduced the various pension plans. Jeremy Miller, with RVK, presented on the SDTC pension investment status. He outlined the following aspects of the pension: investment structure as of June 30, 2020, investment details as of June 30, 2020, Fiscal Year (FY) 2020 performance, Fiscal Year to Date (FYTD) performance, long-term performance details and investment structure summary.

Board Member Moreno commented that the Board's prior lowering of the targeted investment return to 6.75% was a necessary move. She noted she would like to see further reductions to improve the stability of the pension system.

Board Member Elo-Rivera commented about the agency's investment strategy while acknowledging the agency's fiduciary responsibility to maximize financial returns.

Board Member Sandke asked about the contract between MTS and RVK.

Mr. Marinesi explained that the contract had a five-year base period with five one-year options. The contract stands with the San Diego Transit Pension Board, which is made up of the Amalgamated Transit Union 1309 (ATU 1309), International Brotherhood of Electrical Workers 465 (IBEW 465) and MTS administration board members.

Board Member Sandke asked if a recommendation from the MTS Board of Directors was needed for the San Diego Transit Pension Board of Directors to evaluate the current contract.

Mr. Marinesi noted the MTS Board would not need to provide official action as the contract was formally approved by the MTS Board six years ago. The San Diego Transit Pension Board would be able to further discuss the current contract with no additional action.

Board Member Sandke acknowledged his dissatisfaction with a 0.53% return. He noted an increasingly responsible policy of investment expectation is necessary. He acknowledged that the longer the plan is in place, the 400 current participants and participants who are receiving payments from the fund also become reliant on the agency budget. The agency has a fiduciary responsibility to create the most effective investment policy to benefit its staff. He asked for actions that could be taken currently to see a different outcome.

Mr. Marinesi explained the agency could take this back to the San Diego Transit Pension Board to further discuss and assess the plan, policy and options with RVK. Mr. Marinesi also clarified the one-year return at the end of the calendar year was nearly 9%, and over the course of five years, the return was approximately 7.5%, which is above the actuarial target of 6.75%.

Board Member Sandke asked if the calendar year included the \$7.8 million capital contribution that was part of the Coronavirus Air, Relief, and Economic Security (CARES) Act.

Mr. Marinesi clarified the CARES Act funds were not included and the figure only involves the gross investment return.

Action Taken

Informational item only. No action taken.

31. San Diego Transit Corporation (SDTC) Employee Retirement Plan's Actuarial Valuation as of July 1, 2020 (Anne Harper and Alice Alsberghe with Cheiron Inc. and Larry Marinesi)

Alice Alsberghe and Anne Harper, with Cheiron, presented on the SDTC employee retirement plan's actuarial valuation as of July 1, 2020. They outlined the following aspects of the results including: plan cost changes, plan history contributions and funding, membership and support ration, COVID-19 impact on plan assets, projected total contributions, project funded ratio, stochastic projection of contributions, and next steps.

Board Member Sandke commented on the assumptions of the plan and asked that the Board reassess the expectations of this plan in the future.

Board Member Galvez asked for staff to explain the fee structure for RVK.

Mr. Marinesi explained the contract has a fixed fee with an annual payment of \$100,000 annually for consultation services. The basis point number is reflective of the fees of all funds for the specific investments. The cost and percentage of each is listed in the agenda item attachment.

Action Taken

Board Member Sandke moved to receive the SDTC Employee Retirement Plan's (Plan) actuarial valuation as of July 1, 2020, and adopt the pension contribution amount of \$17,585,592 for fiscal year 2022 Board Member Salas seconded the motion, and the vote was 15 to 0 in favor.

32. Excess Liability and Workers' Compensation Insurance Renewals (Brian White and Dennis Mulqueeney with Alliant Insurance Services, Inc. and Karen Landers)

Ms. Landers introduced the item by acknowledging the historically steady rates for MTS's insurance program. However, the market has significantly changed, which will impact the agency's insurance program and rates. This will include a self-insured retention increase from \$2 million to \$5 million, while maintaining the program limits at \$75 million.

Brian White and Dennis Mulqueeney, with Alliant Insurance Services, Inc., presented on the excess liability and workers' compensation insurance renewals. They outlined the rationale of the MTS insurance program, state of the insurance market, MTS large loss history review, impact on program, cover tower overview, renewal program options including retention and limits, and path to program completion.

Board Member Galvez asked how the new liability change affects recent settlements that the Board discusses in closed session.

Ms. Landers clarified the settlements would not be affected since the policy goes into effect on March 1, 2021. The old policy currently covers the active settlements.

Board Member Sandke asked how many claims above and below five million dollars were annualized over the prior five years.

Ms. Landers clarified there has not been a single claim that is above five million dollars. There have been two fully resolved claims over two million dollars. As part of the annual budget process, the agency revisits how much of the budget was used for claims and the funding necessary to replenish it for the following fiscal year.

Vice Chair Sotelo-Solis asked what the elimination of communicable diseases framework means and what that means for the agency's liability and who is being excluded.

Ms. Landers responded that the ongoing excess liability program does not include liability for the pandemic.

Mr. Mulqueeney replied that the program has always had a communicable disease exclusion and has re-written the exclusion to further clarify that this requirement was covered.

Action Taken

Chair Fletcher moved to (1) Authorize the CEO to purchase an Excess Liability Program, effective March 1, 2021, with a \$5M Self Insured Retention (SIR) structure and a limit of \$75M

for all operations; (2) Approve the increase of the MTS Liability Reserve by up to \$3 million in FY 2021 (from the existing \$2M reserve to up to \$5M) funded with Transportation Development Act (TDA) funds to align total reserves with new insurance SIR structure; and (3) Approve the second year of MTS's two-year Excess Workers' Compensation insurance, effective March 1, 2021 for a premium of \$214,531. Vice Chair Sotelo-Solis seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS

45. American Public Transportation Association (APTA) Security Peer Review Report (Sharon Cooney)

Ms. Cooney presented on the APTA Security Peer Review Report including: the purpose of the Peer Review, scope of the review, review process, APTA peer review panel, report observations and recommendations, effectiveness of CCIs and security contract structure, fare inspection practices, Code Compliance Inspectors training, organizational climate of transit enforcement department, handling of personnel issues and employee discipline practices, standard operating procedures, MTS transit enforcement video retention policies, other observations and recommendations, and next steps.

PUBLIC COMMENT

Michelle Krug – An MTS Steering Committee member provided a verbal statement to the Board during the meeting. Krug advocated to employ security officers as MTS employees instead of contracting them to change the enforcement culture.

BOARD MEMBER COMMENTS

Board Member Montgomery Steppe thanked MTS for evaluating the current policies. The evaluation takes feasible steps in evaluating the enforcement culture at MTS. This evaluation is also an opportunity to educate riders about the system. She asked about the Code Compliance Inspectors (CCI) uniform change shift to be similar to the Ambassador uniforms.

Ms. Cooney explained MTS ambassadors assist riders navigating the system, distribute PPE equipment to riders, and assist in the MTS COVID-19 testing program. The ambassadors wear red shirts and jackets and are not part of the transit enforcement department. CCIs would wear a more visible yellow highlighter color to be better identified by riders looking for assistance and remove the para-military uniform with the intent to make the officer more approachable.

Board Member Montgomery Steppe commented on various recommendations including posting signs in painted or marked fare zone areas to clearly define where proof of fare can be requested. Another recommendation referred to various forms of personnel trainings including: customer service, de-escalation, mental health first aid, cultural proficiency and unconscious bias training. She was also interested in seeing the recommendations for business improvement districts to coordinate between partners in order to clean and maintain bus shelters. Board Member Montgomery Steppe noted one of the recommendations encouraged the reassessment of the administrative citation process and asked the Board to define the baseline for a return on investment. She reminded the Board the review was intended to be a humanitarian reevaluation, rather than an economic return for the agency.

Ms. Cooney noted the reviewers saw challenges with the various methods of the diversion program. She stated that some of the challenges have resulted in skewed data and staff is

working through these challenges in order to clearly assess who is taking advantage of the program.

Board Member Montgomery Steppe asked if the video retention policy would be an administrative or Board policy.

Ms. Landers clarified the policy was not intended to be a Board policy, as the limitations of the policy would be guided by legal regulations, such as the Public Record Act and the process would be formalized under an internal policy.

Board Member Montgomery Steppe explained the Board should have input on the video policy retention parameters.

Ms. Landers agreed with the request and clarified that the draft policy would be taken to the Public Security Committee for review.

Vice Chair Sotelo-Solis emphasized the uniform look was a crucial part of the departmental re-evaluation. She asked staff to consider expanding the MTS ambassador program. She suggested MTS look at other agencies for best practice models for reference.

Board Member Aguirre agreed with the expansion of an ambassador program. She noted the importance of moving towards a service-oriented security system rather than a punitive framework. She asked staff to formalize an advisory committee of public advocates. She also asked for partnerships and resources to be strengthened for mental health services and unsheltered individuals.

Board Member Sandke applauded the ways the Board was directing the Diversion program, but noted that civil and criminal policies should be assessed based on a rider's willingness to pay for the fare when given the opportunity. Board Member Sandke cited the figure presented at a previous meeting that a 1% change in fare evasion would result in a revenue loss for the agency. He was concerned for the revenue stream and acknowledged the public subsidy needed for the system's operation would need to increase, especially if there were policies that allow people to not participate as a paying customer. He acknowledged the importance of the policy for diverting fare criminalization, but encouraged the balance of having security measures to help riders feel comfortable and safe.

Board Member Elo-Rivera acknowledged that cultural awareness trainings were crucial for the program assessment. He agreed with the importance of security uniform changes. He encouraged the Board to look at riders as people and not revenue streams. He acknowledged the complexities of the topic as the Board accounts for traumas riders may have experienced with security figures.

Board Member Whitburn was in favor of consulting with community members and organizations that work in the mental health and homelessness sectors. He was curious at the difference with hiring CCIs through the agency directly versus continuing to contract them out. He agreed to adopting a Board policy for video retention.

Board Member Galvez asked for the Steering Committee to continue as a citizen advisory body to present additional data related to the program. She asked the committee to be formalized and meet at least annually to provide input on public expectations and recommendations.

Action Taken

No action taken. Informational item only.

46. Free Transfers Consideration (Rob Schupp)

This item was deferred to the March 11, 2021 Board of Directors meeting.

47. Operations Budget Status Report for December 2020 (Gordon Meyer)

Gordon Meyer, MTS Operating Budget Supervisor, presented on the December 2020 operations budget status report including: FTA CARES act funding, total operating revenues, total operating expenses and total operating activities.

Action Taken

No action taken. Informational item only.

OTHER ITEMS

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

Ms. Cooney updated the Board about the House of Representatives American Rescue Plan, which currently includes funding for public transportation. Based on the current funding proposed in the bill, MTS is estimated to receive approximately \$129 million. Staff projects this funding could backfill the deficit through calendar year 2024. The bill is projected to be passed by mid-March. She also acknowledged MTS's recently implemented free COVID-19 testing program for its employees. The program is currently available at three locations with another two potential sites being evaluated.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

Mitch Beauchamp – Provided a written and verbal statement to the Board both during and prior the meeting. Beauchamp listed the benefits to the operation of the Desert Line including economic and climate impacts. He urged the Board to open the rail line for freight movement.

64. Next Meeting Date

The next regularly scheduled Board meeting is March 11, 2021.

65. Adjournment

Chair Fletcher adjourned the meeting at 11:38 am.

/S/ Nathan Fletcher

Chairperson

San Diego Metropolitan Transit System

Board of Directors – MINUTES
February 11, 2021

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Filed by:

/S/ Dalia Gonzalez
Clerk of the Board
San Diego Metropolitan Transit System

Approved as to form:

/S/ Karen Landers
General Counsel
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM
BOARD OF DIRECTORS
ROLL CALL

MEETING OF (DATE): February 11, 2021 CALL TO ORDER (TIME): 9:00 am
 RECESS: _____ RECONVENE: _____
 CLOSED SESSION: _____ RECONVENE: _____
 PUBLIC HEARING: _____ RECONVENE: _____
 ORDINANCES ADOPTED: _____ ADJOURN: 11:38am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	<input checked="" type="checkbox"/>	(Vargas)	<input type="checkbox"/>	9:00am	11:38am
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Bush)	<input type="checkbox"/>	9:04am	11:38am
AGUIRRE	<input checked="" type="checkbox"/>	(Leyba-Gonzalez)	<input type="checkbox"/>	9:00am	11:38am
ELO-RIVERA	<input checked="" type="checkbox"/>	(LaCava)	<input type="checkbox"/>	9:00am	11:38am
FRANK	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:00am	11:38am
GALVEZ	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:00am	11:38am
GASTIL	<input checked="" type="checkbox"/>	(Mendoza)	<input type="checkbox"/>	9:11am	11:38am
GLORIA	<input type="checkbox"/>	(Whitburn)	<input checked="" type="checkbox"/>	9:00am	11:38am
GOBLE	<input checked="" type="checkbox"/>	(Ortiz)	<input type="checkbox"/>	9:00am	11:38am
HALL	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:00am	11:38am
MONTGOMERY STEPPE	<input checked="" type="checkbox"/>	(Von Wilpert)	<input type="checkbox"/>	9:00am	11:38am
MORENO	<input checked="" type="checkbox"/>	(Campillo)	<input type="checkbox"/>	9:01am	11:38am
SALAS	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:00am	11:38am
SANDKE	<input checked="" type="checkbox"/>	(Bailey)	<input type="checkbox"/>	9:00am	11:38am
WEBER	<input checked="" type="checkbox"/>	(Arapostathis)	<input type="checkbox"/>	9:00am	11:38am

SIGNED BY THE CLERK OF THE BOARD: /S/ Dalia Gonzalez

CONFIRMED BY THE GENERAL COUNSEL: /S/ Karen Landers



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

Agenda Item No. 6

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

EL CAJON THIRD TRACK SPECIAL TRACKWORK MATERIALS – 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. L1569.0-21 (in substantially the same format as Attachment A), with Voestalpine Railway Systems Nortrak, Inc., ("Voestalpine"), for the one-time supply of special trackwork materials, in the amount of \$503,871.33, effective April 1, 2021.

Budget Impact

The total budget for this project shall not exceed \$503,871.33. This project is funded by Capital Improvement Project (CIP) 2005113501 - El Cajon Third Track.

DISCUSSION:

MTS is looking for a contractor to furnish and deliver special trackwork items that consist of a new crossover, turnout, and switch machines. These track items are required for the upcoming El Cajon Third Track Project, a construction project that will add a new platform to the El Cajon Transit Center.

The work of adding the third track at El Cajon Transit Center will be completed by a third party contractor; however, by having MTS procure and furnish these long lead time items, approximately 6 months will be saved on the project duration. The new crossover and turnout will be utilized to facilitate the movement of light rail vehicles between tracks 1, 2, and 3 and the switch machine is the mechanism whereby the Operation Control Center (OCC) aligns the rail to the desired direction.



On January 13, 2021, MTS issued an Invitation for Bids (IFB) to purchase special trackwork materials. Two bids were received by the due date of February 12, 2021 from the following bidders:

Name	Amount	Sales Tax	Overall Total Amount
Voestalpine	\$467,630.00	\$36,241.33	\$503,871.33
Progress Rail	\$487,240.00	\$37,761.10	\$525,001.10
<i>MTS Independent Cost Estimate (ICE)</i>	<i>\$495,000.00</i>	<i>\$38,362.50</i>	<i>\$533,362.50</i>

MTS staff has deemed Voestalpine to be the lowest responsive and responsible bidder; and has determined their bid to be fair and reasonable by comparison of bids received and MTS's ICE as shown above.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1569.0-21, with Voestalpine, for the one-time supply of special trackwork materials, in the amount of \$503,871.33, effective April 1, 2021.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Standard Agreement MTS Doc. No. L1569.0-21
B. Scope of Work
C. Bid Summary

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San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

**STANDARD AGREEMENT
FOR
MTS Doc No: L1569.0-21**

EL CAJON THIRD TRACK SPECIAL TRACKWORK MATERIALS

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Voestalpine Railway Systems Nortrak, Inc. Address: 1740 Pacific Ave
Cheyenne, WY 82007

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email : David.Millard@Voestalpine.com

Telephone: (206) 255-4134

Authorized person to sign contracts Dave Millard CEO
Name Title

The Contractor agrees to provide goods as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C) and Forms (Exhibit D).

The contract term is effective April 1, 2021 through April 30, 2022.

MTS has determined that 300 calendar days or less from the date of receipt of the Shop Drawings approval is a satisfactory time for delivery. Shop Drawings shall be submitted within 30 days from Notice to Proceed (estimated April 1, 2021) and there shall be a 2-week drawing approval for MTS.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$503,871.33 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VOESTALPINE RAILWAY SYSTEMS NORTRAK, INC.
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	Title: _____
By: <u>Karen Landers, Office of General Counsel</u>	

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

PART 1 GENERAL (NO. 10 LH CROSSOVER AND NO. 10 RH TURNOUT)

1.1. SUMMARY

The San Diego Metropolitan Transit System (MTS), on behalf of San Diego Trolley, Inc. (SDTI), is inviting qualified Suppliers to submit bids for special trackwork materials as they are further described in the specification below.

The specification provides the minimum technical requirements for the supply of the special trackwork materials for the project, and the Supplier shall furnish all labor, materials, equipment and services required to supply the materials described in this specification.

1.2. DESCRIPTION OF WORK

The work consists, in general, of furnishing and delivering a new No. 10 left hand crossover (consisting of two individual left-hand turnouts) with 14ft track centers and a new No. 10 right hand turnout. Both shall be including high strength 115RE rail elements, switch machine(s), welded boltless manganese frog(s), and No. 1 treated hardwood tie set. The special trackwork materials shall be assembled by the Contractor (Others).

The Supplier shall be responsible for all costs associated with the supply, delivery, and offloading of the trackwork materials.

All materials supplied by the Supplier shall meet the requirements of local safety, environmental and other applicable standards, rules and regulations applicable in the State of California.

All materials supplied by the Supplier are subject to inspection and testing by MTS, their representative, or other independent agencies to confirm compliance with the specifications. The Supplier shall supply samples of the materials to be tested if requested by MTS.

All materials which do not comply with this specification, or materials which, notwithstanding tests, inspection or acceptance are found to contain deficiencies, will be subject to rejection.

1.3. CODES AND STANDARDS

Applicable codes and standards include, but are not limited to:

- A. SANDAG General Design Criteria (2014)
https://www.sandag.org/uploads/publicationid/publicationid_1897_18414.pdf
- B. SANDAG LRT Design Criteria (2014)
https://www.sandag.org/uploads/publicationid/publicationid_1896_18413.pdf
- C. AREMA Manual of Railway Engineering (2019)
- D. AREMA Portfolio of Trackwork Plans (2014)
- E. American International (ASTM) Standards:
 - i. ASTM E10-18 Standard Test Method for Brinell Hardness of Metallic Materials

- ii. ASTM E164-97 Standard Practice for Ultrasonic Contact Examination of Weldments

1.4. SUBMITTALS

Supplier shall provide Shop Drawings including but not limited to the following components for MTS to review prior to fabrication:

- A. No. 10 Crossover track geometry and general arrangement
- B. No. 10 Crossover timber switch tie layout
- C. No. 10 Turnout track geometry and general arrangement
- D. No. 10 Turnout timber switch tie layout
- E. 19'-6" curved switch pack, including all components
- F. Welded boltless manganese frog pack, including all components
- G. 16'-6" guard rail assemblies

Final Shop Drawings including a complete bill of materials shall be provided by the Supplier at the end of the project. The Shop Drawings shall be prepared electronically in both CADD format (AutoCAD or MicroStation) and PDF format (11" x 17" in size).

PART 2 MATERIALS

1.5. SOURCE OF MATERIALS

The major quantities of steel and iron material that is permanently incorporated into the special trackwork shall consist of American-made materials.

Minor amounts of foreign steel and iron may be utilized in this project provided the cost of the foreign material used does not exceed one-tenth of one percent (i.e. 0.1 percent) of the total contract cost or \$2,500.00, whichever is greater.

American-made material is defined as the material sourced domestically and having all manufacturing processes occurring domestically. This indicates that a domestic product is a manufactured steel material that was produced in one of the 50 States, the District of Columbia, Puerto Rico, or in the territories and possessions of the United States.

Manufacturing begins with the initial melting/mixing and continues through the final coating stage. Any process which modifies the chemical content, the physical size or shape, or the final finish is considered a manufacturing process. This includes but not limited to rolling, extruding, machining, bending, grinding, drilling, welding, and coating. The action of applying a coating to steel or iron is also considered a manufacturing process. Coating includes epoxy coating, galvanizing, aluminizing, painting, and any other coating that protects or enhances the value of steel or iron.

The following are considered to be steel manufacturing processes:

- A. Production of steel by any of the following processes:

- i. Open hearth furnace.
- ii. Basic oxygen.
- iii. Electric furnace.
- iv. Direct reduction.

B. Rolling, heat treating, and any other similar processing.

C. Fabrication of the products.

American-made requirements do not apply to raw materials, scrap (recycled steel or iron), pig iron, and processed/pelletized/reduced iron ore.

A certification of materials origin shall be required as requested for any items comprised of, or containing, steel or iron materials prior to such items being incorporated into the special trackwork.

1.6. TRACKWORK MATERIALS

The Supplier shall furnish all materials necessary to supply a new fully functional No. 10 left hand crossover and a new fully functional No. 10 right hand turnout, including, but not limited to, switch machines, switch machine mounting plates, switch points, stock rails, insulated gauge plates, switch plates, insulated switch rods, closure rails, turnout rails, tie plates, insulated joints, frogs, frog plates, guard rails and switch tie sets.

- A. Crossover: The crossover shall be composed by two No. 10 left hand turnouts with switch machines and high strength 115RE rail elements for 14'-0" track centers. See drawing TW-02 in the Attachments.
- B. Turnout: The turnout shall be a No. 10 right hand turnout with switch machine and high strength 115RE rail elements. See drawing TW-01 in the Attachments.

Each turnout / crossover shall include, but are not limited to, the following components:

- i. Switch Machines: Switch machines used for both the No. 10 crossover and the No. 10 turnout shall be Hitachi Rail STS (formerly known as Ansaldo STS) M23A type with Mechanical Circuit Controller package. Each switch machine shall include throw rod, lock rod, point detector rod, conduit/junction box, and associated hardware.
- ii. Frogs: Frogs shall be welded boltless manganese (WBM) type with flash-butt welded 115RE rail extensions. The frogs shall have a frog angle of 5°-43'-29".

Manganese steel castings shall be heavy wall design, tread bearing style, and in accordance with AREMA "Specifications for Special Trackwork" Section M2, "Manganese Steel Castings." Flangeway layout and depression of frog points shall be in accordance with AREMA Plan No. 600B-03.

Frog casting shall be heavy point design (27/32" wide at 5/8" point) with appropriate gauge face transitions into 115RE rail section. Running surfaces and gauge faces shall

be machined to conform to the 115RE rail section. Appropriate heel ramp and guard face flares shall be incorporated in the casting design.

Impact areas on the running surface of the frogs shall be explosive depth hardened (EDH) in accordance with Article M2.7, "Depth Hardening", to a minimum Brinell Hardness Number (BHN) of 370 for the areas within 1" of the gauge or guard lines, and the remaining areas to be hardened to a minimum BHN of 321.

The complete frog shall include a self-stabilized base matching 115RE rail profile and compatible with standard elastic fasteners. Toe and heel ends of the casting extension shall be profiled to match 115RE rail section and be flash-welded with 115RE rail extensions. Rail extension ends shall be left blank for field welding installation.

- iii. Rails: All rail elements including running rails used shall be 115RE high strength head hardened (HH) rail and conform to AREMA Manual, Chapter 4, Part 1.1, "Recommended Rail Sections." The rails shall be carbon steel rail having a Brinell hardness of at least 370 BHN tested in accordance with ASTM E10-18, "Standard Test Method for Brinell Hardness of Metallic Materials.

The chemical composition of carbon steel rail shall be in accordance with AREMA Manual, Chapter 4, Part 2.1.3, "Chemical Composition and Mechanical Properties". Mill certificate shall be provided upon request.

- iv. Switch Points: Switch points shall be in accordance with AREMA Plan No. 123-08, "19'-6" Curved Split Switch with Uniform Risers for Track Spikes or Screw Spikes". Switch points shall be planed and configured in accordance with AREMA Plan No. 221-12, Detail 5100. Switch points shall be designed for 4-3/4" throw at No. 1 switch rod and compatible with M23A switch machine applications.

Switch points shall be double reinforced (i.e. with minimum 1/2" thickness of D-bars) and equipped with floating switch heel blocks in accordance with AREMA Plan No. 221-12. Switch points shall be properly fitted against the matching stock rails and pre-assembled with required hardware to ensure form, fit, and function prior to shipment.

- v. Stock Rails: Stock rails shall be one curved and one straight for each turnout. The curved stock rail shall be pre-curved to the true designed turnout geometry of the turnout. Stock rails shall be undercut in accordance with AREMA Plan No. 221-12, "Details for Switch Points", Detail 5100, except as modified on the Shop Drawings.
- vi. Insulated switch rods: Switch rods shall be vertical style rod halves compatible with MJS clips and connected with insulated splices and hardware. All switch rods shall be dielectric strength tested prior to shipment. No.1 switch rod shall also include lost motion switch basket for M23A switch machine applications.

A front switch rod with a connecting basket shall be supplied for the connection to the lock rod and detector rod of the M23A switch machine.

- vii. Insulated Joints: Insulated joints shall be bonded insulated joint type with 6-hole bars and 1/4-inch end post, and shall conform to AREMA Manual, Chapter 4, Part 3, Section 3.8, "Specifications for Bonded Insulation Rail Joints". Insulated joints shall be fully installed onto the associated rails as shown on the shop drawings prior to shipment. Huck

style fasteners are not acceptable.

- viii. Closure Rails and Turnout Rails: Curved closure rails and turnout rails in the closure area shall be pre-curved to the true designed turnout geometry of the turnout.

Closure rails shall be fabricated six inches longer (with blank ends) than the lengths specified on the Shop Drawings and cut into proper length in the field by the Contractor (others) for welding.

- ix. Rail Joints: All rail joints excluding the insulated joints shall be welded in the field. The associated rail ends shall be left blank (i.e. without hole drillings) for field welding installation.

- x. Guard Rails: Guard rails for the WBM frogs shall be 16'-6" long with 115RE rail section. Guard rails shall be fabricated in accordance with AREMA Plan No. 504-03 and shall be made of carbon steel with Brinell Hardness of at least equal to that of the running rail.

Guard rails shall be located in accordance with AREMA Plan No. 502-13 and the standard gauge of 4'-8 1/2" shall be maintained. Guard rail assemblies shall include separator blocks with steel shims to allow for setting the appropriate flangeway width.

- xi. Rail Braces: Rail braces used on the field side of the switch area supporting stock rails shall be boltless type and adjustable in increments of 1/8 inch or less and be of proven design meeting the requirements of AREMA Plan No. 224-08, "Switch Plates and Adjustable Boltless Rail Braces".

- xii. Other Castings: Castings shall be free of defects and in conformance to appropriate sections of the AREMA Specifications, Sections M2 through M5.

- xiii. Bolts, Nuts, and Spring Washers: Bolts, nuts and spring washers shall conform to the AREMA Specifications, Section M11, "Bolts and Nuts"; AREMA Manual, Chapter 4, Part 3, Section 3.5, "Specification for Heat-Treated Carbon Steel Track Bolts and Carbon Steel Nuts"; and Section 3.6, "Specification for Spring Washers".

- xiv. Rail Cutting, Drilling, and Deburring: Rails shall be cut square and clean by means of rail saws or abrasive cutting wheels in accordance with the AREMA Specifications, Section 6, "Workmanship". Torch cutting is prohibited.

Holes drilled in rails shall be 1-1/8 inches in diameter for 1-inch bolts and 1-1/2 inches in diameter for 1-3/8-inch bolts. All bolt holes in the trackwork components require minimum 1/16" chamfer to remove sharp edges. Punching holes in the rail is prohibited.

There shall be no additional holes in the rails or castings than those are required by the fasteners. Plugging existing holes in the web of the rail will not be permitted. All coring and drilling tolerances shall be in accordance with AREMA Specifications for Special Trackwork.

- xv. Timber Switch Ties: Timber switch ties shall be hardwood ties with 7 inches by 9 inches in cross sectional dimensions. The switch tie sets shall include sufficient switch ties with appropriate lengths necessary to complete the turnout / crossover installations. The

number and lengths shown on the drawings in the Attachments are advisory only, and reference should be made to the AREMA Portfolio of Trackwork Plans. All ties shall undergo preservative treatment, be end plated, and tagged with tie numbers as shown on the Shop Drawings. The switch ties shall be pre-drilled with pilot holes during pre-assembly. Switch ties shall also conform to AREMA Manual, Chapter 30, Part 3.2, "Timber Switch Ties".

Headblock ties shall be 14'-0" long and dapped to accommodate for M23A switch machine applications.

10'-0" long switch ties shall be supplied and utilized as transitions between the standard concrete track and the special trackwork for a span of 4 ties ahead of the point of switch.

- xvi. Elastic Fasteners: Rail fasteners for timber switch ties shall be Pandrol Type E2055 Clips, or approved equivalent. Pandrol Type J clips, or approved equivalent, shall be installed at insulated joint locations.
- xvii. Track Spikes: Track spikes shall be screw type, 15/16 inch by 6-1/2 inches long, manufactured in accordance with AREMA Manual, Chapter 5, Part 10.1, "Specifications for Steel Screw Spikes (2012)", and to be used in conjunction with elastic fasteners.
- xviii. Switch Plates, Frog Plates, and Guard Rail Plates: Switch plates, frog plates, and guard rail plates shall be equipped with weld-on forged shoulders compatible with the project designated elastic fasteners. Plates to have holes drilled for screw spikes.
- xix. Gauge Plates: Gauge plates shall be manufactured in plate halves with weld-on forged shoulders compatible with the project designated elastic fasteners. The plate halves shall be joined by approved insulated gauge kits with insulated paint. All gauge plates shall be dielectric strength tested prior to shipment.
- xx. Switch Machine Mounting Plates: Switch machine mounting plates and associated hardware compatible with M23A switch machines shall be supplied and installed on the diverging side of the turnout / crossover as indicated on drawing TW-01 and TW-02 in the Attachments.
- xxi. Tie Plates: Tie plates shall be standard double shoulder type for 115RE rail section with a minimum of four screw spiking holes on each plate. Plates shall be designed to be used in conjunction with the project designated elastic fasteners and screw spikes.
- xxii. Transition Tie Plates: Tie plates with 1:80 canted rail seats shall be installed on the 10'-0" long transition ties for transitioning 1:40 canted rails on concrete ties to zero canted rails for the special trackwork ahead of the point of switch.
- xxiii. Marking and Tagging: Markings identifying the installation location of each component of the special trackwork shall be painted before shipment. Switch points, stock rails, closure rails, guard rails, turnout rails, and frogs shall be marked with stock number furnished by the Supplier. Such markings shall be placed on the side near the end of each piece, with letters and numerals not less than 2 inches high. Markings shall not be placed in any area which will be covered by other components. Markings shall be stencil painted with white paint on a background of permanent black steel paint. Markings shall be as follows:

- a) Switch point identification shall be accomplished by attaching an aluminum tag to the web of the gauge side of the rail. Tags shall identify switch geometry, total length, rail section, right hand or left hand, and stock number.
- b) Stock and closure rails shall have switch geometry, right hand or left hand, and stock number on the web at the end most remote from the location of the point of switch.
- c) Guard rail assemblies shall have a stock number on the web of the rail on the side opposite to machining.
- d) Frog casting identification shall include the frog number, rail section, stock number, and be etched into the casting on the non-running surfaces. Identification shall be clearly visible after turnout / crossover installation.
- e) Gauge plate assemblies, switch plates, frog plates, and switch rod assemblies shall have their stock numbers clearly stamped and on the field side, if applicable. Stamped letters and figures shall not be less than 1/2 inch in height, located on the top surface of the plates or non-serrated side of the rod halves, plainly visible when assembled, and not subject to wear. Markings shall include rail section, left hand or right hand, switch length, and plate number.
- f) The ends of each abutting rail section in each special trackwork layout shall be legibly die stamped with the joint number as shown on the Shop Drawings. Die stamping shall be done in figures not less than 5/8 inch high.
- g) All special trackwork components shall have their identification number marked.

PART 3 EXECUTION

1.7. SHOP ASSEMBLY

The supplier shall pre-assemble the special trackwork unit, at their manufacturing facility to ensure accurate fabrication, compliance with dimensional tolerances, and switch throw movement.

Pre-assembly shall take place in a manufacturing shop on a raised level bed fully supported at every other fastener, as a minimum, prior to inspection, final acceptance and delivery. Alignments, gauges and curved offsets of the special trackwork shall be accurately set to represent its final installed position in the field. The assembled special trackwork shall be checked to ensure proper fit in conformance with the drawings and the specifications. Approved variations shall be incorporated into the final Shop Drawings for subsequent installations.

Place special trackwork plates, standard tie plates, and fasteners at locations shown on the Contract Drawings and approved Shop Drawings. Mark on the base of rails with paint to indicate design location of the plates.

Marking and tagging shall be applied on all special trackwork components as specified in these specifications prior to disassemble the special trackwork for shipment.

All materials shall be stored and handled to minimize rust, corrosion and bending. All rail ends shall be protected from physical damage after fabrication.

1.8. QUALITY ASSURANCE

The Supplier shall implement a Quality Assurance Program that, as a minimum, meets the requirements of this Specification and the Supplier shall operate the said Quality Assurance Program from the date of receipt of Notice to Proceed (NTP) with the order until final delivery of the special trackwork.

Record copies of the inspection and testing documentation shall be provided to MTS upon request for Quality Assurance audits and verifications.

1.9. INSPECTION

All materials supplied by the Supplier shall be subject to inspection and testing at the Supplier's plant by MTS, their representative, or other independent agencies to confirm compliance with the specifications prior to shipment to the project site. The supplier shall provide the Inspector, without any charges, all necessary facilities to examine the work during its progress as well as the finished product to satisfy the inspector that the final special trackwork comply with the specifications.

The final special trackwork shall not be packaged for shipment without being released or approved by MTS. Special trackwork shipped before release or approved by MTS shall be subject to rejection and may be returned to the Supplier who shall be responsible for the expenses of handling and transport in both directions.

1.10. HANDLING AND DELIVERY

All rails and special trackwork components shall be handled carefully and delivered in open top containers to avoid damage by kinking, bending, nicking, or other potential damage to the rails. Rails and special trackwork components shall not be dropped or struck sharply. Handling and delivery shall be in accordance with the accepted industry practice.

Switch points, switch rods, guard rails, and frogs shall be delivered assembled with the associated fasteners / components attached. Stock rail and the matching switch point shall be bundled together.

Small loose parts and miscellaneous hardware shall be delivered in secure boxes and kegs, each weighing shall be no more than 80 pounds.

All bundles, boxes and kegs shall be clearly marked with the following information:

- A. Supplier's name
- B. Delivery date
- C. Identification of items contained
- D. Number of pieces
- E. Gross weight

All materials are to be delivered to the MTS C Yard located at 1535 Newton Ave, San Diego CA, 92113.

Notify MTS, minimum 48 hours prior to delivery. Contact info will be released upon contract award.

Delivery of all orders must be shipped in a timely manner. MTS has determined that 300 calendar days or less from the date of receipt of the Shop Drawings approval is a satisfactory time for delivery. Shop Drawings shall be submitted within 30 days from NTP and there shall be a 2-week drawing approval for MTS. All orders must be delivered complete within this time frame unless otherwise approved by MTS.

The deliverable provided under this contract shall be delivered F.O.B. to the address above 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. 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, destruction 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).

PART 4 MEASUREMENT AND PAYMENT

1.11. MEASUREMENT AND PAYMENT

"Furnish a new No. 10 Left Hand Crossover with two M23A Switch Machines" and "Furnish a new No. 10 Right Hand Turnout with a M23A Switch Machine", each shall be measured as a unit for payment as shown on the plans.

The contract price paid for "Furnish a new No. 10 Left Hand Crossover with two M23A Switch Machines" and "Furnish a new No. 10 Right Hand Turnout with a M23A Switch Machine" shall include full compensation for furnishing all labor, materials, equipment, tools, and incidentals, and for doing all the work involved in delivering and offloading the final products to a designated location in San Diego; including but not limited to submittals, shop drawings, and work plans; switch machines with associated rodding; 115RE rails/components; welded boltless manganese frogs and associated guard rail assemblies; manganese steel tip switch points; switch rods; timber switch ties; insulated joints; plates; and other track materials (OTM), as specified in this Specification, and as directed by MTS.

1.12. INVOICING

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 is for work provided by a subcontractor and indicated the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in the Prompt Progress Payments of the Standard Conditions.

BID SUMMARY (2/12/21)

MTS Doc No: L1569.0-21

El Cajon 3rd Track Special Trackwork Materials

			MTS Independent Cost Estimate (ICE)	
Item Description	UOM	Qty	Unit Cost	Extended
No.10 Turnout	ea	1	\$130,000.00	\$130,000.00
No.10 Crossover	ea	1	\$260,000.00	\$260,000.00
Switch Machine	ea	3	\$35,000.00	\$105,000.00
Sub-Total				\$495,000.00
Total Delivery Cost (if applicable)				\$0.00
Overall Total (Basis for Award)				\$495,000.00

CA Sales Tax	\$38,362.50
Total Board Approval	<u><u>\$533,362.50</u></u>

Voestalpine	
Unit Cost	Extended
\$221,626.00	\$221,626.00
\$116,689.00	\$116,689.00
\$43,105.00	\$129,315.00
	\$467,630.00
	\$0.00
	\$467,630.00

\$36,241.33
<u><u>\$503,871.33</u></u>

Progressive Rail	
Unit Cost	Extended
\$122,305.00	\$122,305.00
\$244,425.00	\$244,425.00
\$40,170.00	\$120,510.00
	\$487,240.00
	\$0.00
	\$487,240.00

\$37,761.10
<u><u>\$525,001.10</u></u>



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Agenda Item No. 7

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

BLUE LINE RIGHT OF WAY FENCE IMPROVEMENTS – CONSTRUCTION CHANGE
ORDERS (CCO)

RECOMMENDATION:

That the San Diego Metropolitan System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute CCO MTSJOC275-13.01 under Job Order Contract (JOC) Work Order MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$166,984.80 for the replacement of additional chain link fencing along the Blue Line right-of-way.

Budget Impact

The cost associated with the CCO will not exceed \$166,984.80. Under separate contract, MTS Doc No. L1282.1-16, with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of \$2,938.93. This project is funded by MTS Capital Improvement Project (CIP) 2006112001 – Fencing Improvement – Blue Line.

The construction cost is as follows:

Work Order No.	Purpose	Amount	Board Approval Date
MTSJOC275-13	Original Work Order	\$189,597.05	11/12/20, Item 18
MTSJOC275-13.01	Replacement of additional chain link fence.	\$166,984.80	Today's proposed action.
Total:		\$356,581.85	

DISCUSSION:

An existing Blue Line fence runs along the railroad property line and separates the railroad from adjacent public and private properties. Each year, MTS staff seeks CIP funding to replace sections of the chain link fence that are missing, damaged or beyond



useful life.

On November 12, 2020, the MTS Board approved Work Order MTSJOC275-13 under MTS Doc No. PWG275.0-19 with ABC to remove and replace approximately 2,200 linear feet of fencing at various locations on the Blue Line, as part of the Blue Line Fencing Improvement project.

Today's proposed action would increase the total length of fencing to be replaced by approximately 1,672 linear feet, to improve security and safety along the railroad.

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 authorized the CEO to execute MTS Doc. No. PWG275.0-19 with ABC for Civil Construction Services.

A change order amendment will be issued to ABC for the removal and replacement of additional fencing along the Blue Line, including all materials, labor, equipment, and disposal costs to complete the work. Work is expected to be complete in early spring 2021.

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

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute CCO MTSJOC275-13.01 under JOC Work Order MTS Doc. No. PWG275.0-19 with ABC, in the amount of \$166,984.80 for the replacement of additional chain link fencing along the Blue Line right-of-way.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft CCO MTSJOC275-13.01, MTS Doc No. PWG275.0-19

CONSTRUCTION CHANGE ORDER

Project Name: Blue Line Right of Way Fence Improvements

Date: 3/11/21

To: MTS
From (Contractor): ABC Construction Co., Inc.

Contract Number: MTSJOC275-13
CCO Number: 01

Description of Work Fieldwork Directive Issued:

This CCO is prepared in accordance with and incorporates Section Changes and Extra Work of the Contract Documents and consists of:
Increasing the total length of fencing to be replaced, by approximately 1,672 linear feet.

A. Contractor Cost Proposal

\$166,984.80 L.S.
L.S.

Subtotal A: \$ 166,984.80

B. Subcontractors Costs

\$ -

Subtotal B: \$ -

C. Contractor Credits

-

Subtotal C: \$ -

Total = (A + B + C) Total: \$ 166,984.80

Original Contract value:	\$ 189,597.05
Adjustment by Change Order No. X through Change Order X (if applicable)	\$ -
Adjustment by this Change Order	\$ 166,984.80
New Contract Amount Total:	\$ 356,581.85

The Contract Time due to this Change Order will be: ☒ Increased ☐ Decreased ☐ Unchanged by 90 days

Original Completion Date:	3/4/21
Adjustment by Change Order No. X through Change Order X (if applicable)	0
Adjustment by this Change Order	90
New Completion Date	6/2/21

Milestones Affected: None

Contractor

Date:

MTS Chief Executive Officer

Date:

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

EXHIBIT A (Scope of Work)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Final Scope of Work

Date: 2/16/2021

Job Order Contracting

To:

From:

Contract No: PWG275.0-19
Job Order No: MTSJOC275-13.01
Job Order Title: BL Fence Replacement
Location: Blue Line ROW
1255 Imperial Ave
San Diego, CA 92101

Brief Scope: This job order supplemental is the installation of 880 LF of chain link fence and two (2) EA sliding gates along the MTS right-of-way on the Blue Line located on the Southeast corner of Palm Ave and Industrial Blvd and the removal of 150 LF of chain link fence and the installation of 60 LF of chain on near the Beyer Bridge (Segment 3) and the replacement 732 LF of chain link fence from Precision Park Ln to Dairy Mart Rd.

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 along with Conformed Special Provisions.

This job order supplemental is the installation of 880 LF of chain link fence and two (2) EA sliding gates along the MTS right-of-way on the Blue Line located on the Southeast corner of Palm Ave and Industrial Blvd and the removal of 150 LF of chain link fence and the installation of 60 LF of chain on near the Beyer Bridge (Segment 3) and the replacement 732 LF of chain link fence from Precision Park Ln to Dairy Mart Rd.

The contractor shall:

Contractor is to install 160 LF of 4' chain link fence with top rail (painted black), 720 LF of 6' of chain link fence with top rail, 1 EA - 12' wide sliding gate, and 1 EA - 12' wide double swing gates per MTSJOC275-13.01_Drawings as provided by MTS on the Southeast corner of Palm Ave and Industrial Blvd.

Contractor is to remove 150 LF of existing chain link fence and install 60 LF of new Anti-Climb chain link fence per MTSJOC275-13.01_Drawings as provided by MTS located near the Beyer Bridge in San Ysidro.

Contractor is to remove and replace 732 LF of 6' chain link fence from Palomar Trolley Station. Existing posts are to be cut flush at ground level and existing footings are to be abandoned in place. New footings spoils to be spread on site. Fence to be standard 6' high with 2" mesh and top rail per SDM-112 and MTSJOC-13.01_Drawings as provided by MTS.

Specifications:

All work shall conform to the Special Provisions within the executed MTS Job Order Contract (JOC) PWG275.0-19 and MTSJOC275-13.

Owner Project Manager

Date

160 If 4' CHAIN LINK FENCE WITH TOP RAIL PAINT BLACK

400 If 6' CHAIN LINK FENCE WITH TOP RAIL

320 If 6' CHAIN LINK FENCE WITH TOP RAIL AND TIE INTO EXISTING FENCE

12' WIDE SLIDING GATE

12' WIDE DOUBLE SWING GATES

Hollister St

CCO #01

Att. A, AI 7, 03/11/2021

Legend

CCO #01

Remove and dispose of 90-ft of chain link fence

Segment 3

Remove and dispose of 60-ft of chain link fence and install 60-ft of new Anti-Climb chain link fence.

Google Earth

© 2020 INEGI



100 ft

A-6

CCO #01

Precision Park to Dairy Mart

Att. A, AI 7, 03/11/2021 Legend

Remove and replace 732 LF of
existing chain link fence from
Dairy Mart to Precision Park

Google Earth

© 2020 INEGI

300 ft

A7



EXHIBIT B (Cost Breakdown)



Att. A AL 7 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC
Contract Number: PWG275.0-19
Job Order Number: MTSJOC275-13.01
Job Order Title: BL Fence Replacement
Location: Blue Line ROW
Cost Proposal Date: February 12, 2021
Proposal Value: \$166,984.80

Category 1	Category 2	Category Totals
Beyer and Dairy Mart		\$30,220.02
Beyer Bridge		\$12,092.90
Hollister & Palm		\$23,597.48
No Category		\$3,843.14
		\$69,753.54
	Proposal Total(Filterd):	\$69,753.54
The Percentage of Non Pre-Priced on this Proposal:		0.00%



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC
Contract Number: PWG275.0-19
Job Order Number MTSJOC275-13.01
Job Order Title BL Fence Replacement
Location: Blue Line ROW
Cost Proposal Date: February 12, 2021
Proposal Value: \$166,984.80

Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :Beyer and Dairy Mart					\$30,220.02
1	012223000269		DAY	700 LB Capacity, 36" Wide, Skid-Steer Loader With Full-Time Operator	
	Accepted				
		Installation	DAY		
				Quantity x Unit Price x Factor = LineTotal	
				3.00 x \$942.71 x 1.1918 =	\$3,370.57
				Equipment Excluded	\$3,370.57
				User Note:	
				Item Note:	
				Owner Comments:	
				Contractor Comments:	
2	012223000270		WK	700 LB Capacity, 36" Wide, Skid-Steer Loader With Full-Time Operator	
	Accepted				
		Installation	WK		
				Quantity x Unit Price x Factor = LineTotal	
				2.00 x \$4,177.53 x 1.1918 =	\$9,957.56
				Equipment Excluded	\$9,957.56
				User Note:	
				Item Note:	
				Owner Comments:	
				Contractor Comments:	
3	012223001350		DAY	500 To 600 Gallon Water Trailer With Pump	
	Accepted				
		Installation	DAY		
				Quantity x Unit Price x Factor = LineTotal	
				3.00 x \$117.05 x 1.1918 =	\$418.50
				Labor Excluded	
				Equipment Excluded	\$418.50
				User Note:	
				Item Note:	
				Owner Comments:	
				Contractor Comments:	



Att. A-11 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

4 012223001351 WK 500 To 600 Gallon Water Trailer With Pump

Accepted

Installation WK

Quantity x Unit Price x Factor = LineTotal

2.00 x \$300.25 x 1.1918 = \$715.68

Labor Excluded

Equipment Excluded

\$715.68

User Note:

Item Note:

Owner Comments:

Contractor Comments:

5 015626000175 LF 48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence

Accepted

Installation LF

Quantity x Unit Price x Factor = LineTotal

732.00 x \$2.49 x 1.1918 = \$2,172.27

Equipment Excluded

\$2,172.27

User Note:

Item Note:

Owner Comments:

Contractor Comments:

6 017113000002 EA First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck

Accepted

Installation EA

Quantity x Unit Price x Factor = LineTotal

1.00 x \$232.89 x 1.1918 = \$277.56

Materials Excluded

\$277.56

User Note: bobcat

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom manlifts with up to 40' boom lengths, etc.

Owner Comments:

Contractor Comments:

7 017413000003 CY Collect Existing Debris And Load Into Truck Or Dumpster

Accepted

Installation CY

Quantity x Unit Price x Factor = LineTotal

100.00 x \$20.09 x 1.1918 = \$2,394.33

Materials Excluded

\$2,394.33

User Note:

Item Note: Per CY of debris removed.

Owner Comments:

Contractor Comments:



Att. A-17, 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

8 017419000036 TON General Refuse

Accepted

Installation TON

Quantity x Unit Price x Factor = LineTotal

200.00 x \$42.61 x 1.1918 = \$10,156.52

\$10,156.52

Labor Excluded

Equipment Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

9 017419000047 EA Hauling With 16 To 20 CY Dump Truck, Up To 15 Miles

Accepted

Installation EA

Quantity x Unit Price x Factor = LineTotal

5.00 x \$127.04 x 1.1918 = \$757.03

Materials Excluded

\$757.03

User Note:

Item Note: Each first 15 miles per trip

Owner Comments:

Contractor Comments:

Total For Category Beyer and Dairy Mart: \$30,220.02



Att. A-17 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :Beyer Bridge					\$12,092.90
10	012223000270		WK	700 LB Capacity, 36" Wide, Skid-Steer Loader With Full-Time Operator	
	Accepted				
		Installation	WK		
				Quantity x Unit Price x Factor =	LineTotal
				1.00 x \$4,177.53 x 1.1918 =	\$4,978.78
					\$4,978.78
				Equipment Excluded	
				User Note:	
				Item Note:	
				Owner Comments:	
				Contractor Comments:	
11	012223001351		WK	500 To 600 Gallon Water Trailer With Pump	
	Accepted				
		Installation	WK		
				Quantity x Unit Price x Factor =	LineTotal
				1.00 x \$300.25 x 1.1918 =	\$357.84
					\$357.84
				Labor Excluded	
				Equipment Excluded	
				User Note:	
				Item Note:	
				Owner Comments:	
				Contractor Comments:	
12	015626000175		LF	48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence	
	Accepted				
		Installation	LF		
				Quantity x Unit Price x Factor =	LineTotal
				60.00 x \$2.49 x 1.1918 =	\$178.05
					\$178.05
				Equipment Excluded	
				User Note:	
				Item Note:	
				Owner Comments:	
				Contractor Comments:	
13	017413000003		CY	Collect Existing Debris And Load Into Truck Or Dumpster	
	Accepted				
		Installation	CY		
				Quantity x Unit Price x Factor =	LineTotal
				50.00 x \$20.09 x 1.1918 =	\$1,197.16
					\$1,197.16
				Materials Excluded	
				User Note:	
				Item Note: Per CY of debris removed.	
				Owner Comments:	
				Contractor Comments:	



Att. A-17, 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

14 017419000036 TON General Refuse

Accepted

Installation TON

Quantity x Unit Price x Factor = LineTotal

100.00 x \$42.61 x 1.1918 = \$5,078.26

\$5,078.26

Labor Excluded

Equipment Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

15 017419000047 EA Hauling With 16 To 20 CY Dump Truck, Up To 15 Miles

Accepted

Installation EA

Quantity x Unit Price x Factor = LineTotal

2.00 x \$127.04 x 1.1918 = \$302.81

\$302.81

Materials Excluded

User Note:

Item Note: Each first 15 miles per trip

Owner Comments:

Contractor Comments:

Total For Category Beyer Bridge: \$12,092.90

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :Hollister & Palm					\$23,597.48
16	012220000017		HR	Laborer	
	Accepted			Quantity x Unit Price x Factor =	LineTotal
		Installation	HR	40.00 x \$68.23 x 1.1918 =	\$3,252.66
Equipment Excluded		Materials Excluded			\$3,252.66
User Note: to paint the 4'fence black					
Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.					
Owner Comments:					
Contractor Comments:					
17	012223000269		DAY	700 LB Capacity, 36" Wide, Skid-Steer Loader With Full-Time Operator	
	Accepted			Quantity x Unit Price x Factor =	LineTotal
		Installation	DAY	3.00 x \$942.71 x 1.1918 =	\$3,370.57
Equipment Excluded					\$3,370.57
User Note:					
Item Note:					
Owner Comments:					
Contractor Comments:					
18	012223000270		WK	700 LB Capacity, 36" Wide, Skid-Steer Loader With Full-Time Operator	
	Accepted			Quantity x Unit Price x Factor =	LineTotal
		Installation	WK	2.00 x \$4,177.53 x 1.1918 =	\$9,957.56
Equipment Excluded					\$9,957.56
User Note:					
Item Note:					
Owner Comments:					
Contractor Comments:					
19	012223001350		DAY	500 To 600 Gallon Water Trailer With Pump	
	Accepted			Quantity x Unit Price x Factor =	LineTotal
		Installation	DAY	3.00 x \$117.05 x 1.1918 =	\$418.50
Labor Excluded		Equipment Excluded			\$418.50
User Note:					
Item Note:					
Owner Comments:					
Contractor Comments:					



Att. A-17 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

20	012223001351	WK	500 To 600 Gallon Water Trailer With Pump							
	Accepted									
	Installation	WK		2.00	x	\$300.25	x	1.1918	=	\$715.68
Labor Excluded	Equipment Excluded									\$715.68
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
21	015526000029	WK	28" Cone With Reflective Collar							
	Accepted									
	Installation	WK		650.00	x	\$1.42	x	1.1918	=	\$1,100.03
Labor Excluded	Equipment Excluded									\$1,100.03
User Note: 50 cone x 13 days										
Item Note:										
Owner Comments: V:1.2-Only 60 LF at Beyer Bridge Might need traffic control. Other locations do not. Substantiate Qty.										
Contractor Comments: V:1.3-will need										
22	015526000085	DAY	Mesh Or Vinyl Roll-up Sign With Stand							
	Accepted									
	Installation	DAY		195.00	x	\$4.58	x	1.1918	=	\$1,064.40
Labor Excluded	Equipment Excluded									\$1,064.40
User Note: 15 sign x 13 days										
Item Note:										
Owner Comments: V:1.2-Substantiate Quantity. Very limited Traffic control is necessary.										
Contractor Comments: V:1.3-will need										
23	017113000002	EA	First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Rollback Flatbed Truck							
	Accepted									
	Installation	EA		1.00	x	\$232.89	x	1.1918	=	\$277.56
Materials Excluded										\$277.56
User Note: bobcat										
Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as trenchers, skid-steer loaders (bobcats), industrial warehouse forklifts, sweepers, scissor platform lifts, telescoping and articulating boom manlifts with up to 40' boom lengths, etc.										
Owner Comments:										
Contractor Comments:										



Att. A-17 03/11/2021

Price Proposal Detail

By Category Report

Version: 2.0

Approved 02/12/2021 09:35:48 AM PST

24 017413000003 CY Collect Existing Debris And Load Into Truck Or Dumpster

Accepted

Installation CY

Quantity x Unit Price x Factor = LineTotal

25.00 x \$20.09 x 1.1918 = \$598.58

Materials Excluded

\$598.58

User Note:

Item Note: Per CY of debris removed.

Owner Comments:

Contractor Comments:

25 017419000036 TON General Refuse

Accepted

Installation TON

Quantity x Unit Price x Factor = LineTotal

50.00 x \$42.61 x 1.1918 = \$2,539.13

Labor Excluded

Equipment Excluded

\$2,539.13

User Note:

Item Note:

Owner Comments:

Contractor Comments:

26 017419000047 EA Hauling With 16 To 20 CY Dump Truck, Up To 15 Miles

Accepted

Installation EA

Quantity x Unit Price x Factor = LineTotal

2.00 x \$127.04 x 1.1918 = \$302.81

Materials Excluded

\$302.81

User Note:

Item Note: Each first 15 miles per trip

Owner Comments:

Contractor Comments:

Total For Category Hollister & Palm: \$23,597.48

Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :No Category					\$3,843.14
27	015526000104		EA	Place And Remove Up To 250 Cones Using Truck	
	<i>Accepted</i>				
				Quantity x Unit Price x Factor =	LineTotal
	Installation	EA	650.00 x \$3.65 x 1.1918 =		\$2,827.55
	Materials Excluded				\$2,827.55
	User Note:				
	Item Note:				
	Owner Comments: V:1.2-Substantiate Quantity. Very limited Traffic control is necessary.				
	Contractor Comments: V:1.3-will need				
28	015526000111		EA	Place And Remove Portable Sign And Stand Using Truck	
	<i>Accepted</i>				
				Quantity x Unit Price x Factor =	LineTotal
	Installation	EA	195.00 x \$4.37 x 1.1918 =		\$1,015.59
	Materials Excluded				\$1,015.59
	User Note:				
	Item Note:				
	Owner Comments: V:1.2-Substantiate Quantity. Very limited Traffic control is necessary.				
	Contractor Comments: V:1.3-will need				
Total For Category No Category:					\$3,843.14
Total:					\$166,984.80
Proposal Total(Filterd):					\$69,753.54
The Percentage of Non Pre-Priced on this Proposal:					0.00%

EXHIBIT C

(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 2/16/2021
Job Order Contracting

Contract #: PWG275.0-19
Job Order #: MTSJOC275-13.01
Job Order Title: BL Fence Replacement
Location: Blue Line ROW
Contractor: ABC Construction Co., Inc.
Subcontractor: FENCECORP

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
FENCECORP 2401 Industry St, Oceanside, CA 92054	886544	install fence		\$131,534.00	78.77%



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

Agenda Item No. 8

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

SUPERLOOP PAVER REPLACEMENT – WORK ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-18 under Job Order Contract (JOC) MTS Doc. No. PWG275.0-19 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$168,500.75 for the replacement of damaged pavers with concrete along the SuperLoop route.

Budget Impact

The total budget for this project shall not exceed \$168,500.75. Under separate MTS Doc No. L1282.1-16, with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of \$2,797.11. This project is funded through the MTS operating cost center 845012-571142 and is reimbursed with SANDAG TransNet funds resulting in no budgetary impact to MTS.

DISCUSSION:

MTS Passenger Facilities has noticed the concrete pavers installed at three SuperLoop stops have become unsafe due to settling, cracking, and in some cases breaking pavers. The concrete pavers were installed along the shelters as sidewalk hardscape in 2012 and have not performed well over time. The unsafe pavers will be removed and replaced in the following three locations:

1. Nobel Dr at Lebon Dr, N-E/B Stop Number 10034
2. Palmilla Dr at Lebon Dr, F-S/B Stop Number 11909
3. Villa La Jolla Dr at Gilman Dr, F-E/B Stop Number 99463



Asphalt patchwork has been installed at two of these stations to make the area safer; however, it has not solved the problem due to continued settling and movement, likely caused by poor drainage. The project team researched the feasibility of grinding where necessary, or replacement of individual pavers; however, the movement causing the underlying problem won't be addressed with either option. The best, long-term solution, is to remove the pavers at the three stations and replace with concrete in an alternating color pattern to match the existing paver color pallet and provide improved drainage under the new concrete.

On April 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide on-call 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 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, and equipment for replacement of the damaged pavers with concrete along the SuperLoop route. Work is expected to be completed by early Spring 2021.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC275-18 under JOC MTS Doc. No. PWG275.0-19 with ABC, in the amount of \$168,500.75 for the replacement of damaged pavers with concrete along the SuperLoop route.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order MTSJOC275-18, MTS Doc No. PWG275.0-19



**JOB ORDER CONTRACT
WORK ORDER**

PWG275.0-19
CONTRACT NUMBER

MTSJOC275-18
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2021, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

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

Form of Business: Corporation San Diego, CA 92113
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

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

Pursuant to the existing Job Order Contract (MTS Doc. No. PWL275.0-19), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$168,500.75

<u>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</u>	<u>ABC CONSTRUCTION CO., INC.</u>
By: _____ Sharon Cooney, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Karen Landers, General Counsel	Title: _____



EXHIBIT A (Scope of Work)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Date: 2/16/2021

Final Scope of Work

Job Order Contracting

To:	From:
Contract No:	PWG275.0-19
Job Order No:	MTSJOC275-18
Job Order Title:	Super Loop Paver Replacement
Location:	Building A 12 S. 13th Street San Diego, CA 92101
Brief Scope:	Paver to concrete replacement at 3 SuperLoop stops

SECTION 7-1 GENERAL

There are currently three MTS bus stops on the Superloop route that were constructed with pavers as hardscape. The pavers are failing and require removal and replacement with concrete.

All work is to occur and the three below bus stops.

- 1. Nobel Dr at Lebon Dr, N-E/B Stop Number 10034
- 2. Palmilla Dr at Lebon Dr, F-S/B Stop Number 11909
- 3. Villa La Jolla Dr at Gilman Dr, F-E/B Stop Number 99463

SECTION 7-2 STAGING

Contractor is to keep and store all materials and equipment within the work area. There is no adjunct property that is MTS owned that could be used for staging. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

SECTION 7-3 TEMP FACILITIES

The contractor is to provide their own temporary restrooms and wash facilities as needed. Contractor is responsible for temp power and water.

SECTION 7-4 SAFETY AND PERMITS

Diligent caution must be taken during the undertaking of this work. The stops are adjacent to active roadways and active sidewalks. In order to protect pedestrians, the contractor is to obtain a sidewalk closure permit and a single lane closure permit accordingly from the City having jurisdiction. MTS will close and re-route buses away from the stop being constructed. Contractor is to finish one stop in its entirety and receive approval from MTS, prior to starting the next stop.

SECTION 7-5 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day.

SECTION 7-6 SCHEDULE AND SEQUENCING

All work shall be completed within forty-five (45) calendar days from issuance of Notice to Proceed.

Contractor is to provide a schedule for the work showing the sequence of stop closures and dates. Only one stop will be closed at a time. The work must be completed in its entirety prior to commencing work at the next stop.

SECTION 7-7 HARDSCAPE REPLACEMENT

The work generally consists of the removal of the bus stop paver hardscape and replacement with concrete hardscape at three different bus stops.

Contractor is to protect all existing surfaces, shelters, signs, fixtures and adjacent surfaces and remove and reinstall any trash cans as needed. Contractor is to remove and dispose of all pavers at each bus stop, remove any sand bedding from the pavers, place and compact base, replace any PVC drain lines with steel at grade with a transition to existing PVC at the back of curb, place concrete minimum 4" thick, concrete to have altering integral color in 5' sections in similar layout to existing pavers with one 5' section being a darker French gray and the next 5' section being natural gray, concrete is to have a light sandblast finish, concrete expansion joints are to be installed at back of curb and face of existing concrete retaining wall per SDRSD G-10, weakened plan joints are to be installed at approximately 5' on center and expansion joints are to be installed at approximately 15' on center. Contractor is to perform a final clean of the bus stop and remove all traffic control once completed.

Eli Belknap, Manager of Capital Projects

Date

EXHIBIT B (Cost Breakdown)



Att. A - A18, 03/11/2021
Price Proposal Detail
By Category Report
Version: Working Version

JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC - Option 1
Contract Number: PWG275.0-19
Job Order Number: MTSJOC275-18
Job Order Title: Super Loop Paver Replacement
Location: 1-Building A
Proposal Value: \$168,500.75

Category 1	Category 2	Category Totals
01		\$3,112.65
02		\$7,470.37
05		\$1,700.00
No Category		\$119,057.95
		\$131,340.97
	Proposal Total(Filterred):	\$131,340.97
The Percentage of Non Pre-Priced on this Proposal:		0.00%



Att. A - A18, 03/11/2021
Price Proposal Detail
By Category Report
Version: Working Version

JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: 2019 - General Civil - ABC - Option 1
Contract Number: PWG275.0-19
Job Order Number MTSJOC275-18
Job Order Title Super Loop Paver Replacement
Location: 1-Building A
Proposal Value: \$168,500.75

Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :01					\$3,112.65
1	012220000017		HR	Laborer	
	<i>No Change</i>				
				Quantity x Unit Price x Factor = LineTotal	
		Installation	HR	40.00 x \$68.23 x 1.1405 =	\$3,112.65
	Equipment Excluded	Materials Excluded			\$3,112.65
	User Note: traffic control permit				
	Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.				
	Owner Comments:				
	Contractor Comments:				
				Total For Category 01:	\$3,112.65



Att. A-AI 8, 03/11/2021

Price Proposal Detail
By Category Report
Version: Working Version

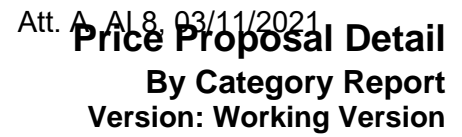
Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :02					\$7,470.37
2	012220000017		HR	Laborer	
	No Change				
		Installation	HR	96.00 x \$68.23 x 1.1405 =	\$7,470.37
Equipment Excluded		Materials Excluded			\$7,470.37
User Note: to remove and replace trash cans and bench 1 day per site to remove 1 day per site to replace					
Item Note: For tasks not included in the Construction Task Catalog® and as directed by owner only.					
Owner Comments:					
Contractor Comments:					
Total For Category 02:					\$7,470.37



Att. A - A18, 03/11/2021

Price Proposal Detail
By Category Report
Version: Working Version

Record #	CSI Number	MOD	UOM	Description	Total
Category 1 :05					\$1,700.00
3	012216000004		EA	Reimbursable Fees	
	<i>No Change</i>				
				Quantity x Unit Price x Factor = LineTotal	
	Installation	EA	1,700.00 x \$1.00 x 1.0000 =		\$1,700.00
Labor Excluded	Equipment Excluded				\$1,700.00
User Note: PW set up fee 500 PW truck fee 200 x 6 trucks					
Item Note: Reimbursable Fees will be paid to the contractor for eligible costs. The base cost of the Reimbursable Fee is \$1.00. Insert the appropriate quantity to adjust the base cost to the actual Reimbursable Fee (e.g. quantity of 125 = \$125.00 Reimbursable Fee). If there are multiple Reimbursable Fees, list each one separately and add a comment in the "note" block to identify the Reimbursable Fee (e.g. sidewalk closure, road cut, various permits, extended warranty, expedited shipping costs, etc.). A copy of each receipt shall be submitted with the Price Proposal.					
Owner Comments:					
Contractor Comments:					
Total For Category 05:					\$1,700.00



Page 5 of 8
A-11
Print Date: 02/16/2021 04:27:44 PM PST



Att. A-12 03/11/2021
Price Proposal Detail
By Category Report
Version: Working Version

8 012223001316 DAY 13 CY Rear Dump Truck With Full-Time Truck Driver

No Change

Installation DAY

Quantity x Unit Price x Factor = LineTotal

9.00 x \$1,627.31 x 1.1405 = \$16,703.52

Equipment Excluded

\$16,703.52

User Note:

Item Note:

Owner Comments:

Contractor Comments:

9 012223001347 DAY 500 To 600 Gallon Water Trailer With Pump

No Change

Installation DAY

Quantity x Unit Price x Factor = LineTotal

18.00 x \$117.05 x 1.1405 = \$2,402.92

Labor Excluded

Equipment Excluded

\$2,402.92

User Note:

Item Note:

Owner Comments:

Contractor Comments:

10 015626000175 LF 48" High With Posts At 8' On Center, Plastic Mesh Temporary Safety Fence

No Change

Installation LF

Quantity x Unit Price x Factor = LineTotal

390.00 x \$2.49 x 1.1405 = \$1,107.54

Equipment Excluded

\$1,107.54

User Note:

Item Note:

Owner Comments:

Contractor Comments:

11 017113000004 EA First 25 Miles, Equipment Delivery, Pickup, Mobilization And Demobilization Using A Tractor Trailer With Up To 53' Bed

No Change

Installation EA

Quantity x Unit Price x Factor = LineTotal

9.00 x \$734.34 x 1.1405 = \$7,537.63

Materials Excluded

\$7,537.63

User Note: move in each day of demo and excavation 3 days each site x 3 site = 9 each

Item Note: Includes loading, tie-down of equipment, delivery of equipment, off loading on site, rigging, dismantling, loading for return and transporting away. For equipment such as bulldozers, motor scrapers, hydraulic excavators, gradalls, road graders, loader-backhoes, heavy duty construction loaders, tractors, pavers, rollers, bridge finishers, straight mast construction forklifts, telescoping boom rough terrain construction forklifts, telescoping and articulating boom manlifts with >40' boom lengths, etc.

Owner Comments:

Contractor Comments:



12 017123160019 ACR Survey Clear Area For Underground Utilities

No Change

Installation ACR

Quantity	x	Unit Price	x	Factor	=	LineTotal
0.25	x	\$5,247.63	x	1.1405	=	\$1,496.23
						\$1,496.23

User Note:

Item Note:

Owner Comments:

Contractor Comments:

13 017419000021 MO Rampless Concrete Washout Bin

No Change

Installation MO

Quantity	x	Unit Price	x	Factor	=	LineTotal
1.00	x	\$555.08	x	1.1405	=	\$633.07
						\$633.07

Labor Excluded

Equipment Excluded

User Note:

Item Note: Includes delivery.

Owner Comments:

Contractor Comments:

14 017419000024 EA Vacuum, Pickup, Swap And Dump, Concrete Washout Bin

No Change

Installation EA

Quantity	x	Unit Price	x	Factor	=	LineTotal
3.00	x	\$742.43	x	1.1405	=	\$2,540.22
						\$2,540.22

Labor Excluded

Equipment Excluded

User Note:

Item Note: Includes vacuum the liquid from the full bin and pick up the bin, and recycle all material. An empty bin will be left at the site if the project is not completed.

Owner Comments:

Contractor Comments:

15 017419000036 TON General Refuse

No Change

Installation TON

Quantity	x	Unit Price	x	Factor	=	LineTotal
62.00	x	\$42.61	x	1.1405	=	\$3,013.00
						\$3,013.00

Labor Excluded

Equipment Excluded

User Note: 1650 sf x 6" = 31 cy x 2 cy/tn = 62 tns

Item Note:

Owner Comments:

Contractor Comments:

16	018982120001	EA	CALTRAN 120110 FLASHING ARROW SIGN							
	<i>No Change</i>			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA		27.00	x	\$558.93	x	1.1405	=	\$17,211.41
										\$17,211.41

User Note: 1 each for 27 days

Item Note:

Owner Comments:

Contractor Comments:

17	018982120002	EA	CALTRAN 120116 TYPE II BARRICADE							
	<i>No Change</i>			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA		648.00	x	\$26.20	x	1.1405	=	\$19,362.95
										\$19,362.95

User Note: 24 each x 27 days

Item Note:

Owner Comments:

Contractor Comments:

18	018982120003	EA	CALTRAN 120119 TRAFFIC CONE							
	<i>No Change</i>			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA		2,700.00	x	\$7.93	x	1.1405	=	\$24,419.25
										\$24,419.25

User Note: 100 cones x 27 days

Item Note:

Owner Comments:

Contractor Comments:

Total For Category No Category: \$119,057.95

Total: \$168,500.75

Proposal Total(Filterd): \$131,340.97

The Percentage of Non Pre-Priced on this Proposal: 0.00%

EXHIBIT C

(Subcontractor Listing)

San Diego Metropolitan Transit System
1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 2/16/2021
Job Order Contracting

Contract #: PWG275.0-19
Job Order #: MTSJOC275-18
Job Order Title: Super Loop Paver Replacement
Location: Building A
Contractor: ABC Construction Co., Inc.
Subcontractor:

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
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1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466 • FAX (619) 234-3407

Agenda Item No. 9

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

RAIL WELDING 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. PWL323.0-21 (in substantially the same format as Attachment A), with Railworks Track Services, Inc., for rail welding services, for five (5) years effective May 1, 2021, in the amount of \$277,171.27.

Budget Impact

The total budget for this project shall not exceed \$277,171.27 and is funded by the Track Operations Budget 370016-571210.

DISCUSSION:

MTS requires continued services to provide in-track and out-of-track welding repairs to switch points, frogs, joints and other track components used within the light rail system. Track components wear out and require welding to proper specifications. Maintenance of these items will help extend the life of the track components and reduce costly replacements.

The total track mileage on the MTS light rail system is 110 miles, which will increase to 132 miles with the completion of the Mid-Coast Project in late 2021. This contract will provide the rail welding services required to properly maintain the MTS system in compliance with Federal Railroad Administration (FRA) and the State Public Utilities Commission (PUC) requirements. Services also include tracks in maintenance yards A and C, as well as auxiliary tracks.



On October 27, 2020, MTS issued an Invitation for Bids (IFB) for Rail Welding services. Two bids were received by the due date of December 17, 2020, and are summarized in the table below:

Bidder	Amount	MTS savings compared to lowest bidder
Railworks Track Services	\$277,171.27	
Morrison Metalweld Process Corp.	\$334,916.00	\$57,744.73
<i>MTS Independent Cost Estimate (ICE)</i>	\$309,088.31	\$31,917.04

After evaluating the Railworks bid, MTS staff deemed it the lowest responsive and responsible bid, and determined it to be fair and reasonable by comparison with the second bid received and MTS's ICE.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL323.0-21, with Railworks Track Services, Inc., for rail welding services, for five (5) years effective May 1, 2021, in the amount of \$277,171.27.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement MTS Doc. PWL323.0-21
B. Scope of Work
C. Bid Summary

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

**STANDARD AGREEMENT
 FOR
 MTS DOC. NO. PWL323.0-21**

RAIL WELDING SERVICES

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Railworks Track Services, Inc. Address: 12740 Lakeland Rd., Unit B
Santa Fe Springs, CA 90670

Form of Business: Corporation
 (Corporation, Partnership, Sole Proprietor, etc.) Email : jsautin@railworks.com

Telephone: (562) 356-3350

Authorized person to sign contracts James S. Austin III Vice President & General Manager
 Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E).

The contract term is for up to (5) years effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$277,171.27 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	RAILWORKS TRACK SERVICES, INC.
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	Title: _____
By: <u>Karen Landers, Office of General Counsel</u>	

SCOPE OF WORK/TECHNICAL SPECIFICATIONS

1.1. GENERAL

MTS is looking for an experienced contractor to provide rail welding services. This contract involves in-track and out-of-track welding repairs of rail and track components used within the light rail system.

The total track mileage is 110 miles which will increase to 132 miles with the completion of the Mid-Coast Project in mid-2021, which will extend the Blue Line Trolley service from the Santa Fe Depot in Downtown San Diego to the University City community. Services also include tracks in maintenance yards A and C, as well as auxiliary tracks.

The entire rail has been either electrically flash butt-welded or thermite welded. The individual areas of work and the type of welding process to be used will be determined through discussion with San Diego Trolley Inc. (SDTI) Maintenance of Way (MOW) Manager or designee.

Work will be performed mainly during non-revenue hours (11:30 pm to 4:30 am).

The resultant contract will be for five (5) years effective May 1, 2021.

1.2. CONTRACTOR MINIMUM QUALIFICATIONS AND EXPERIENCE

Contractor must be licensed, must be registered with the Department of Industrial Relations, and must have a minimum of five (5) years' experience in this scope of work. Experience should be shown on the Status of Current and Past Contracts Form attached to this IFB.

1.3. QUALIFICATIONS OF DESIGNATED PERSONNEL

Contractor will provide qualified welders with a minimum of three years of track welding experience that conforms to FRA (Federal Railroad Administration) and AREMA (American Railroad Engineering and Maintenance-of-Way Association) specifications. As part of the bid package submittal, Contractor shall provide welding certifications for designated personnel.

MTS will not award a contract without receipt of this documentation.

1.4. BID FORM

On the Bid Form, MTS has provided the estimated quantities based on historical usage and projected quantities for the Mid-Coast Project. The Option hours (as requested by MTS) will be for situations when MTS needs the Contractor to perform additional services. These quantities are for bidding purposes and Contractor should note that actual usage may be more or less than estimated. Contractor shall perform all welding work described at the rates quoted on the Bid Form.

Contractor shall provide its all-inclusive hourly labor cost based on hours provided, and the all-inclusive mobilization and transportation fees based on the quantities shown on the bid form. These all-inclusive costs include but are not limited to wages, insurance, overhead, profit, equipment, fuel, tax and all other related costs necessary to perform the welding work described.

Travel time will not be billable. Hours are for onsite work only.

Charges not described on the Bid Form will not be considered valid and MTS will not pay additional costs.

1.5. SCOPE OF SERVICES

A. TUNNEL REQUIREMENTS

Work performed in the 1-mile twin bore tunnel will only be able to be accomplished during non-revenue hours when trains are not operating. This generally will mean tunnel work will only be done at night. Because of the environment, gasoline engines are not allowed on any equipment nor may flammable liquids be transported into the tunnel in any container. All equipment must be either diesel powered with a functional scrubber or compressed natural gas powered.

B. WELDING REQUIREMENTS AND SPECIFICATIONS

Contractor's personnel shall:

- i. Assure all work practices meet all OSHA standards.
- ii. Be capable of performing both stick weld and wire feed arc welding. Wire feed welding for rail repair is the method preferred by SDTI.
- iii. Make repair on 115lb rail and frogs, switch points, stock rails and other components of wood/concrete tie and ballast track as well as embedded track.
- iv. Respond to work requests within five calendar days.
- v. Able to work within constraints of normal Light Rail train schedule.
- vi. Able to perform work at night and on weekends as the need arises.
- vii. Able to work in a tunnel environment, approximately 260 feet below the surface at the deepest point. (See additional requirements for tunnel work).

Contractor shall:

- i. Guarantee all work for a minimum of 90 days.
- ii. Be able to make all weld repairs either in track, in the field or out of track, in a shop.
- iii. Adhere to all SDTI testing requirements. SDTI may require laboratory quality testing of contractor's arc welds. SDTI will provide the rail while the cost of testing will be at the contractor's expense.
- iv. Adhere to SDTI method and standards as defined within these specifications. Contractor will submit for approval to SDTI a copy of contractor's welding procedure (for each type of rail and for each method of construction) including pre-heat, post-heat and cooling of repair areas.
- v. Include list of equipment used.

C. REQUIRED TOOLS AND EQUIPMENT PROVIDED BY THE CONTRACTOR

- i. Welder capable of amperage ranges (found in welding parameters) with C type clamp to affixed to the field and gauge side of ball of rail only.
- ii. SDTI approved welding rod or wire.
- iii. Grinder with 1" flat stone.
- iv. Profile grinder.
- v. Generator (if welder is not equipped).
- vi. Tent or umbrella.
- vii. Pre-heat and post-heat equipment.
- viii. Carbon backing strips (to be used in welding of flange ways).
- ix. Copper strap and SDTI approved method/equipment for clamping to rail.
- x. 36" straight edge and taper gage.
- xi. Tong type volt/amperage meter (for verifying welding amperage source).
- xii. Welding Curtain.
- xiii. Tempilstiks.

D. REPAIRING WHEEL BURNS

- i. Arc welding or oxy-acetylene welding are excepted procedures.
- ii. Wheel burns must not be welded if air temperature is below 32°F; not when rain or snow is falling unless protection is provided.
- iii. Sufficient distressed metal must be removed by grinding to eliminate all cracks and damaged metal.
- iv. Rail having burns more than .35 inches deep must not be repaired, but must be removed from the track, unless otherwise directed by the MOW Manager or designee.
- v. When a wheel burn is over 3 inches long it will be welded in stages and allowed to cool to 700°F between stages, the length of a stage must not exceed 3 inches.
- vi. After normalizing, the weld must be surface ground to the railhead contour within .0005 in. Any flow or batter on either side of the head of the rail must be removed.
- vii. No more than 4 wheel burns in 39 ft. shall be welded within 8 hours. Wheel burns may be welded consecutively only if they are more than 10 ft. apart.

E. ELECTRIC ARC WELDING OF RAIL AND CASTINGS

Track Components:

i. Switch Points

Switch points must be repaired or built up by welding other than in the shop. Only the heel ends of switch points may be built up using the procedures specified for rail-end welding unless directed otherwise by the MOW Manager or designee.

ii. Frogs

- a) Bolted rail frogs, solid manganese frogs, manganese insert of rail bound manganese frogs and manganese knuckles may be required by welding.
- b) Chipped or battered rail ends at the toe and heel ends of rail bound manganese frogs and bolted rail frogs may be built up using the procedures specified for rail-end welding.
- c) Frogs may be repaired in place in any track.

iii. Guard Rails

Guardrails must be repaired or built up by welding in the field. Defective guardrails or those having excessive wear must be replaced.

iv. General Instructions for Welding by the Electric Arc Process

- a) The ground clamp must applied to the same rail as the one which the welding is to be performed, and as near as possible to the area being welded.
- b) Ground clamps must have ample capacity to handle the welding current without undue heating; ground clamp contacts to which the clamp is attached must be thoroughly clean.
- c) At insulated joints care must be taken to avoid establishing an electrical connection between the two rails separated by the joint. An arc must not be struck on either rail without first attaching the ground clamp to rail upon which the arc is to be struck.
- d) Both cables (electrode and ground) must be completely insulated throughout their entire length.
- e) Approved electrical tong testers must be used periodically to ensure that the proper current is being delivered to the electrode.
- f) When the electrode holder is not in use it must not be permitted to contact any rail, frog or metallic part connected thereto.
- g) The supervisor in charge and the welders must observe that signal operated by the track circuits within which they are welding are operating normally. If

any abnormal condition is noticed, they must immediately protect traffic, whether railway, highway or both, and advise Control of the circumstances.

- h) Signal Maintainers must carefully observe conditions when welding is performed on their territory and report any deviations from the instructions or any practice, which in their opinion endangers the proper operation of signal circuits or apparatus.
- i) Electrodes must be stored in a dry, warm location. Deterioration will result if the electrode coating absorbs dampness.

F. CARBON STEEL FROGS & DIAMOND CROSSINGS

i. Preparation

After determining the areas that require restoration, remove all fatigued, spalled or defective metal by grinding or by the air carbon arc process (Arcair). Arc or oxy-acetylene torch cutting is not permitted. When the air carbon arc process removes the defective metal, ensure that all slag is removed by grinding and that the parent surface is sound in preparation for the weld deposit.

ii. Welding Procedure

The technique of deposition will vary with the application. The first bead application shall be laid on the gauge side with successive beads being applied toward the field side with sufficient overlay to ensure complete fusion. Rebuild worn areas high enough to allow sufficient material for finish grinding.

Welding of frog points shall commence at the point and continue to the runout; that is, the same as for rail ends. Use proper techniques to end the welds so as to avoid end craters and undercutting.

iii. Finishing Grinding

Running surfaces shall be ground the shape and contour of the railhead, particularly with regard to the gauge line and the guard side of the flangeways. In turnout frogs only, the point should be $\frac{1}{4}$ inch lower than the adjacent wing rails and slope upward to where the point and wing rails are at the same level at a distance back from the point equal in inches to $\frac{3}{4}$ the frog number, but in no case less than 5 inches.

1.6. PAYMENT TERMS

Unless otherwise stated in the specifications or bid forms, one hundred (100%) of the contract price for each unit or units of material or equipment furnished and delivered under these specifications, will be paid to the Contractor within thirty (30) days after delivery to and acceptance by MTS of the unit or units ordered, as herein provided, and after the statements covering the unit or units have been presented to MTS by the Contractor.

Cash discounts as shown on the bid form shall be accepted at the option of MTS. Otherwise the terms will be Net thirty (30) from acceptance. Payment terms less than ten (10) days from acceptance will not be considered. Advanced Payment is Not Allowable.

1.7. 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.

1.8. 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.

1.9. 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.

1.10. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to SDTI, 1341 Commercial Street, San Diego, California 92113 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).

ATTACHMENT C

Rail Welding Services
MTS Doc. No. PWL323.0-21
Bid Summary 12/22/20

Att. C, AI 9, 03/11/2021

Independent Cost Estimate (ICE)				
Year 1				
Item	Description	Qty./Hrs	Hourly Rate	Extended Price
1	Hourly Labor Rate	160	\$ 252.00	\$ 40,320.00
2	Option Hourly Labor Rate up to 16 hrs	16	\$ 252.00	\$ 4,032.00
3	Mobilization and Transportation Fees	2	\$ 1,995.00	\$ 3,990.00
Total:			\$	48,342.00

Year 2				
Item	Description	Qty./Hrs	Hourly Rate	Extended Price
1	Hourly Labor Rate	160	\$ 264.60	\$ 42,336.00
2	Option Hourly Labor Rate up to 16 hrs	16	\$ 264.60	\$ 4,233.60
3	Mobilization and Transportation Fees	2	\$ 2,094.75	\$ 4,189.50
Total:			\$	50,759.10

Year 3				
Item	Description	Qty./Hrs	Hourly Rate	Extended Price
1	Hourly Labor Rate	200	\$ 277.83	\$ 55,566.00
2	Option Hourly Labor Rate up to 16 hrs	16	\$ 277.83	\$ 4,445.28
3	Mobilization and Transportation Fees	3	\$ 2,199.49	\$ 6,598.46
Total:			\$	66,609.74

Year 4				
Item	Description	Qty./Hrs	Hourly Rate	Extended Price
1	Hourly Labor Rate	200	\$ 291.72	\$ 58,344.30
2	Option Hourly Labor Rate up to 16 hrs	16	\$ 291.72	\$ 4,667.54
3	Mobilization and Transportation Fees	3	\$ 2,309.46	\$ 6,928.39
Total:			\$	69,940.23

Year 5				
Item	Description	Qty./Hrs	Hourly Rate	Extended Price
1	Hourly Labor Rate	200	\$ 306.31	\$ 61,261.52
2	Option Hourly Labor Rate up to 16 hrs	16	\$ 306.31	\$ 4,900.92
3	Mobilization and Transportation Fees	3	\$ 2,424.93	\$ 7,274.80
Total:			\$	73,437.24

Summary	
Total Year 1:	\$ 48,342.00
Total Year 2:	\$ 50,759.10
Total Year 3:	\$ 66,609.74
Total Year 4:	\$ 69,940.23
Total Year 5:	\$ 73,437.24
Total 5 years (Basis of Award)	\$ 309,088.31

Railworks Track Svcs, Inc	
Hourly Rate	Extended Price
\$ 228.00	\$ 36,480.00
\$ 135.00	\$ 2,160.00
\$ 1,800.00	\$ 3,600.00
	\$ 42,240.00

Hourly Rate	Extended Price
\$ 241.68	\$ 38,668.80
\$ 143.10	\$ 2,289.60
\$ 1,908.00	\$ 3,816.00
	\$ 44,774.40

Hourly Rate	Extended Price
\$ 256.18	\$ 51,236.00
\$ 151.69	\$ 2,427.04
\$ 2,022.48	\$ 6,067.44
	\$ 59,730.48

Hourly Rate	Extended Price
\$ 271.55	\$ 54,310.00
\$ 160.79	\$ 2,572.64
\$ 2,143.83	\$ 6,431.49
	\$ 63,314.13

Hourly Rate	Extended Price
\$ 287.84	\$ 57,568.00
\$ 170.43	\$ 2,726.88
\$ 2,272.46	\$ 6,817.38
	\$ 67,112.26

Morrison Metalweld	
Hourly Rate	Extended Price
\$ 250.00	\$ 40,000.00
\$ 250.00	\$ 4,000.00
\$ 3,500.00	\$ 7,000.00
	\$ 51,000.00

Hourly Rate	Extended Price
\$ 275.00	\$ 44,000.00
\$ 275.00	\$ 4,400.00
\$ 3,500.00	\$ 7,000.00
	\$ 55,400.00

Hourly Rate	Extended Price
\$ 275.00	\$ 55,000.00
\$ 275.00	\$ 4,400.00
\$ 3,500.00	\$ 10,500.00
	\$ 69,900.00

Hourly Rate	Extended Price
\$ 288.00	\$ 57,600.00
\$ 288.00	\$ 4,608.00
\$ 3,700.00	\$ 11,100.00
	\$ 73,308.00

Hourly Rate	Extended Price
\$ 288.00	\$ 57,600.00
\$ 288.00	\$ 4,608.00
\$ 3,700.00	\$ 11,100.00
	\$ 73,308.00

Railroad Insurance \$ 12,000.00



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

Agenda Item No. 10

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

FARE COLLECTION CHANGE ORDERS – CONTRACT AMENDMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 6 to MTS Doc. No. G2091.0-18 (in substantially the same format as Attachment A), with Innovations in Transportation, Inc. (INIT), for a total contract increase of \$765,271.76.

Budget Impact

The total amendment budget shall not exceed \$765,271.76 giving the project a total budget of \$42,970,669.76 as shown in the table below. This project is funded by Capital Improvement Program (CIP) 1009004902 – Fare System Upgrades.

Date Issued	Board Approval Date	Document	Description	Amount
01/1/19	12/13/18	Agreement	Fare collection system	\$37,667,727.57
12/12/19	12/13/18	AM 1	Commence work on options previously approved on 12/13/18	Included in agreement
12/18/19	12/12/19	AM 2	Commence work on new options	\$1,093,731.49
05/26/20	09/17/20	AM 3	Change Order - Integrate Conduent's CAD/AVL solution	\$57,681.00
09/17/20	09/17/20	AM 4	Change Order - Rail Validator Masts	\$907,267.08
1/13/21	12/10/20	AM 5	Adds CA Sales Tax; and Change Orders - revises TVM spare parts & cashless conversion kits, and adds gateway services	\$2,478,990.86

Table continued on next page...



TBD	3/11/21	AM 6	Change Orders - adds customer and institution website scope updates, adds a new reduced fares program enrollment, adds driver control unit screen flow changes, adds SAGE operator separation, adds Customer Relationship Module (CRM) payment encryption <i>changes and applies the fare media capital credit</i>	\$765,271.76
Total Board Approved Amount				\$42,970,669.76

DISCUSSION:

On December 13, 2018, the MTS Board approved MTS Doc. No. G2091.0-18 for the design and implementation of a new fare collection system. This includes provision of services, equipment, software, parts, and support.

Amendment No. 6 (Attachment A) at \$765,271.76 revises the agreement as follows:

1. Customer and Institutional Website Scope Updates (Attachment B)

Adds \$304,486.71 in improvements to the customer and institutional websites for the PRONTO fare system.

MTS's Independent Cost Estimate (ICE) for the website revisions is \$319,385.00. Staff deems Contractor's cost at \$304,486.71 to be fair and reasonable.

2. Reduced Fares Program Enrollment (Attachment C)

Adds new scope to create an online reduced fare application portal. The online reduced fare application would give riders the ability to register for reduced fares online. This new functionality will enhance the customer experience by making it easier to apply for reduced fares without having to register in person. The solution includes automatic age verification modules which will make the experience seamless. The solution also includes the ability for drivers and fare inspectors to display the photo associated with the registered participant via the driver control unit and fare inspection device to prevent misuse.

MTS's ICE for the online reduced fare application portal is \$1,048,810.00. Staff deems Contractor's cost at \$1,170,482.67 to be fair and reasonable.

3. Driver Control Unit Screen Flow Changes (Attachment D)

The new PRONTO account-based fare system will not have an integration between the Genfare cash farebox and the driver control unit from INIT in order to limit a costly integration between both providers. Due to this limitation, MTS is requesting a redesign of the driver control unit for \$107,955.76 to include tally buttons that will allow operators to specify the tally type for passengers that pay with cash. This tool will allow MTS to incorporate statistics from cash paying customers directly into the INIT reporting platform.

MTS's ICE for the driver control unit screen flow revisions is \$147,000.00. Staff deems Contractor's cost at \$107,955.76 to be fair and reasonable.

4. SAGE Operator Separation (Attachment E)

MTS is requesting a change to the Mobile Vario (MV) and Sage configuration to support reconciliation of credit/debit payments by Agency (MTS and NCTD) for ticket vending machines (TVMS) and ticket office terminals of \$44,490.72 that will be separately operated by each agency. This will require that credit card transactions are appended with an agency designator to allow grouping/summarization by agency. With the transactions separated, each agency will be able to reconcile credit card transactions between Sage and their respective accounts at Chase.

MTS's ICE for the SAGE reconciliation changes is \$114,816. Staff deems Contractor's cost at \$44,490.72 to be fair and reasonable.

5. Customer Relationship Management (CRM) Payment Integration with Enghouse (Attachment F)

MTS requires an encrypted over the phone payment solution that integrates well with the INIT provided Salesforce fare system CRM and the current MTS Cisco telemetry. INIT will make the necessary revisions to the Salesforce CRM platform in order to support the development at a cost of \$40,499.20. This solution will enable customers to make payments over the phone while being assisted by a customer service representative. The solution encrypts the payment tones to ensure the customer service agent cannot identify the credit card number being used. This strategy allows MTS to remain compliant with the Payment Card Industry standards.

MTS's ICE for the CRM payment encryption changes is \$49,800.00. Staff deems Contractor's cost at \$40,499.20 to be fair and reasonable.

6. Fare Media Credit (Attachment G)

The initial INIT contract scope included provisions for fare media. The media needs have been re-assessed in anticipation of the PRONTO launch as follows:

- a) Additional ticket rolls were ordered to provide adequate supply (installed and spares) of both printed stock for TVMs on the region's rail lines (Trolley Green, Blue, Orange and SPRINTER and COASTER) as well as receipt paper;
- b) Addition of scratch-off PIN to Extended Use media for added security;
- c) Addition of a registration sticker to Extended Use media to remind folks to register and therefore protect the balances on their Pronto accounts;
- d) Reduction in extended use media to be supplied by INIT to 1,150,000 cards in response to:
 - i. Reduced ridership levels due to COVID;
 - ii. Addition of 300,000 retail cards added to the Ready Credit scope of work (January 2021 Board action); and
- e) Increase in limited use media to be supplied by INIT to 752,000 to better align to PRONTO operational needs for the first 1 to 2 years.

The net effect of these changes to the INIT contract value is a capital credit of \$902,643.30.

This \$902,643.30 credit is applied to the capital costs of the change orders Attachments A – F, as shown below, to bring the overall Amendment 6 to \$765,271.76:

CHANGE ORDERS	TOTAL	CAPITAL	ONGOING MAINTENANCE
Customer/Institutional Website	\$ 304,486.71	\$ 186,093.00	\$ 118,393.71
DCU Tallies	\$ 107,955.76	\$ 66,960.00	\$ 40,995.76
SAGE scope revision	\$ 44,490.72	\$ 21,280.00	\$ 23,210.72
CRM INIT change	\$ 40,499.20	\$ 40,499.20	-
Online Reduced Fare Application	\$ 1,170,482.67	\$ 530,374.00	\$ 640,108.67
<i>Sub-Total</i>	\$ 1,667,915.06	\$ 845,206.20	\$ 822,708.86
Fare Media Credit	\$ (837,720.00)	\$(837,720.00)	-
7.75% Tax on Fare Media Credit	\$ (64,923.30)	\$ (64,923.30)	-
<i>Total Fare Media Credit with Tax</i>	\$ (902,643.30)	\$(902,643.30)	-
Costs After Fare Media Credit	\$ 765,271.76	\$ (57,437.10)	\$ 822,708.86

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment 6 to MTS Doc. No. G2091.0-18, with INIT, for a total contract increase of \$765,271.76.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Amendment G2091.6-18
B. Customer and Institutional Website Scope Updates
C. Reduced Fares Program Enrollment
D. Driver Control Unit Screen Flow Changes
E. SAGE Operator Separation
F. CRM Payment Integration with Enghouse
G. Fare Media Credit

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

Amendment 6

February 17, 2021

MTS Doc No. G2091.6-18

ACCOUNT BASED FARE COLLECTION SYSTEM

INIT Innovations in Transportation, Inc.
Roland Staib
President and CEO
424 Network Station
Chesapeake, VA 23320

This shall serve as Amendment No.6 to the original agreement G2091.0-18 as further described below.

SCOPE

MTS is issuing the change orders below as detailed under the enclosed Attachments:

- A. Customer and Institutional Website Scope Updates
- B. Reduced Fares Program Enrollment
- C. Driver Control Unit Screen Flow Changes
- D. SAGE Operator Separation
- E. Customer Relationship Module (CRM) Payment Integration with Enghouse
- F. Fare Media Credit

SCHEDULE

There are no changes to the overall schedule provision of the agreement. The contract termination date remains December 31, 2028.

PAYMENT

The total for Amendment 6 is \$765,271.76 as shown below. This amount shall not be exceeded without prior written approval from MTS.

Change Order	Amount
Customer and Institutional Website Scope Updates	\$304,486.71
Reduced Fares Program Enrollment	\$1,170,482.67
Driver Control Unit Screen Flow Changes	\$107,955.76
SAGE Operator Separation	\$44,490.72
Customer Relationship Module (CRM) Payment Integration with Enghouse	\$40,499.20
Fare Media Credit	(\$902,643.30)
Amendment 6 Total	\$765,271.76

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

Roland Staib, President and CEO
INIT Innovations in Transportation, Inc.

Date: _____

Attachment: A. Customer and Institutional Website Scope Updates
 B. Reduced Fares Program Enrollment
 C. Driver Control Unit Screen Flow Changes
 D. SAGE Operator Separation
 E. Customer Relationship Module (CRM) Payment Integration with Enghouse
 F. Fare Media Credit

Attachment B

Customer and Institutional Website Scope Updates

San Diego – Customer and Inst. Website Scope Updates

Customer: San Diego MTS
Prepared by: Erica Brown
Proposal #: 2020-189-06
Date: 2/10/2021
Validity: 60 Days

Warranty: 1 Year from System Acceptance
Delivery: To be provided after receipt of change order
Invoicing
Milestones: See below

Existing Contract G2091.0-18 Terms & Conditions apply

Description:

MTS has requested a proposal for changes in scope to the customer and institutional portals.

Solution:

The following items were identified during the FDR review of CDRL 12-2 and 12-4 for change order estimation:

Issues
CDRL 12-1 - FDR MIL-29 - Customer - change Reset Password to send token and link
1. Need new API call to send email with link and token, 2. Need new API call to validate token, 3. Need a new web page to evaluate token, 4. Token valid - web page is password reset, 5. Token invalid - web page is error message, NOTES - Section 2.5, Requirement 12.2.4-5 - base solution meets the requirement. This would require an INIT API update and MAR code changes.
CDRL 12-4 - FDR MIL-15 - Institution - Unblock Institution User/Admin
1. Design Update, 2. Add unblock API call, NOTES - Section 2.1, Requirement 12.3.1-2 (6) Does not mention unblock.
CDRL 12-4 - FDR MIL-19 - Institution - In shopping cart show Participant Name with product order info
1. Design Update, 2. Update shopping cart to retrieve participant data, NOTES - Section 2 does not have any requirements specifying what is to be listed on an order.

The following items were identified by SDMTS and Jacobs as Institution "Hybrid" changes:

Issues
FDR MIL-62: Search by Multiple Criteria
CDRL 12-4 - FDR MIL-62: Search by Multiple Criteria - Manage Cards, View, Search, Sort, and Download
1. Add ability to search by multiple criteria.
FDR MIL-69: Sub-accounts
CDRL 12-4 - FDR MIL-69: Sub-account - Institution Sub-accounts
1. Add a institution sub-account list page, 2. Provide the ability to open and manage an institution sub-account from the parent institution
FDR MIL-72: Groups
CDRL 12-4 - FDR MIL-72: Groups - Institution - Manage Cards List Table
1. Add a column for groups and ability to filter by groups
CDRL 12-4 - FDR MIL-72: Groups - Institution - Manage Participants List Table
1. Add a column for groups and ability to filter by groups
CDRL 12-4 - FDR MIL-72: Groups - Institution - Add/Edit Participant Form
1. Add a field for groups, drop-down the selects from a list of groups

CDRL 12-4 - FDR MIL-72: Groups - Institution - Manage Groups

1. Group list page, 2. Add a group, 3. Edit a group, 4. Delete a group

CDRL 12-4 - FDR MIL-72: Groups - Institution - Bulk Actions for Participants

1. Add Group to Add, Update, and Delete Participant Bulk Actions

CDRL 12-4 - FDR MIL-72: Groups - Manage Cards, Add to Group

1. Add cards to a group

CDRL 12-4 - FDR MIL-72: Groups - Manage Cards, Remove from Group

1. Remove cards to a group

CDRL 12-4 - FDR MIL-72: Groups - Manage Cards, Move to New Group

1. Move cards to a new group

FDR MIL-73: Retain Filter**CDRL 12-4 - FDR MIL-73: Retain Filter - Institution - Manage Cards List Table**

1. Record and retain filter criteria for user session

CDRL 12-4 - FDR MIL-73: Retain Filter - Institution - Manage Participants List Table

1. Record and retain filter criteria for user session

FDR MIL-80: Manage Card Bulk Actions for Multiple Cards (Incl. Design Review)**CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Remove (Unlink) Card(s) from Institution**

1. Replace web app batch process with MOBILEvario job.

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Block Card(s)

1. Replace web app batch process with MOBILEvario job.

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Unblock Card(s)

1. Replace web app batch process with MOBILEvario job.

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Add Value to a Card(s)

1. Replace web app batch process with MOBILEvario job.

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Add a Pass to a Card(s)

1. Replace web app batch process with MOBILEvario job.

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Add Value Autoload

1. Add the user interface to Add Autoload to a selection of multiple cards, 2. Create a bulk add autoload job with selected cards, 3. INIT - create endpoint to process a bulk add autoload job

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Add Pass Auto-renew

1. Add the user interface to Add Auto-renew to a selection of multiple cards, 2. Create a bulk add auto-renew job with selected cards, 3. INIT - create endpoint to process a bulk add auto-renew job

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Delete Value Autoload

1. Replace web app batch process with MOBILEvario job.

CDRL 12-4 - FDR MIL-80: Manage Card Bulk Actions for Multiple Cards - Manage Cards, Delete Pass Auto-renew

1. Replace web app batch process with MOBILEvario job.

SIT Change Requests

Customer - ISDM-181

1. Show fare category on customer manage cards page. – Design updates included

Customer - ISDM-190 - Test 27 - Customer website total transaction should not exceed \$300

1. Create a specific error message related to exceeding max amount – Design updates included

Customer - ISDM-191 - Test 070 - "Account Number" (= #802)

1. Remove account number

Customer - ISDM-193 - Test 109

1. For split payments, need to show amount on each card (& masked PANs)

Institution - ISDM-198 - Test 43 - Phone number search does not include cell phone numbers

1. Will only use one phone number per Participant. SD directed MAR remove phone number from the search (use first name, last name, identifier)

Customer/Institution – Change UX

1. Block Card Workflow: Change UX for block card workflow on Consumer and Institution – Design updates included
2. Shopping cart – change UX to add element button and function to make the shipping address = billing address

Fare Media UX Changes

1. Update styles: section title, inactive badge, active month badge
2. Adjust text size and position on default day/month badge.
3. Add conditions: if pass is regional, display regional day or month badge; if pass is coaster, display coaster badge
4. Tooltip updates

Stored Value and Pretax Shopping Cart Updates

1. Show combined balance in Payment Method dropdown.
2. If a user adds a Reload to the shopping cart - remove option to pay with stored value
3. Loading Products on multiple cards - remove the cards with pretax stored value
4. Loading Product on one card - include the card receiving the product and others without pretax balance
5. Remove stored value payment method options if the balance is less than the cart total
6. Re-include the stored value option if split payment value is less than the balance

To facilitate the above scope changes, the customer and institutional websites will be customized accordingly and INIT will customize the MOBILEvario software in the following ways:

- Add Participants to a group. Participant import/update bulk jobs will be enhanced by adding group name as a column into the CSV file. Instead of uploading a CSV file identifying the transit accounts, a group id would be given to a job. The job service would then go over all participants (SL_OrganizationParticipant) in that group and use all transit accounts associated to those participants to perform the job. Cards or transit accounts cannot be added to the groups directly - only the participants.
- Hierarchies: Already supported via /SubAccounts calls with the following restrictions:
 - Only supported for Institution Accounts.
 - Only moving down the hierarchy is supported, not moving up.
 - If changes to these restrictions are needed, another estimate is required.

Note: If additional changes from the above scope are needed, additional costs will need to be estimated.

Google Language Selector

INIT will add the ability for a user to have a single language selector. English and Spanish will populate from the content management system, Umbraco, and other required languages will populate from Google API Language Translator.

Scope of Work

- Design – Creation of Custom Language Selector Dropdown
- Develop Custom Language Selector UX
- Develop ability for a user to have a single language selector drop down and have language options be available from Umbraco and Google Language Selector API
- Develop Google API Integration
- Documentation - updates to the CDRL and use cases

Note: San Diego MTS will be responsible for a fee to Google of \$20 per month per 1 million characters translated on the site.

Capital Costs:

- A breakdown of labor is included in Exhibit A.

Item	Description	Price total USD
1	INIT Software Development	
	FDR MIL-72: Groups	13,312.00
	Testing and Deployment	6,656.00
2	Customer & Institutional Website Development	
	CDRL 12-1 - FDR MIL-29 - Customer - change Reset Password to send token and link	11,489.00
	CDRL 12-4 - FDR MIL-15 - Institution - Unblock Institution User/Admin	1,917.00
	CDRL 12-4 - FDR MIL-19 - Institution - In shopping cart show Participant Name with product order info	7,319.00
	CDRL 12-4 - FDR MIL-62: Search by Multiple Criteria - Manage Cards, View, Search, Sort, and Download	7,319.00
	CDRL 12-4 - FDR MIL-69: Sub-account - Institution Sub-accounts	7,319.00
	FDR MIL-72: Groups	41,297.00
	CDRL 12-4 - FDR MIL-73: Retain Filter - Institution - Manage Cards List Table	7,488.00
	FDR MIL-80: Manage Card Bulk Actions for Multiple Cards	40,845.00
	Google Language Selector	18,867.00
	SIT Change: Customer - ISDM-181 - Show fare category on customer manage cards page	1,050.00
	SIT Change: Customer - ISDM-190 - Test 27 - Customer website total transaction should not exceed \$300	2,800.00
	SIT Change: Customer - ISDM-191 - Test 070 - "Account Number" Removed	1,050.00

	SIT Change: Customer - ISDM-193 - Test 109- For split payments, need to show amount on each card (& masked PANs)	2,800.00
	SIT Change: Institution - ISDM-198 - Test 43 - Phone number search does not include cell phone numbers	2,800.00
	Change UX for block card workflow on Consumer and Institution – Design updates included	1,050.00
	Change UX for shopping cart - shipping address = billing address	1,050.00
	Fare Media UX Changes	2,625.00
	Stored Value and Pretax Shopping Cart Updates	3,850.00
	<i>Contingency Budget added to RFP BAFO Website Price</i>	<i>-16,000.00</i>
3	Project Services	
	Project Management & Systems Engineering	19,160.00
	Grand Total excl. Tax	\$186,093.00

Annual Maintenance Fees after Warranty Period:

Item	Maintenance	INIT	Marathon	Price total USD
1	Year 1	0.00	0.00	0.00
2	Year 2	1,766.45	10,369.32	12,135.77
3	Year 3	1,802.12	10,576.71	12,378.83
4	Year 4	1,838.44	10,788.24	12,626.68
5	Year 5	1,875.33	11,004.01	12,879.34
6	Year 6	1,913.70	11,224.09	13,137.78
7	Year 7	1,952.45	11,448.57	13,401.02
8	Year 8	1,991.50	11,677.54	13,669.04
9	Year 9	2,031.75	11,911.09	13,942.84
10	Year 10	2,073.11	12,149.31	14,222.42
	Grand Total excl. Tax	\$ 17,244.85	\$ 101,148.86	\$ 118,393.71

Invoicing Milestones:

The capital costs will be invoiced as follows:

Milestone	Percentage	Total
Design	35%	\$65,132.55
Screen Mockups	20%	\$37,218.60
User Acceptance Test	35%	\$65,132.55
Final User Acceptance Test	10%	\$18,609.30
		\$186,093.00

Annual Maintenance fees will be added to the extended maintenance contract and invoiced accordingly.

The total not to exceed amount for this proposal is \$ 304,486.71.

INIT Contact:

Name: Erica Brown

Position: Sr. Account Manager

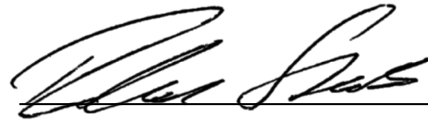
Phone: 757-413-9100 x323

Email: ebrown@initusa.com

Signature:

A handwritten signature in blue ink, appearing to read "Eric Linxweiler", positioned above a horizontal line.

Eric Linxweiler
COO

A handwritten signature in blue ink, appearing to read "Roland Staib", positioned above a horizontal line.

Roland Staib
President & CEO

Exhibit A

INIT Breakdown:

Description:	Days:	Rate:	Total:
Clarification	2	1664.00	\$ 3,328.00
Development	6	1664.00	\$ 9,984.00
Testing & Deployment	4	1664.00	\$ 6,656.00
Project Management	2.8	1520.00	\$ 4,256.00
System Engineering	8.1	1840.00	\$ 14,904.00

Marathon Breakdown:

Description:	Days	Rate:	Total:
CDRL 12-1 - FDR MIL-29 - Customer - change Reset Password to send token and link	7	1400.00	\$ 9,800.00
CDRL 12-4 - FDR MIL-15 - Institution - Unblock Institution User/Admin	1	1400.00	\$ 1,400.00
CDRL 12-4 - FDR MIL-19 - Institution - In shopping cart show Participant Name with product order info	5	1400.00	\$ 7,000.00
CDRL 12-4 - FDR MIL-62: Search by Multiple Criteria - Manage Cards, View, Search, Sort, and Download	5	1400.00	\$ 7,000.00
CDRL 12-4 - FDR MIL-69: Sub-account - Institution Sub-accounts	5	1400.00	\$ 7,000.00
FDR MIL-72: Groups	28	1400.00	\$ 39,200.00
CDRL 12-4 - FDR MIL-73: Retain Filter - Institution - Manage Cards List Table	5	1400.00	\$ 7,000.00
FDR MIL-80: Manage Card Bulk Actions for Multiple Cards	27	1400.00	\$ 37,800.00
Google Language Selector	12	1400.00	\$ 16,800.00
SIT Change: Customer - ISDM-181 - Show fare category on customer manage cards page	0.75	1400.00	\$ 1,050.00
SIT Change: Customer - ISDM-190 - Test 27 - Customer website total transaction should not exceed \$300	2	1400.00	\$ 2,800.00
SIT Change: Customer - ISDM-191 - Test 070 - "Account Number" Removed	0.75	1400.00	\$ 1,050.00
SIT Change: Customer - ISDM-193 - Test 109- For split payments, need to show amount on each card (& masked PANs)	2	1400.00	\$ 2,800.00
SIT Change: Institution - ISDM-198 - Test 43 - Phone number search does not include cell phone numbers	2	1400.00	\$ 2,800.00
Change UX for block card workflow on Consumer and Institution	0.75	1400.00	\$ 1,050.00
Change UX for shopping cart - shipping address = billing address	0.75	1400.00	\$ 1,050.00
Fare Media UX Changes	1.8	1400.00	\$ 2,520.00
Stored Value and Pretax Shopping Cart Updates	2.75	1400.00	\$ 3,850.00
Marathon Project Management	5	1520.00	\$ 7,600.00

* Note the difference in the total price is the 1st year warranty built into each line that includes website code change.

Attachment C

Reduced Fares Program Enrollment

Pronto Reduced Fare Website Enrollment

MTS wants riders to have the ability to register for reduced fare online. This document covers the system changes to 1) allow users to apply for reduced fares through the public website, 2) grant selected institutions the ability to designate their participants as reduced fare, and 3) display the reduced fare photo on the DCU and inspection app upon request.

MTS intends to use the Cardholder rider category, as described in CDRL 11-2 and shown in Figure 1, for the management of reduced fare eligibility in the region. This applies to the website functionality described below as well as to those cards issued at the Transit Store.

Figure 1: Setting the Fare Category

3.2 Fare Category

The transit account, as well as the cardholder can have a fare category assigned. The cardholder fare category can have an optional expiry. This fare category is used when selecting tickets, with the following priority:

- 1) Card holder fare category (if set and not expired)
- 2) Transit account fare category (if set)
- 3) Fallback to Adult (default)

Card holder fare categories are used to temporarily override a fare category for a transit account. The fare category can be changed through this structure for a defined time. E.g. one could turn to disabled for a month because of a broken leg. The system will switch back to the old fare category after that period automatically.

The data model is described in [CDRL 7-1 chapter 3](#).

There will be two paths available to the customer on the public website. These paths have been clarified/refined since the original submission and the corresponding flow diagrams (provided below) modified to be consistent with the descriptions below. In Path 1, the customer requests conversion of a card already in their possession to a reduced fare cardholder category. In Path 2, the customer requests a new personalized reduced fare card. To support all reduced fare cardholders, both the public and institutional websites need to display the **cardholder** rider category and expiration date.

Website Path 1: User signs up on website, converting an existing Pronto card to a reduced fare card

1. The user creates a customer account on the consumer website and registers a Pronto card. (No changes to the existing website or APIs.)
2. User presses an “Apply for Reduced fares” button and is asked whether they wish to Convert an Existing Card or Order a New Card. For Path 1, the remaining steps assume Convert an Existing Card has been selected.
3. Cards within the customer’s account are then displayed for selection. This dropdown list should show the Nickname (if assigned) and card number. Note: the website needs to provide adequate messaging to the customer as to what to expect when their card is converted with respect to fare capping status and use of passes in the account. This language will be developed in conjunction with Init.
4. User selects the type of eligibility (Youth, Senior, SSI/SSDI, DMV Disabled, Medicare, MTS Access, Other California Transit Agency ID, Long Form Approval Letter) for which they are applying. The

website will provide space for descriptions and criteria for each type of eligibility. The types of eligibilities do not match the rider categories exactly as there are multiple ways to get Disabled status so the 'GET api/FareCategory' call will not work. We have asked that these categories be defined in MobileVario so that they can be selected via the TOT and the CRM as well to support reduced fares applications processes. Our preference would be for the website to retrieve the eligibility categories from MV instead of hard-coding them in Umbraco. The association of eligibility types to reduced fare rider categories to be defined for the Cardholder rider category is:

Cardholder Rider Category	Reduced Fare Eligibility Type
Youth	Youth
Senior	Senior
Disabled	SSI/SSDI, DMV Disbled, Medicare, MTS Access, Other CA Transit Agency ID, Long Form Approval Letter)

5. User fills out required fields on the webpage (Name, DOB, etc.) and uploads any required documents (Headshot, picture of license, etc.) as required for each type of reduced fare so they can be reviewed by MTS or a third-party service for final approval if required (see step 7). From an API perspective, this would be multiple calls: one POST api/Cardholder to create the cardholder with basic information (Name, DOB etc.), followed by one POST for each picture uploaded (POST api/Cardholders/Image). Finally, a call to link the transit account to the cardholder (POST api/TransitAccounts/CardHolder). The API call to upload more than one image is not currently available in the APIs.
6. Application fee is collected as appropriate through the website.¹ The application fee will be a 'non transit' product sold by the website using a POST Sale.²
7. If payment is successful (if payment is not successful, show appropriate error message):
 - a. If user applies for an 'age verification' fare category like youth or senior:
 - i. Website will use an age verification service that automatically verifies the age based on the documents submitted.
 - ii. Website will make an API call and update the fare category and the expiration date of the fare category within the cardholder element. The expiration date (e.g. 2 years) defines when the reduced fare category expires, and the card turns back into an adult card if not otherwise extended. Rules for the expiration date design:
 1. This date should be fully configurable by MTS
 2. Incorporate logic that eligibility expires at month's end, commensurate with the end of the monthly capping period (e.g., 2 years from month end of application date).
 3. Youth eligibility should not extend past the month of the 19th birthday.
 4. If possible, MTS would like a separate configurable date for Senior and Youth.

¹ Customers who cannot pay via the website will be required to apply for reduced fares in person at the Transit Store.

² MTS will need to create two different types of application fees – one for Website Path 1 that does not include the card fee and another for Website Path 2 that includes the card fee.

- iii. Website shows the user a message that the fare category was successfully changed. If the age cannot be verified or there are problems with the uploaded photo:
 - 1. A message should be provided to the customer that their eligibility cannot be verified, and their request has been escalated for further review.
 - 2. A service request should be generated (see b.i below).
 - b. If user applied for a fare category that needs manual verification (i.e., any of the disability-related eligibilities):
 - i. Website will make an API call to create a service request in the backend system. The service request will contain the card number, photo, eligibility documentation, and a clear description of the request so that a customer service representative can work through the case using the CRM. The representative will then manually change the fare category after review and manually notify the user that the fare category was changed. The service request created should have unique subject field or case type so these requests can be easily identified and tracked in the CRM.
 - ii. Website shows user a message that the case is under review and that the user will be notified via email once the review is complete.
 - iii. Upon closing of the case, the eligibility documentation (but not the photo) will be purged from the system.

For all steps, space must be provided for basic customer instructions.

Website Path 1 should support both first-time reduced fare applicants and those seeking to extend their reduced fare eligibility.

Website Path 2: User signs up on website and is mailed a personalized reduced fare Pronto card

1. The user creates a customer account on the consumer website and registers a Pronto card. (No changes to the existing website or APIs.)
2. User presses an “Apply for Reduced fares” button and is asked whether they wish to Convert an Existing Card or Order a New Card. For Path 2, the remaining steps assume Order a New Card has been selected.
3. User selects the type of eligibility (Youth, Senior, SSI/SSDI, DMV Disabled, Medicare, MTS Access, Other California Transit Agency ID, Long Form Approval Letter) for which they are applying.
4. User fills out required fields on the webpage (Name, DOB, etc.) and uploads any required documents (Headshot, picture of license, etc.) as required for each type of reduced fare so they can be reviewed by MTS or a third party before final approval. From an API perspective, this would be multiple calls: one POST api/Cardholder to create the cardholder with basic information (Name, DOB etc.), followed by one POST for each picture uploaded (POST api/Cardholders/Image)
5. Application fee and card fee are collected as appropriate through the website. From an API perspective, the card fee will be collected in a POST Sale that creates the work item to create the card. Within this POST Sale the Cardholder ID will be submitted so that the link between the cardholder ID and the order is made.

6. Notifies user that the request will be reviewed within a certain period of time (e.g., 2 weeks). This language should be editable by MTS.
7. Website will make an API call to create a service request in the backend system.
 - a. The service request will contain the card number, photo, eligibility documentation, and a clear description of the request so that a customer service representative can work through the case using the CRM. The service request created should have unique subject field or case type so these requests can be easily identified and tracked in the CRM, separately from those created in step 7.b.i above. The service requests need to differentiate those requests that just require changing the Cardholder category and expiration date from those that need a new card printed and mailed.
 - b. If accepted a personalized card is printed, card is mailed, and user is notified via email. The email will be manually sent by the customer service representative that executes the order.³
 - c. If declined cardholder is notified. The email will be manually sent by the customer service representative that executes the order. Refund of the application fee will be at the discretion of MTS.
 - d. Upon closing of the case, the eligibility documentation (but not the photo) will be purged from the system.

Institutional website:

MTS will allow select institutions to change the cardholder category of their participants so they may be granted access to reduced fares. The ability to change the cardholder category should be a configurable setting by institutional account. If the account is allowed to grant reduced fare eligibility, the administrator of institutional account should be allowed to create a cardholder (i.e., the participant's name) and upload a photo (required and validated using the photo verification service). If possible, configurability of what cardholder categories each institution can select is preferred to general permission to change the cardholder category to all available options (perhaps using Salesforce permissions to uniquely identify available cardholder categories by institution and the Edit_Cardholder Category permission in MobileVario as currently designed). The expiration date of the reduced fare cardholder category will be based on an MTS-configurable date in Umbraco. If possible, MTS would like unique configurable dates for Youth, Senior, and Disabled rider categories. Cardholders created and converted to reduced fares via this process should be a distinct event or a distinct sales channel, as appropriate, that can be queried/reported on to monitor and audit this institutional account activity.

Inspection app:

The inspection app needs to be modified to show a "Show Photo" button after inspecting a reduced fare card, and in the inspection history. If pressed the app would load the cardholder photo associated with the inspected card. Offline inspection does not need to show the button. If no picture is available for the card, a respective error message 'no image available' will be shown.

³ Business rules for establishing the reduced fare eligibility on the transit account will be determined by MTS but are expected to be similar to that for age-based qualifications through Website Path 1 with the cardholder rider category changed and the temporary eligibility date set.

Validation App:

The validation app needs to be modified to show a “Show Photo” button after validating a reduced fare card, and in the validation history. If pressed the app would load the cardholder photo associated with the validated card. Offline validation does not need to show the button. If no picture is available for the card, a respective error message ‘no image available’ will be shown.

DCU:

The DCU needs to be modified to show a “Show Photo” button after a reduced fare card is presented to the validator. If pressed the DCU would load the cardholder photo associated with the card. Offline validation does not need to show the button. If no picture is available for the card, a respective error message ‘no image available’ will be shown.

Virtual Card:

The mobile app does not need to allow users to request reduced fare virtual cards, this will all happen through the website. To get a reduced fare virtual card a user would provision a virtual card using the mobile app, then use the website to convert it to a virtual card using Path 1.

Figure 2: Customer Website Flow for Paths 1 and 2

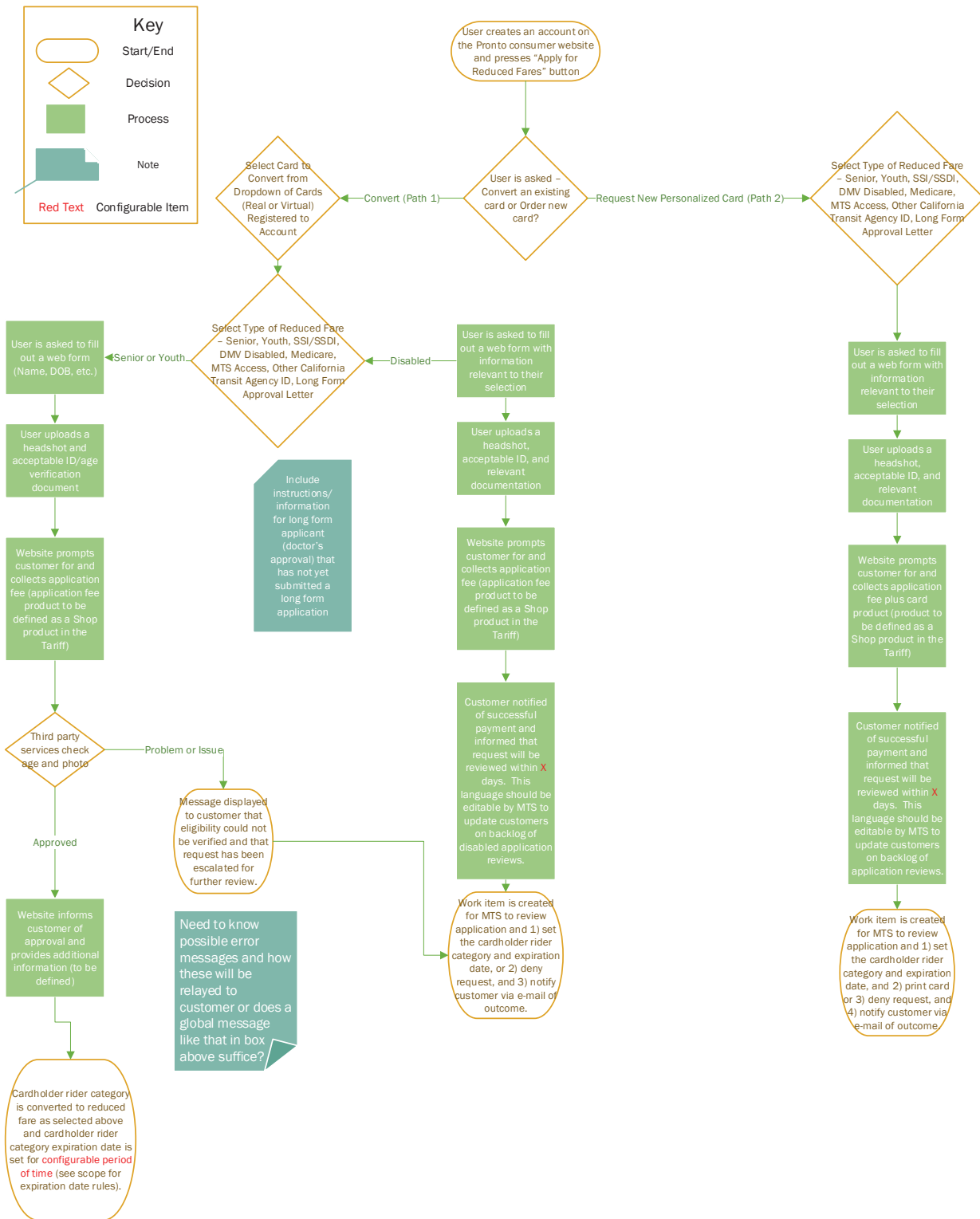
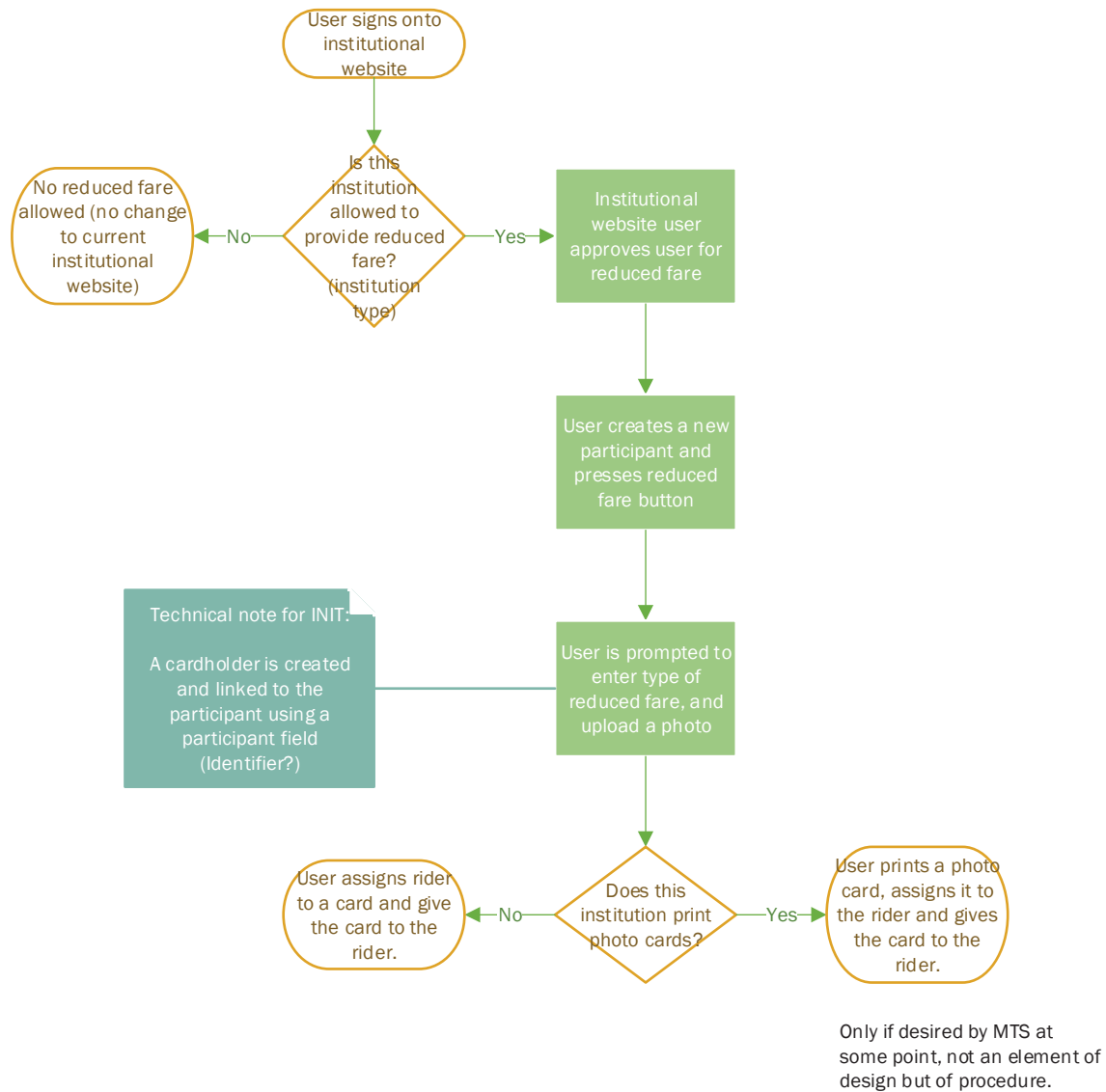


Figure 3: Institutional Website Flow





San Diego – Reduced Fares Program Enrollment

Customer: San Diego MTS
Prepared by: Erica Brown
Proposal #: 2020-324-03
Date: 2/10/2021
Validity: 60 Days

Warranty: 1 Year from System Acceptance
Delivery: Estimated Q4 2021
Invoicing
Milestones: See Below

Existing Contract G2091.0-18 Terms & Conditions apply

Description:

MTS has defined three (3) different Fare Categories - Adult, Senior/Disabled/Medical (SDM) and Youth. The reduced fare categories (i.e., SDM and Youth) require an eligibility check, which means that the cardholder must prove their eligibility for the given fare category. The original contract scope is based on the assumption that this check would be done face-to-face by customer service agents, but MTS has now requested the ability to enable the enrollment through the Customer Website and CRM Tool.

Solution:

The proposed solution covers the following use cases that will be initiated on the Customer Website:

- Change existing Adult card to Youth
- Order a new Youth card on the website
- Change Existing Adult Card to SDM
- Order a new SDM card on the website
- Renew an SDM card on the website

SDM is a consolidated fare category of Senior, Disabled and Medicare. The SDM fare category can have the following different kinds of eligibility type checks:

- Senior (denotes the age-based qualification within the SDM rider type)
- SSI/SSDI
- DMV Disabled
- Medicare
- MTS Access
- Other CA Transit Agency ID
- Long Form Approval Letter

INIT will customize the API client to know which eligibility check is required for each of the Eligibility Types (for example age for EligibilityType "Senior" and a scanned document for Medicare).

Fare Category	EligibilityType (new API field)	Eligibility Check
Adult	N/A	none
SDM	Senior	Age/Website
	SSI/SSDI	Document/CRM
	DMV Disabled	Document/CRM
	Medicare	Document/CRM
	MTS Access	Document/CRM
	Other CA Transit Agency ID	Document/CRM
	Long Form Approval Letter	Document/CRM
Youth	Youth	Age/Website



The fare categories of Youth and SDM with eligibility type "Senior" are dependent on the card holders' age. With this enhancement, the age is verified synchronously by the PRONTO Website by using a 3rd party service that evaluates the uploaded documents/forms and synchronously returns a result. INIT APIs are not involved in the synchronous eligibility checks. The documents will be purged/deleted from the system after the eligibility check is complete. Orders where the eligibility is checked with the verification service do not contain any additional eligibility checking steps.

Other SDM eligibility types are verified asynchronously and manually by the Agency CRM users by using a document that was uploaded by the cardholder. The website uploads the eligibility documents of the card holder via INIT APIs and creates an order via the Sales API. The documents will be uploaded using a new REST API endpoint in the Cardholder API (the api/Cardholder/Image cannot be used for this as this endpoint is dedicated for the headshot which is presented on personalized cards). After upload, the card order is set to state 9 (manual check) after which the CRM user will verify the documents. Once the decision is made, the CRM will make an API call to approve the case so that it can be fulfilled using the Order Fulfillment Tool or the CRM will make the adjustments to the cardholder (change the fare category).

The fare category eligibility type will be stored in MOBILEvario as a field to the transit account or cardholder information. The value can only be set on the customer website. Available EligibilityType(s) for a given FareCategory can be fetched from the FareCategory API (a new REST API endpoint created for this enhancement). EligibilityType does not have a functional meaning in MOBILEvario. It is a value that can be used by API clients to decide which eligibility check will be used. The EligibilityType definitions are managed by INIT. If new Eligibility types are needed in the future, this will require configuration effort from INIT.

Note: The proposal does not contain any changes to reporting due to the new field for transit accounts. The value EligibilityType will be available for future reports or report changes.

The Agency can configure the maximum validity time (i.e., expiration date) for non-personalized reduced fare media in the Website content management system (Umbraco). MOBILEvario does not validate the expiration time or date. Disabling the ability to accept the Website as a path for registration, renewal, etc. is a configuration option managed with the CMS (i.e., configuration parameter to enable converting existing fare media). The MOBILEvario APIs cannot be disabled to accept this.

The Marathon Website Development includes:

1. Create basic Reduced Fare Request page. Includes common elements like headshot, name, DOB, etc.
2. Create Reduced Fare Request form for youth and seniors. Includes Photo and ID upload.
3. Create Reduced Fare Request form for SSI or SSDI. Includes award letter date, BNC number, reference number, and image of award letter.
4. Create Reduced Fare Request form for DMV disabled. Includes DMV placard number and image of placard.
5. Create Reduced Fare Request form for MTS access. Includes Certification expiration date, and photo of Access certification.
6. Create Reduced Fare Request form for NCTD or Other California Transit Agency Disabled ID. Includes image of Medicare card.
7. Create Reduced Fare Request form for Medicare. Includes photo of transit ID.
8. Validate image using 3rd party service.
9. Create cardholder record.
10. Capture user selection of a new card OR to convert card: show available cards and capture the card user selects.



11. Create shopping cart item for application fee.
12. Process application fee payment.
13. If selected fare type is Youth or Senior - validate collected data with 3rd party service.
14. If age validation passes then set reduced fare type and expiration date.
15. Create a service request to create card and mail to user.
16. If selected fare type is Other (not youth or senior) then create service request for manual review.
17. Show success, failure or message that the user will receive notification in 2 weeks as required.
18. Provide the ability to configure standard and photo card expiration timeframe.

Renewing an SDM status uses the same flow as changing an existing Adult card to SDM. The two procedures will be presented as two separate procedures on the website. Marathon will:

1. Create basic Reduced Fare Renew page. Includes common elements like headshot, name, DOB, etc. (2-11. Steps the same as above.)
12. Process application (renewal) fee payment.
13. Show renewal specific success or failure messages as required.
14. Provide the ability to configure standard and photo card expiration timeframe.

Institutional Website

MTS has also asked for the possibility for institutions to purchase reduced fare category fare media. The CRM users need to define in the institution account configuration which fare categories are allowed. New attribute "AllowedFareCategories" will be added to InstitutionAccount. This attribute will contain a list which indicates which fare categories are allowed to be sold/managed by the institution. The value can be set in CRM (Salesforce). The solution is delivered with the described "AllowedFareCategories" attribute or another functionality that meets the intent of the requirement.

The proposed functionality enables the institutions to purchase the reduced fare media. It is however not possible to manage or change the fare media category with bulk processing. Fare category of existing cards cannot be changed.

The Marathon Website Development for the Institutional Website SOW includes:

1. Determine if Institution can process reduced fare requests
2. Create Reduced Fare Request page.
3. Create Reduced Fare Request form. The form fields change based on the type of Reduced Fare requested.
4. Create file upload for Reduced Fare form.
5. Create image upload for Reduced Fare form.
6. Create cardholder record.
7. Provide the ability to configure standard and photo card expiration timeframe.

TOUCHit3/DCU Screen Changes

INIT will provide a button on the TOUCHit3 (on the Transaction screen) to present the picture of a cardholder on request. The GUI will be customized to load and show pictures on demand. The picture is available over the MOBILEvario API (Cardholder API). TOUCHit3, which is directly connected to the vehicle router, connects to the MOBILEvario APIs without interaction with PROXmobil3. INIT assumes the vehicle router is configured in such a way that the TOUCHit3 can access the MOBILEvario APIs. This is the responsibility of MTS.

Fetching the cardholder image needs to be done with 2 REST calls. First, the FareMediaID needs to be converted to a transit account ID. The Transit Account ID can then be used to fetch the cardholder image binary. The image



must be in PNG format with 320x320 pixel resolution. The image is presented unscaled on the TOUCHit3 display (height 480 pixels). The device cannot scale pictures to the right resolution, so the required format is the responsibility of the back office. The image is normally 100kB-200kB of size.

Inspection and Validation Apps

The apps will be customized to allow the display of the cardholder picture using a Show Photo button.

Customer Responsibilities:

Fare Category expiration will be set by the CRM user. The expiration rules need to be managed outside the MOBILEvario system. This means that the Agency needs to clarify with the CRM users (employees) the rules and settings necessary to set the expiration for any given category or scenario. After the fare category expiration, the card will automatically switch to the Adult fare category.

Capital Costs:

Item	Description	Qty	Price per unit USD	Price total USD
1	Backend Customization: Path 1 & Path 2			
	INIT Engineering Detailed Design and Clarification	1	16,640.00	16,640.00
	INIT MOBILEvario Development			
	- Eligibility Checks	1	64,064.00	64,064.00
	- Sending Email Notification			
Subtotal:			\$	80,704.00
2	Website and CRM Customization			
	Marathon Web Design, Development, Testing, Installation, Documentation	1	92,520.00	92,520.00
	MTX Salesforce CRM Design, Development, Testing, Installation, Documentation	1	115,940.00	115,940.00
Subtotal:			\$	208,460.00
3	Institutional Website Customization			
	Marathon Web Design, Development, Testing, Installation, Documentation	1	21,550.00	21,550.00
	INIT MOBILEvario Development			
	- AllowedFareCategories parameter for Institutions	1	43,680.00	43,680.00
Subtotal:			\$	65,230.00
4	TOUCHit3 Customizations			
	Show Picture on DCU	1	52,748.00	52,748.00
5	Inspection & Validation App			
	EBROS and INIT Development	1	53,040.00	53,040.00
6	Services			
	Project Management and System Engineering	1	36,912.00	36,912.00
	Documentation, Testing and Delivery	1	33,280.00	33,280.00
GRAND TOTAL excl. Tax			\$	530,374.00



Ongoing Costs:

Item	Description	Qty	Price per unit USD	Price total USD
7	INIT Maintenance			
	Backoffice Software Maintenance - Year 1	1	0.00	1,990.00
	Device Software Maintenance - Year 1	1	0.00	
	Website Maintenance - Year 1	1	1,990.00	
	Backoffice Software Maintenance - Year 2	1	10,989.89	25,271.97
	Device Software Maintenance - Year 2	1	5,120.48	
	Website Maintenance - Year 2	1	9,161.60	
	Backoffice Software Maintenance - Year 3	1	11,209.69	25,777.41
	Device Software Maintenance - Year 3	1	5,222.89	
	Website Maintenance - Year 3	1	9,344.83	
	Backoffice Software Maintenance - Year 4	1	11,433.88	26,292.96
	Device Software Maintenance - Year 4	1	5,327.35	
	Website Maintenance - Year 4	1	9,531.73	
	Backoffice Software Maintenance - Year 5	1	11,662.56	26,818.82
	Device Software Maintenance - Year 5	1	5,433.90	
	Website Maintenance - Year 5	1	9,722.36	
	Backoffice Software Maintenance - Year 6	1	11,895.81	27,355.19
	Device Software Maintenance - Year 6	1	5,542.57	
	Website Maintenance - Year 6	1	9,916.81	
	Backoffice Software Maintenance - Year 7	1	12,133.72	27,902.30
	Device Software Maintenance - Year 7	1	5,653.43	
	Website Maintenance - Year 7	1	10,115.15	
	Backoffice Software Maintenance - Year 8	1	12,376.40	28,460.34
	Device Software Maintenance - Year 8	1	5,766.49	
	Website Maintenance - Year 8	1	10,317.45	
	Backoffice Software Maintenance - Year 9	1	12,623.93	29,029.55
	Device Software Maintenance - Year 9	1	5,881.82	
	Website Maintenance - Year 9	1	10,523.80	
	Backoffice Software Maintenance - Year 10	1	12,876.41	29,610.14
	Device Software Maintenance - Year 10	1	5,999.46	
	Website Maintenance - Year 10	1	10,734.27	
	GRAND TOTAL excl. Tax			\$248,508.67



Item	Description	Unit	Unit Cost	Estimated Annual Cost
8	3rd Party Age Verification Service			
	Set-Up Fee	One-Time	\$3,000	N/A
	Transaction Fee (10,000 Annual)	Per Transaction	\$3.50	\$35,000
	Maintenance/Support	Annual	\$3,500	\$3,500
9	3rd Party Image Filtering (10,000 Transactions Annual)	Monthly	\$30	\$360

Invoicing Milestones:

Milestone	Percentage	Total
Design	35%	\$185,630.90
Screen Mockups	20%	\$106,074.80
User Acceptance Test	35%	\$185,630.90
Final User Acceptance Test	10%	\$53,037.40
		\$530,374.00

	Annual	10 years
Reduced Fare #8 Third Party Age Verification Recurring	\$ 38,500.00	\$385,000.00
Reduced Fare #8 Third Party Age Verification One-time	\$ 3,000.00	\$ 3,000.00
Reduced Fare #9 Third Party Image Filtering	\$ 360.00	\$ 3,600.00
		\$391,600.00

Annual Maintenance fees will be added to the extended maintenance contract and invoiced accordingly. 3rd Party Age Verification Services and Image Filtering will be billed directly as occurred.

The total not to exceed amount for this proposal is a fixed cost of \$778,882.67 plus estimated annual variable costs for 10 years in the amount of \$391,600 for a total NTE of \$1,170,482.67.

INIT Contact:

Name: Erica Brown
Position: Sr. Account Manager
Phone: 757-413-9100 x323
Email: ebrown@initusa.com

Eric Linxweiler
COO

Roland Staib
CEO

Attachment D

Driver Control Unit Screen Flow Changes



San Diego – DCU Screen Flow Changes

Customer: San Diego MTS
Prepared by: Eddie Estrada
Proposal #: 2020-646-03
Date: 12/18/2020
Validity: 90 Days

Warranty: 1 Year
Delivery: Estimated after receipt of change order
Invoicing
Milestones: See Below

Existing Contract G2091.0-18 Terms & Conditions apply

Description:

MTS has requested a proposal to change their DCU screen to allow drivers to specify the tally type for passengers that pay by cash. Currently they have no way of tracking tally counts for cash fares because there is no interface with the GFI fare boxes. It also allows MTS to reconcile against GFI reports.

Solution:

Since there will be no interface with the Genfare Farebox, INIT shall provide a tally specific function, for the counting of issued tickets per ticket type, and for reporting purposes. INIT will implement the below screen layout. Any changes to this screen layout will require a separate order.

4 tally buttons will be added to the "Last tap screen" as "quick buttons" for ticket entering (See *Figure 1*)

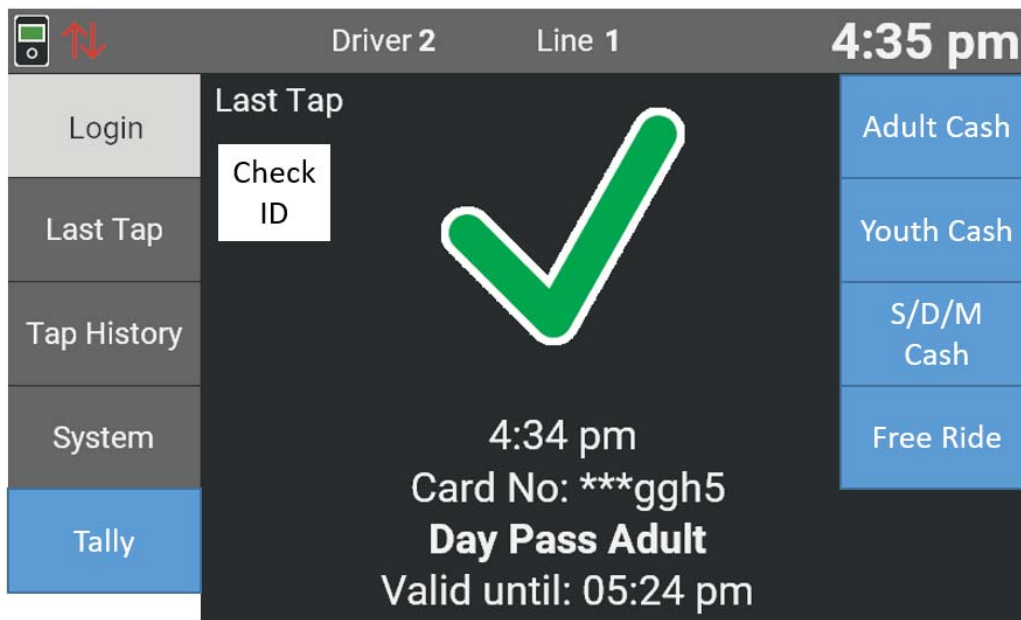


Figure 1 Last tap screen

A Tally screen will be available, that can be opened by a touch on the "Tally" button. After a tap on the "Tally button", the "Tally screen" opens (see *Figure 2*). The first 4 tally buttons in this list would be the same as the 'quick buttons' from the 'Last Tap' screen. There can be 8 other buttons available for future use. The button text can be configured in the Tariff Management (TM). If the text (configurable in TM) of the buttons is blank, then the button will not be shown.

If the tally button is pressed, a tap on the validator will not automatically make the DCU jump to the 'Last Tap' screen.

The tally screen will time out and go back to the 'Last Tap' screen if no button press happens for 30 seconds.

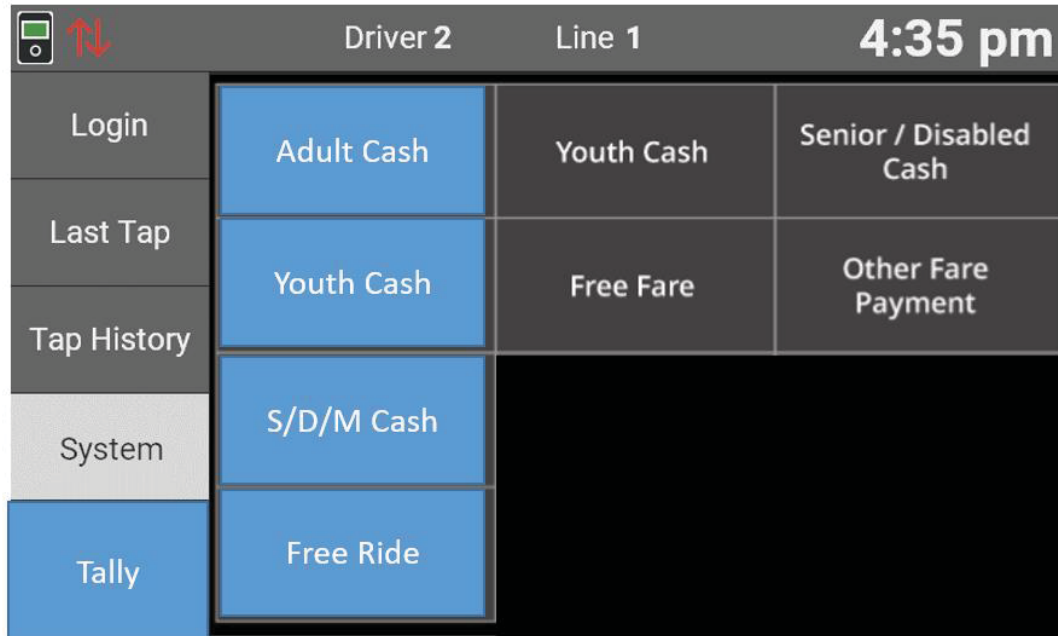


Figure 2 Tally screen

Tally data will have all info appended that normal transactions have (e.g. device number, stop number, route). Within the INIT system, the tally buttons will create transactions that do not have a dollar value attached. This will allow the agencies to query the quantity of tally button presses (e.g. 18 Adult Cash on vehicle x) but not the dollar amount for report purposes.

The number of all tally button presses will be shown in a report in the data warehouse. The report will not be linked with the fare transactions accounted by the Genfare Farebox.

Please Note:

- The "tally" function will only be maintained in the INIT system and not forwarded to the farebox or Genfare system.
- Within the INIT system, the tally buttons will create transactions that do **not have a dollar value attached.**
- The farebox requires the "fare set information" from the CAD/AVL system. Currently this information is not part of the interface between INIT and the CAD/AVL. INIT assumes that MTS and the CAD/AVL supplier will extend the interface by this information.
- The operator can enter his operator ID manually on the TOUCHit3. INIT will not do any verification of the ID. The usage of operator smartcards is not supported by the system.
- Monitoring of farebox status is not included in this offer
- The offered report only displays the tally button presses



Scope of Work:

This proposal includes:

- Software
 - o Customization of GUI on various driver screens as shown on figures 1 & 2
 - o New MOBILEvario report for tally button presses
- Services
 - o Project Management for additional work over the original scope
 - o System Engineering for additional work over the original scope
 - o Installation and configuration

Benefits:

The tally buttons will allow the driver the flexibility to log cash transactions. This in turn will allow the agencies the ability to query the quantity of cash fares by Tally Type.

Customer Responsibilities:

MTS will be responsible for training drivers how to use the new Tally Buttons.

Pricing:

Item	Description	Qty	Price per unit USD	Price total USD
1	new MOBILEvario Report			
	Preparation / Clarification	1	2,496.00	2,496.00
	new MOBILEvario report for tally button presses	1	14,976.00	14,976.00
	installation test and delivery	1	4,992.00	4,992.00
Subtotal:				\$ 22,464.00
2	customization of GUI on TOUCHit3			
	preparation / clarification	1	2,496.00	2,496.00
	customization of TOUCHit3 software	1	34,944.00	34,944.00
	installation test and delivery	1	2,496.00	2,496.00
Subtotal:				\$ 39,936.00
3	Services			
	project management	1	1,520.00	1,520.00
	system engineering	1	3,040.00	3,040.00
Subtotal:				\$ 4,560.00
GRAND TOTAL excl. Tax				\$ 66,960.00



Additional Maintenance Costs:

The following Annual Maintenance fees will be added to the extended maintenance contract and invoiced accordingly.

Item	Description	Qty	Price per unit USD	Price total USD
4	INIT Maintenance			
	Device Software Maintenance - Year 1	1	2,620.80	2,620.80
	Central Software Maintenance - Year 1	1	1,123.20	1,123.20
	Device Software Maintenance - Year 2	1	2,673.22	2,673.22
	Central Software Maintenance - Year 2	1	1,145.66	1,145.66
	Device Software Maintenance - Year 3	1	2,726.68	2,726.68
	Central Software Maintenance - Year 3	1	1,168.58	1,168.58
	Device Software Maintenance - Year 4	1	2,781.21	2,781.21
	Central Software Maintenance - Year 4	1	1,191.95	1,191.95
	Device Software Maintenance - Year 5	1	2,836.84	2,836.84
	Central Software Maintenance - Year 5	1	1,215.79	1,215.79
	Device Software Maintenance - Year 6	1	2,893.57	2,893.57
	Central Software Maintenance - Year 6	1	1,240.10	1,240.10
	Device Software Maintenance - Year 7	1	2,951.45	2,951.45
	Central Software Maintenance - Year 7	1	1,264.91	1,264.91
	Device Software Maintenance - Year 8	1	3,010.48	3,010.48
	Central Software Maintenance - Year 8	1	1,290.20	1,290.20
	Device Software Maintenance - Year 9	1	3,070.68	3,070.68
	Central Software Maintenance - Year 9	1	1,316.01	1,316.01
	Device Software Maintenance - Year 10	1	3,132.10	3,132.10
	Central Software Maintenance - Year 10	1	1,342.33	1,342.33
	GRAND TOTAL excl. Tax			\$40,995.76

Invoicing Milestone:

Milestone	Percentage	Total
Design	35%	\$23,436.00
Screen Mockups	20%	\$13,392.00
User Acceptance Test	35%	\$23,436.00
Final User Acceptance Test	10%	\$6,696.00
		\$66,960.00

INIT Innovations in Transportation, Inc.
424 Network Station
Chesapeake, VA, 23320

Phone: 757-413-9100
sales@initusa.com
www.initusa.com

Att. D, AI 10, 03/11/2021



INIT Contact:

Name: Eddie Estrada
Position: Account Manager
Phone: 757-413-9100 x464
Email: eestrada@initusa.com

Signature:

A handwritten signature in blue ink, appearing to read "Julie Allison", written over a horizontal line.

Julie Allison
Account Management Director

A handwritten signature in blue ink, appearing to read "Eric Linxweiler", written over a horizontal line.

Eric Linxweiler
COO

Attachment E

SAGE Operator Separation



San Diego MTS – SAGE Operator Separation

Customer: SDMTS
Requested by: Israel Maldonado
Prepared by: Eddie Estrada
Proposal #: 2020-728-02
Date: February 4, 2021
Validity: 90 days

Warranty: 1 Year
Delivery: Estimated after receipt of change order
Invoicing
Milestones: See below

Existing Contract G2091.0-18 Terms & Conditions apply

Request:

MTS is requesting a change to the current export to Sage (financial software) so that MTS and NCTD can individually reconcile card payments from transactions at the Ticket Vending Machines (TVMs) and Ticket Office Terminals (TOTs).

Solution Description:

INIT will configure the export of reconciled credit card payments to Sage, so that the payments are summarized and grouped by agency.

1. An exported batch in Sage will have multiple entries. One per Agency and Sales Channel Combination. Sales Channels that are shared over the region will still have only one entry. Each entry will then have one detail record, containing the actual General Ledger (GL) entries. The reconciled payment export will credit cash in transit accounts, and debit agency specific cash accounts.

The accounting configuration will be part of this proposal and **table 1** below is a possible implementation.

BATCH	Daily Reconciled Payments									
ENTRY	TVM NCTD		TVM MTS		Customer Website		TOT NCTD		TOT MTS	
DETAILS	Credit	Debit	Credit	Debit	Credit	Debit	Credit	Debit	Credit	Debit
GL Accounts	Cash in Transit – TVM NCTD Bank Cards	Cash – NCTD	Cash in Transit – TVM MTS Bank Cards	Cash – MTS	Cash in Transit – Customer Website Bank Cards	Cash – Region	Cash in Transit – TOT NCTD Bank Cards	Cash – NCTD	Cash in Transit – TOT MTS Bank Cards	Cash – MTS

table 1

2. INIT will change the Accounting Configuration application to allow the configuration of GL accounts for the export of reconciled credit card payments per agency and sales channel.
3. INIT will configure Sage and the Accounting export according to the Agency defined GL accounts that would move reconciled payments to a cash account.
4. INIT will update the Reconciled Payments view in MOBILEvario Revenue Management to allow the Agency to group and filter by the agency identifier.
5. INIT will update the FDR version of the CDRL to reflect this change.
6. INIT will deploy the updated application to the SDMTS test and production system.

**Scope of Work:**

This proposal includes:

- Software
 - o Customization of MOBILEvario as detailed above
- Services
 - o Project Management for additional work over the original scope
 - o System Engineering for additional work over the original scope

Benefits:

This change will allow MTS and NTCD to reconcile their own card present transactions. With TVMs and TOTs assigned to different operators, this new configuration would provide the region with the most efficient setup to ensure adequate reconciliation.

Customer Responsibilities:

- Update chart of accounts

Pricing:

Item	Description	Qty	Price per unit USD	Price total USD
1	MOBILEvario Customization			
	Preparation / Clarification	1	1,296.00	1,296.00
	Customization MOBILEvario software	1	15,552.00	15,552.00
	Tests and delivery	1	2,592.00	2,592.00
Subtotal:				\$ 19,440.00
2	Project Services			
	Project Management and System Engineering	1	1,840.00	1,840.00
GRAND TOTAL excl. Tax				\$ 21,280.00

Additional Maintenance Costs:

The following Annual Maintenance fees will be added to the extended maintenance contract and invoiced accordingly.

Item	Description	Qty	Price per unit USD	Price total USD
3	INIT Maintenance			
	Backoffice Software Maintenance - Year 1	0		
	Backoffice Software Maintenance - Year 2	1	2,379.46	2,379.46
	Backoffice Software Maintenance - Year 3	1	2,427.05	2,427.05
	Backoffice Software Maintenance - Year 4	1	2,475.59	2,475.59
	Backoffice Software Maintenance - Year 5	1	2,525.10	2,525.10
	Backoffice Software Maintenance - Year 6	1	2,575.60	2,575.60
	Backoffice Software Maintenance - Year 7	1	2,627.11	2,627.11



Backoffice Software Maintenance - Year 8	1	2,679.65	2,679.65
Backoffice Software Maintenance - Year 9	1	2,733.25	2,733.25
Backoffice Software Maintenance - Year 10	1	2,787.91	2,787.91
GRAND TOTAL excl. Tax			\$23,210.72

Payment Milestone:

Milestone	Percentage	Total
Delivery	50%	\$10,640.00
User Acceptance	50%	\$10,640.00
		\$21,280.00

INIT contact:

Name: Eddie Estrada
Position: Account Manager
Phone: 757-413-9100 x464
Email: eestrada@initusa.com

Signature:

A handwritten signature in black ink, appearing to read 'Julie Allison', written over a horizontal line.

Julie Allison
Account Management Director

A handwritten signature in blue ink, appearing to read 'Eric Linxweiler', written over a horizontal line.

Eric Linxweiler
COO

Attachment F

Customer Relationship Module (CRM) Payment Integration with Enghouse



San Diego MTS – CRM Payment Integration with Enghouse

Customer:	MTS	Warranty:	1 Year
Requested by:	Israel Maldonado	Delivery:	TBD after receipt of change order
Prepared by:	Eddie Estrada	Invoicing	
Proposal #:	2020-718-01	Milestones:	See Below
Date:	January 6, 2021		
Validity:	90 days		Existing Contract G2091.0-18 Terms & Conditions apply

Description:

San Diego MTS wants to connect the Salesforce CRM system with an Enghouse IVR system, so that customers can make a credit card payment using their telephone keypad. This is done to alleviate PCI concerns.

Scope of Work:

INIT's subcontractor MTX will make the following changes to the existing Salesforce CRM instance:

- Add a function to hand-off the collection of credit card details to the agency provided telephony system wherever the current system allows entering the credit card information
- MTX will make a specific call that includes an identifier to the Enghouse system to initiate the collection of credit card data
- Enghouse will then perform a NMI/collect.js token request. The token needs to be in the same format than the token requested by the website and other INIT clients used in the system.
- Once the payment token is received, Enghouse will send the token, together with the identifier that was sent by MTX, back to the Salesforce system
- MTX/Salesforce will then complete the request by providing the respective payment token to the INIT APIs

INIT will provide Project Management and System Engineering support for the implementation of this change.

Benefits:

By providing a CRM integration with MTS's Enghouse IVR system, MTS customers will have the benefit of making over-the-phone payments.

Customer Responsibilities:

The Enghouse system will be procured directly by MTS.

Assumptions:

If required, Address Verification Service (AVS) will be performed by the Enghouse system. MTX will not be able to send the necessary data (e.g. invoice address) to Enghouse if the information is not in the Salesforce system.



Price:

Item	Description	Qty	Price per unit USD	Price total USD
1	CRM Customizations	1	32,419.20	32,419.20
2	Project Management & Systems Engineering	1	8,080.00	8,080.00
GRAND TOTAL excl. Tax				40,499.20

Invoicing Milestone:

Milestone	Percentage	Total
Design	45%	\$18,224.64
User Acceptance Test	45%	\$18,224.64
Final User Acceptance Test	10%	\$4,049.92
Total		\$40,499.20

INIT contact:

Name: Eddie Estrada
Position: Account Manager
Phone: 757-413-9100 x464
Email: eestrada@initusa.com

Signature:

A handwritten signature in black ink, appearing to read "Julie Allison", written over a horizontal line.

Julie Allison
Account Management Director

A handwritten signature in blue ink, appearing to read "Eric Linxweiler", written over a horizontal line.

Eric Linxweiler
COO

Attachment G

Fare Media Credit



INIT Innovations in Transportation, Inc.

424 Network Station
Chesapeake, Virginia 23320
Phone (757) 413-9100
Fax (757) 413-5019

February 8, 2021

Mr. Israel Maldonado
Fare Systems Administrator
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, California 92101-7490

<http://www.initusa.com>
postmaster@initusa.com

Via e-mail: Israel.Maldonado@sdmts.com

Re: Fare Media Order Changes

Dear Mr. Maldonado,

As per San Diego Metropolitan Transit System's (SDMTS's) request, INIT is ordering fare media quantities as indicated in the attached spreadsheet. INIT agrees to apply the fare media change order credit indicated in the attachment towards future change orders. We request that the credit be fully applied to change orders prior to the end of the pilot phase (to avoid having an unused credit towards the end of the project). Any additional orders of fare media, other than the ones indicated in the Attachment, will be subject to delivery timelines at the time of order.

Sincerely,

Acknowledged and agreed to by

A handwritten signature in black ink, appearing to read "S. Popatia", with a stylized flourish at the end.

Shahir Popatia
Project Manager / Systems Engineer

Israel Maldonado
Fare System Administrator

Date: February 8, 2021

Date: _____

cc Roland Staib – President & CEO
Linda Keith – CFO
Julie Allison – Director, Account Management
Erica Brown – Senior Account Manager
Eddie Estrada – Account Manager

cc Sharon Cooney – CEO
Rob Schupp – Director of Marketing

Attachment

ATTACHMENT

Mr. Israel Maldonado
Fare Media Order Changes
February 8, 2021, Page 2

	Assumptions/Questions	EU Card Media				Limited Use								Ticket Rolls				
		Pronto with Retail Barcode, Scratch Off PIN and Sticker (All Other Sales Channels)	Pronto without Scratch Off PIN and sticker (TVMs)	Personalized Pronto without PIN and Sticker	EU - Employee Card (no PIN, no Sticker)	Pronto LU	Juror Regional LU	Juror Regional S/D/M LU	Class Pass LU	Juror Regional Comp LU	Juror Premium LU	Juror Premium S/D/M	Juror Premium Comp	Blue	Green	Orange	NCTD	Additional Receipt Paper (213 rolls to be provided by MIT through proposal's consumables budget)
Quantity		300,000	750,000	100,000	0	650,000	25,000	5,000	5,000	40,000	10,000	5,000	12,000	190	140	50	89	107
Total Media Type Quantity		1,150,000				752,000								576				
Ticket Equivalent														5,760,000				
Unit Price (Based on Total Quantity by Media Type)		\$1.02	\$0.96	\$0.96	\$0.96	\$0.29								\$0.06				
Total Cost		\$306,000	\$720,000	\$96,000	\$0	\$218,080								\$345,600				
Plate Fee (New Design)	Assumes plate fee doesn't apply for first design nor variations in card back with respect to artwork code used in the lower right or the scratch off over the PIN.			\$ 325			\$325	\$325	\$325	\$325	\$325	\$325	\$325					
Storage	MTS will store the EU media on site so storage costs have been removed.																	
Total Cost by Media Type		\$1,122,325				\$220,355								\$345,600				
TOTAL COST						\$1,688,280												
MEDIA COST IN CONTRACT						\$2,526,000												
Credit Contract Value						\$837,720.00												

Sub-Total \$837,720.00
Tax \$64,923.30
Total \$902,643.30



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

Agenda Item No. 11

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

BUILDING C SECURITY RESTROOM & LOCKER ROOM REHABILITATION – WORK
ORDER AGREEMENT

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC324-01 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 (in substantially the same format as Attachment A) with ABC Construction Co., Inc. (ABC), in the amount of \$349,714.14, for rehabilitating the MTS Security restrooms and locker rooms in Building C.

Budget Impact

The total budget for this project shall not exceed \$349,714.14. Under separate MTS Doc No. L1282.-16, with The Gordian Group, MTS will pay a 1.76% JOC software license fee in the amount of \$6,142.40. This project is funded by MTS Capital Improvement Project (CIP)1009004201 – Building C Security Restroom & Locker Room Rehabilitation.

DISCUSSION:

The MTS's Transit Enforcement and Passenger Security Department's locker rooms and restrooms are original to Building C. They were constructed in the 1990s, and have become antiquated and beyond a state of good repair. Both the men's and women's facilities contain industrial steel plumbing fixtures, inadequate Heating, Ventilation, and Air Conditioning (HVAC), and limited locker room space, which is needed for secure storage of uniforms and staff personal belongings while in service to MTS.

With the Mid-Coast trolley extension opening in late 2021, the MTS Transit Enforcement and Passenger Security staff levels will increase to support the additional 11 miles and nine new stations. Due to the increase in personnel and inadequate current conditions, the men's and women's locker rooms and restrooms require rehabilitation.



This project consists of replacing the flooring, painting all surfaces, installing new restroom fixtures and accessories, replacing the toilet partitions, replacing the light fixtures with LED fixtures, revising the HVAC system to provide suitable heating and cooling, and doubling the number of lockers.

On October 6, 2020, MTS issued an Invitation for Bids (IFB) seeking a contractor to provide JOC building and facilities construction services that primarily consists of repair, remodeling, or other repetitive work, and general building and facility contracting services. These services include, but are not limited to, demolition, maintenance, and modification of existing buildings and facilities, as well as any 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 catalog 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 catalog. Each contractor then includes an adjustment factor, escalating their proposed price from the catalog price, to determine the total cost of the task order. The adjustment factor represents an average percentage increase over the catalog price (i.e. 1.25 adjustment factor represents 25% above the catalog 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.

Nine (9) bids were received and MTS determined that ABC was the lowest responsive and responsible bidder. On December 10, 2020, the MTS Board authorized the CEO to execute MTS Doc. No. PWG324.0-21 with ABC for General Building 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, and equipment for the restroom and locker room rehabilitation. Work is expected to be completed by June 2021.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Work Order MTSJOC324-01 under Job Order Contract (JOC) to MTS Doc. No. PWG324.0-21 with ABC, in the amount of \$349,714.14, for rehabilitating the MTS Security restrooms and locker rooms in Building C.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Draft Work Order Contract MTSJOC324-01, MTS Doc No. PWG324.0-21



**JOB ORDER CONTRACT
WORK ORDER**

PWG324.0-21
CONTRACT NUMBER

MTSJOC324-01
WORK ORDER NUMBER

THIS AGREEMENT is entered into this _____ day of _____ 2021, in the state of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

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

Form of Business: Corporation San Diego, CA 92113
(Corporation, partnership, sole proprietor, etc.)

Telephone: (619) 239-3428

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

Pursuant to the existing Job Order Contract (MTS Doc. No. PWG324.0-21), MTS issues a Work Order to Contractor to complete the detailed Scope of Work (attached as Exhibit A.), the Cost Breakdown for the Scope of Work (attached as Exhibit B.), and the subcontractor listing form applicable to this Work Order (attached as Exhibit C.)

TOTAL PAYMENTS TO CONTRACTOR SHALL NOT EXCEED \$349,714.14

<u>SAN DIEGO METROPOLITAN TRANSIT SYSTEM</u>	<u>ABC CONSTRUCTION CO., INC.</u>
By: _____ Sharon Cooney, Chief Executive Officer	Firm: _____
Approved as to form:	By: _____ Signature
By: _____ Karen Landers, General Counsel	Title: _____



EXHIBIT A (Scope of Work)

San Diego Metropolitan Transit System

1255 Imperial Ave
 San Diego, CA 92101

Final Scope of Work

Date: 3/3/2021

Job Order Contracting

To:

From:

Contract No: PWG324.0-21
Job Order No: MTSJOC324-01
Job Order Title: SDTE Locker Room and Restroom Rehabilitation
Location: Building C
 1535 Newton Ave Yard Tower, & Paint Booth
 San Diego, CA 92113
Brief Scope: Rehabilitaion of the security locker room and restrooms in Building C.

SECTION 7- SCOPE OF WORK/MINIMUM TECHNICAL SPECIFICATIONS

SECTION 7-1 GENERAL

Within the Trolley Building C, there are locker rooms and restrooms servicing men and women in Transit Enforcement. The locker and restrooms are part of the original construction, under suited for upcoming staff expansion with Mid-Coast and not in a good repair. This project generally consists of the rehabilitation of the men's and women's locker rooms and restrooms in Building C.

All work is to occur within Building C located at 1535 Newton Ave., San Diego 92113.

SECTION 7-2 STAGING

Contractor is to keep and store all materials and equipment within the work area as possible. Any further staging would have to be coordinated with the MTS Project Manager. There may be some available space within or adjacent to the Taxi Inspection Building. All property stored onsite is the responsibility of the contractor and MTS shall not be held liable for any and all equipment, material, tools, etc.

SECTION 7-3 TEMP FACILITIES

The contractor is to provide their own temporary restrooms and wash facilities as needed. Contractor is responsible for temp power and water.

Contractor is to provide a temporary restroom trailer to accommodate the men and women during construction. Trailer is to have temp power and water hookups, and have a minimal of 8 stations. Trailer is to be located adjacent to Taxi Inspection building and be cleaned on a bi-weekly basis.

SECTION 7-4 SAFETY AND ACCESS

Diligent caution must be taken during the undertaking of this work. All work will occur within the trolley yard so ROW training must be attended. Key personnel will be granted badges for access. Only vehicles necessary for the performance of the work shall be parked within the yard adjacent to the Taxi Admin building or west of the security office.

SECTION 7-5 WASTE

The contractor is responsible for legally disposing of any and all waste in relation to the work. The contractor shall not use any onsite receptacles to dispose of material generated during the performance of this contract. Contractor is responsible for general cleanup at the end of each work day.

SECTION 7-6 SCHEDULE AND SEQUENCING

All work shall be completed within ninety (90) calendar days from issuance of Notice to Proceed. It is assumed there will be some lead time for some items, which is included in the duration. The work shall commence once all material is available and the work can proceed without stoppages. The intent is to get the locker and restroom work completed within three weeks in order to limit impacts to the security operation. Contractor is to provide a schedule for the work. Work can occur in the men's and women's spaces concurrently.

SECTION 7-7 RESTROOM AND LOCKER ROOM REHABILITATION

Men's Restroom:

Contractor is to perform the following general tasks:

Paint alcove area walls outside of the men's and women's restroom at the main entries including any necessary pathing and repair.

Paint restroom doors and frames Pantone 485C.

Paint all solid walls and ceilings within the restroom. MTS to provide paint color.

Remove large stainless-steel sink and dispose of it in its entirety; replace with 5 wall mounted sinks, install new sewer and water lines as needed. There is a plumbing chase in the adjacent janitor closet that could be utilized. Patch all openings on the ground and cover with tile to match existing. Any underground lines should be capped accordingly.

Each sink is to have a new soap dispenser, mirror, and 3 paper towel dispensers.

Remove and replace all toilet partitions with new toilet partitions. Layout and dimensions can match existing

layout. Toilet partitions are to be stainless-steel.

Att. A, AI 11, 03/11/2021

Replace grab bars with new grab bars. (TBD if necessary)

Replace three toilet paper dispensers with new toilet paper dispensers.

Replace one urinal with new urinal including flushometer.

Replace three toilets with new toilets including flushometer.

Replace three toilet seat cover dispensers with new dispensers.

Replace light fixtures with new LED light fixtures.

Replace door and hardware that provides access to the locker room.

Review, and repair exhaust fans as necessary to provide suitable exhaust air as the current exhaust registers are not drawing air.

Add louver above restroom door or new supply in the restroom in order to get fresh air into the restroom as there are currently no supply registers in the restroom. Please refer to the locker room scope for HVAC scope within the locker room.

Option - replace tile

Men's Locker Room:

Contractor is to perform the following general tasks:

Paint all solid walls and ceilings within the locker room including any necessary patching and repair. MTS to provide paint color.

Remove all lockers and replace with new lockers at half height so there are **264** total openings. There are currently 132 lockers in the men's room. Lockers are to be perforated and it is acceptable if the perimeter lockers have a flat top. Red lockers are ok. Lockers need to be numbered. Stainless-steel benches can remain.

Replace flooring with new sheet vinyl flooring.

Replace two door storage locker with new storage locker.

Replace light fixtures with new LED light fixtures.

Clean grout within showers.

Replace shower head, shower valve, shower curtain rod, and shower curtain with a solid gray shower curtain.

Patch over bullet hole in shower with tile to match existing.

There is currently a vent in the locker room that may be connected to an air handler. There is not suitable heat, cooling, exhaust or air exchanges in the locker room and shower area. Contractor is to review the available HVAC and duct work in the spaces and install a suitable system either a new split system or package unit to feed both spaces. There is also not an exhaust fan in the showers that needs to be addressed. If there is a new system installed it can be locally controlled in the space.

Install HVAC exhaust fan or supply and return in shower area.

Women's Restroom:

Paint alcove area walls and ceiling outside of the men's and women's restroom at the main entries including any necessary patching and repair.

Paint restroom doors and frames Pantone 485C.

Replace door louver.

Paint all solid walls and ceilings within the restroom. MTS to provide paint color.

Remove large stainless-steel sink and dispose of it in its entirety; replace with 3 wall mounted sinks, install new sewer and water lines as needed. There is a plumbing chase in the adjacent janitor closet that could be utilized. Patch all openings on the ground and cover with tile to match existing. Any underground lines should be capped accordingly.

Each sink is to have a new soap dispenser, mirror with a ledge, and 2 paper towel dispensers.

Replace two hand dryers.

Remove and replace all toilet partitions with new toilet partitions. Layout and dimensions can match existing layout. Toilet partitions are to have a stainless-steel finish.

Replace grab bars with new grab bars. **(TBD if necessary)**

Replace two toilet paper dispensers with new toilet paper dispensers.

Replace two toilets with new toilets including flushometer.

Replace two toilet seat cover dispensers with new dispensers.

Replace two feminine napkin disposers.

Replace light fixtures with new LED light fixtures.

Replace tiles with wall anchors in the with new tile to match existing.

Review, and repair exhaust fans as necessary to provide suitable exhaust air as the current exhaust registers are not drawing air.

Add louver above restroom door or new supply in the restroom in order to get fresh air into the restroom as there are currently no supply registers in the restroom. Please refer to the locker room scope for HVAC scope within the locker room.

Option - replace tile

Women's Locker Room:

Contractor is to perform the following general tasks:

Paint all solid walls and ceilings within the locker room including any necessary patching and repair. MTS to provide paint color.

Remove all lockers and replace with new lockers at half height so there are 90 total openings. Lockers are to be perforated and it is acceptable if the perimeter lockers have a flat top. Red lockers are ok. Lockers are to be numbered. Stainless-steel benches can remain.

Replace flooring with new sheet vinyl flooring.

Replace light fixtures with new LED light fixtures.

Clean grout within showers.

Att. A, AI 11, 03/11/2021

Replace shower head, shower valve, shower curtain rod, and shower curtain with a solid gray shower curtain.

There is currently a vent in the locker room that may be connected to an air handler. There is not suitable heat, cooling, exhaust or air exchanges in the locker room and shower area. Contractor is to review the available HVAC and duct work in the spaces and install a suitable system either a new split system or package unit to feed both spaces. There is also not an exhaust fan in the showers that needs to be addressed. If there is a new system installed it can be locally controlled in the space.

Install HVAC exhaust fan or supply and return in shower area.

Eli Belknap, Manager of Capital Projects

Date

EXHIBIT B (Cost Breakdown)



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: JOC Building and Facilities Construction Services
Contract Number: PWG324.0-21
Job Order Number: MTSJOC324-01
Job Order Title: SDTE Locker Room and Restroom Rehabilitation
Location: Building C
Cost Proposal Date: March 3, 2021
Proposal Value: \$349,714.14

Division		Division Totals
01	General Requirements	\$35,536.94
03	Concrete	\$16,701.29
08	Openings	\$3,134.22
09	Finishes	\$118,414.53
10	Specialties	\$107,404.65
11	Equipment	\$2,732.87
22	Plumbing	\$15,537.01
23	Heating, Ventilating, And Air-Conditioning (HVAC)	\$41,429.60
26	Electrical	\$8,823.03
Proposal Total:		\$349,714.14
The Percentage of Non Pre-Priced on this Proposal:		0.00%



JOC Name (Contractor): ABC Construction Co., Inc.
Contract Name: JOC Building and Facilities Construction Services
Contract Number: PWG324.0-21
Job Order Number: MTSJOC324-01
Job Order Title: SDTE Locker Room and Restroom Rehabilitation
Location: Building C
Cost Proposal Date: March 3, 2021
Proposal Value: \$349,714.14

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total			
01 General Requirements							\$35,536.94			
1	015219000006		MO	6 Station, Portable Toilets, Multi Trailer						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	MO	4.00	x	\$2,600.00	x	0.9645	=	\$10,030.80
Labor Excluded		Equipment Excluded								\$10,030.80
User Note:										
Item Note: Includes women's room (3 toilets, 2 sinks) and men's room (1 toilet, 1 urinal and 1 sink)										
Owner Comments:										
Contractor Comments:										
2	015219000007		WK	Service 6 Station Trailer Restrooms, 3 Times Per Week						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	WK	16.00	x	\$1,500.00	x	0.9645	=	\$23,148.00
Labor Excluded		Equipment Excluded								\$23,148.00
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
3	017419000016		EA	40 CY Dumpster (5 Ton) "Construction Debris"						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	3.00	x	\$814.98	x	0.9645	=	\$2,358.14
Labor Excluded		Equipment Excluded								\$2,358.14
User Note:										
Item Note: Includes delivery of dumpster, rental cost, pick-up cost, hauling, and disposal fee. Non-hazardous material.										
Owner Comments:										
Contractor Comments:										



Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total	
03 Concrete									\$16,701.29	
4	033543000002		SF	Mechanically Grind Concrete Floor With 40 Grit Metal Bonded Diamond Wheels						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	3,700.00	x	\$1.52	x	0.9645	=	\$5,424.35
Materials Excluded										\$5,424.35
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
5	033543000003		SF	Mechanically Grind Concrete Floor With 80 Grit Metal Bonded Diamond Wheels						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	3,700.00	x	\$1.21	x	0.9645	=	\$4,318.07
Materials Excluded										\$4,318.07
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
6	033543000004		SF	Mechanically Grind Concrete Floor With 100 Grit Resin Bonded Diamond Wheels						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	3,700.00	x	\$1.01	x	0.9645	=	\$3,604.34
Materials Excluded										\$3,604.34
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
7	033543000005		SF	Mechanically Grind Concrete Floor With 150 Grit Metal Bonded Diamond Wheels						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	3,700.00	x	\$0.94	x	0.9645	=	\$3,354.53
Materials Excluded										\$3,354.53
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										



Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total	
08 Openings									\$3,134.22	
8	080513000023		EA	For >10 To 14 SF, Factory Installed 20 Gauge Galvannealed Inverted "Y" Blades, 18 Gauge Galvannealed Frame Louver In Door, Add						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	6.00	x	\$444.55	x	0.9645	=	\$2,572.61
		Demo	EA	2.00	x	\$0.00	x	0.9645	=	\$0.00
									\$2,572.61	
Labor Excluded		Equipment Excluded								
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
9	083113000013		EA	18" x 18" Stainless Steel Access Door With Cam Latch						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	2.00	x	\$246.14	x	0.9645	=	\$474.80
		Demo	EA	2.00	x	\$45.00	x	0.9645	=	\$86.81
									\$561.61	
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										



Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total			
09 Finishes							\$118,414.53			
10	090190520014		SF	Hand Wash, Minor Repair And Light Sanding Drywall Surfaces, Surface Preparation						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	8,000.00	x	\$0.47	x	0.9645	=	\$3,626.52
		Materials Excluded								\$3,626.52
	User Note:									
	Item Note:									
	Owner Comments:									
	Contractor Comments:									
11	090190520015		SF	Scrape, Repair And Sand Severely Damaged Drywall Surfaces, Surface Preparation						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	3,000.00	x	\$0.87	x	0.9645	=	\$2,517.35
										\$2,517.35
	User Note:									
	Item Note:									
	Owner Comments:									
	Contractor Comments:									
12	092910000006		SF	5/8" Gypsum Board						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	4,700.00	x	\$1.44	x	0.9645	=	\$6,527.74
		Demo	SF	3,500.00	x	\$0.52	x	0.9645	=	\$1,755.39
										\$8,283.13
	User Note:									
	Item Note:									
	Owner Comments:									
	Contractor Comments:									
13	092910000041		SF	Up To 10' High, Ceilings, Tape, Spackle And Finish Gypsum Board						
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	4,700.00	x	\$0.36	x	0.9645	=	\$1,631.93
		Demo	SF	3,500.00	x	\$0.00	x	0.9645	=	\$0.00
		Equipment Excluded								\$1,631.93
	User Note:									
	Item Note:									
	Owner Comments:									
	Contractor Comments:									



14 092910000047 LF Up To 10' High, Horizontal Corners, Tape, Spackle And Finish Gypsum Board

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF		1,000.00	x	\$0.68	x	0.9645	=	\$655.86
Demo	LF		1,000.00	x	\$0.00	x	0.9645	=	\$0.00
									\$655.86

User Note:

Item Note:

Owner Comments:

Contractor Comments:

15 092910000055 LF Corner Bead, Galvanized Steel For Gypsum Board

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF		1,000.00	x	\$3.07	x	0.9645	=	\$2,961.02
Demo	LF		1,000.00	x	\$0.88	x	0.9645	=	\$848.76
									\$3,809.78

User Note:

Item Note:

Owner Comments:

Contractor Comments:

16 093013000003 SF Less Than 8" x 8", Mounted, Floor Tile

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SF		800.00	x	\$11.08	x	0.9645	=	\$8,549.33
Demo	SF		400.00	x	\$2.31	x	0.9645	=	\$891.20
									\$9,440.53

User Note:

Item Note: Includes glazed porcelain, unglazed porcelain and glazed ceramic tiles. Tiles mounted from back, side or front in 12" x 12", 12" x 24", or similar sized sheets.

Owner Comments:

Contractor Comments:

17 093013000005 SF 2" x 2" x 1/4" Thick, Mounted, Unpolished Ceramic Wall Tile

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SF		800.00	x	\$11.96	x	0.9645	=	\$9,228.34
Demo	SF		400.00	x	\$2.80	x	0.9645	=	\$1,080.24
									\$10,308.58

User Note:

Item Note: Tiles mounted from back, side or front in 12" x 12", 12" x 24", 12" x 48", or similar sized sheets.

Owner Comments:

Contractor Comments:



18	093400000003	EA	48" x 48", Prefabricated Assembly For Tiled Showers (Schluter® KERDI Shower ST/SC)							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	8.00	x	\$873.63	x	0.9645	=	\$6,740.93
										\$6,740.93

User Note:

Item Note:

Owner Comments:

Contractor Comments:

19	096513130008	LF	6" High, 1/8" Thick, Type TP Thermoplastic Rubber Wall Base, All Colors							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	LF	75.00	x	\$3.20	x	0.9645	=	\$231.48
		Demo	LF	75.00	x	\$0.85	x	0.9645	=	\$61.49
										\$292.97

User Note:

Item Note:

Owner Comments:

Contractor Comments:

20	096516230002	SF	0.080" Overall Thickness, 0.080" Wear Layer, Homogeneous, Commercial Vinyl Sheet Flooring (Armstrong® Medintech®)							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	400.00	x	\$6.63	x	0.9645	=	\$2,557.85
		Demo	SF	2,600.00	x	\$0.51	x	0.9645	=	\$1,278.93
										\$3,836.78

User Note:

Item Note:

Owner Comments:

Contractor Comments:

21	096716000003	SF	Epoxy Marble Chip Floor, Topping 3/16" Thick, Heavy Duty Epoxy							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	SF	4,100.00	x	\$12.57	x	0.9645	=	\$49,707.44
										\$49,707.44

User Note:

Item Note:

Owner Comments:

Contractor Comments:



22 099123000062 SF 1 Coat Primer, Brush/Roller Work, Paint Interior Plaster/Drywall Walls

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SF		5,000.00	x	\$0.55	x	0.9645	=	\$2,652.38
									\$2,652.38

User Note:

Item Note:

Owner Comments:

Contractor Comments:

23 099123000064 SF 2 Coats Paint, Brush/Roller Work, Paint Interior Plaster/Drywall Walls

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SF		5,000.00	x	\$1.09	x	0.9645	=	\$5,256.53
									\$5,256.53

User Note:

Item Note:

Owner Comments:

Contractor Comments:

24 099123000151 SF 1 Coat Primer, Brush/Roller Work, Paint Interior Drywall/Plaster Ceiling

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SF		4,700.00	x	\$0.65	x	0.9645	=	\$2,946.55
									\$2,946.55

User Note:

Item Note:

Owner Comments:

Contractor Comments:

25 099123000153 SF 2 Coats Paints, Brush/Roller Work, Paint Interior Drywall/Plaster Ceiling

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	SF		4,700.00	x	\$1.17	x	0.9645	=	\$5,303.79
									\$5,303.79

User Note:

Item Note:

Owner Comments:

Contractor Comments:

26 099123000236 LF 1 Coat Primer, Brush/Roller Work, Paint Interior Wood Door Frame And Trim

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	LF		150.00	x	\$0.87	x	0.9645	=	\$125.87
									\$125.87

User Note:

Item Note:

Owner Comments:

Contractor Comments:



27 099123000238 LF 2 Coats Paint, Brush/Roller Work, Paint Interior Wood Door Frame And Trime

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	150.00	x	\$1.90	x	0.9645	=	\$274.88
									\$274.88

User Note:

Item Note:

Owner Comments:

Contractor Comments:

28 099123000239 LF Paint Interior Metal Door Frame And Trim, 1 Coat Primer, Brush/Roller Work

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	68.00	x	\$0.88	x	0.9645	=	\$57.72
									\$57.72

User Note:

Item Note:

Owner Comments:

Contractor Comments:

29 099123000241 LF 2 Coats Paint, Brush/Roller Work, Paint Interior Metal Door Frame And Trim

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	68.00	x	\$1.93	x	0.9645	=	\$126.58
									\$126.58

User Note:

Item Note:

Owner Comments:

Contractor Comments:

30 099123000247 EA Paint Interior Metal Door, Both Faces, 1 Coat Paint, Brush/Roller Work

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	2.00	x	\$72.64	x	0.9645	=	\$140.12
									\$140.12

User Note:

Item Note:

Owner Comments:

Contractor Comments:

31 099123000247 0287 EA For Half Louvered Door, Add

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	2.00	x	\$7.11	x	0.9645	=	\$13.72
									\$13.72

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:



32 099123000248 EA Paint Interior Metal Door, Both Faces, 2 Coats Paint, Brush/Roller Work

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$130.65	x	0.9645	=	\$252.02
						\$252.02

User Note:

Item Note:

Owner Comments:

Contractor Comments:

33 099123000248 0287 EA For Half Louvered Door, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$12.04	x	0.9645	=	\$23.23
						\$23.23

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

34 099123000259 EA Paint Interior Wood Door, Both Faces, 1 Coat Primer, Brush/Roller Work

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$65.77	x	0.9645	=	\$126.87
						\$126.87

User Note:

Item Note:

Owner Comments:

Contractor Comments:

35 099123000259 0294 EA For Half Louvered Door, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$7.11	x	0.9645	=	\$13.72
						\$13.72

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

36 099123000261 EA Paint Interior Wood Door, Both Faces, 2 Coats Paint, Brush/Roller Work

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
2.00	x	\$116.91	x	0.9645	=	\$225.52
						\$225.52

User Note:

Item Note:

Owner Comments:

Contractor Comments:



37 099123000261 **0294** EA For Half Louvered Door, Add

Accepted

		Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA	2.00	x	\$12.04	x	0.9645	=	\$23.23

Materials Excluded

\$23.23

User Note:

Item Note:

Owner Comments:

Contractor Comments:



Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
10 Specialties							\$107,404.65
38	102113140004		EA	36" x 60", Floor Anchored, Stainless Steel, One Compartment Corner Unit, Complete Toilet Partition			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
				Installation	EA	2.00	x \$1,627.18
						x	0.9645
							=
							\$3,138.83
							\$3,138.83
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							
39	102113140040		EA	30" x 58" x 1", Stainless Steel, Toilet Partition Door			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
				Installation	EA	7.00	x \$415.56
						x	0.9645
							=
							\$2,805.65
							\$2,805.65
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							
40	102113140071		EA	8" x 82" x 1-1/4", Stainless Steel, Toilet Partition Pilaster			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
				Installation	EA	12.00	x \$247.81
						x	0.9645
							=
							\$2,868.15
							\$2,868.15
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							
41	102813130020		EA	Surface Mounted, Acrylonitrile Butadiene Styrene (ABS) Plastic Roll Paper Towel Dispenser (Bobrick Matrix B-52860)			
				Accepted	Quantity	x	Unit Price
						x	Factor
							=
							LineTotal
				Installation	EA	6.00	x \$134.94
						x	0.9645
							=
							\$780.90
				Demo	EA	2.00	x \$19.91
						x	0.9645
							=
							\$38.41
							\$819.31
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							



42	102813130055	EA	24 Fluid Ounce, Surface Mounted, Translucent Polyethylene Soap Dispenser (Bobrick B-156)							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	5.00	x	\$54.14	x	0.9645	=	\$261.09
		Demo	EA	2.00	x	\$19.91	x	0.9645	=	\$38.41
										\$299.50

User Note:

Item Note:

Owner Comments:

Contractor Comments:

43	102813130155	EA	36" Length, 1-1/2" Diameter, Stainless Steel Grab Bar (Bobrick B-6806x36)						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	6.00	x	\$90.45	x	0.9645	=	\$523.43
									\$523.43

User Note:

Item Note:

Owner Comments:

Contractor Comments:

44	102813130157	EA	48" Length, 1-1/2" Diameter, Stainless Steel Grab Bar (Bobrick B-6806x48)						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	4.00	x	\$97.27	x	0.9645	=	\$375.27
									<u>\$375.27</u>

User Note:

Item Note:

Owner Comments:

Contractor Comments:

45	102813130160	EA	24" x 36", Two Wall, 1-1/2" Diameter, Stainless Steel Grab Bar (Bobrick B-68616)							
	Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	4.00	x	\$139.35	x	0.9645	=	\$537.61
		Demo	EA	2.00	x	\$17.70	x	0.9645	=	\$34.14
										\$571.75

User Note:

Item Note:

Owner Comments:

Contractor Comments:



46 102813130194

EA 33-1/2" Width, Wall-Mounted, Stainless Steel, Americans With Disabilities Act Compliant Folding Shower Seat, (Acorn Shower-Ware 1103-31/1103-32)

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA		4.00	x	\$2,193.39	x	0.9645	=	\$8,462.10
Demo	EA		2.00	x	\$0.00	x	0.9645	=	\$0.00
									\$8,462.10

User Note:

Item Note:

Owner Comments:

Contractor Comments:

47 102813130326

EA 24" x 36", Surface Mounted, Stainless Steel Channel Frame Glass Mirror/Shelf Combination (Bobrick B-166 2436)

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA		8.00	x	\$212.18	x	0.9645	=	\$1,637.18
									\$1,637.18

User Note:

Item Note:

Owner Comments:

Contractor Comments:

48 102819160007

EA 35-1/8" To 36-7/8" Opening, Silver Finish Frame, Tempered Safety Glass, Swinging Shower Door (American Standard AM00805)

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA		5.00	x	\$426.76	x	0.9645	=	\$2,058.05
									\$2,058.05

User Note:

Item Note:

Owner Comments:

Contractor Comments:

49 105113000062

EA 12" x 18" x 60" Two Tier Athletic Locker

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
Installation	EA		50.00	x	\$391.33	x	0.9645	=	\$18,871.89
Demo	EA		50.00	x	\$29.21	x	0.9645	=	\$1,408.65
									\$20,280.54

User Note:

Item Note:

Owner Comments:

Contractor Comments:



50 105113000070 EA 12" x 18" x 72" Two Tier Athletic Locker

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	140.00	x	\$408.00	x	0.9645	=	\$55,092.24
	Demo	EA	140.00	x	\$29.21	x	0.9645	=	\$3,944.23
									\$59,036.47

User Note:

Item Note:

Owner Comments:

Contractor Comments:

51 105113000107 LF 18" Deep, 16 Gauge Continuous Slope Top

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	81.00	x	\$31.40	x	0.9645	=	\$2,453.11
	Demo	LF	81.00	x	\$3.54	x	0.9645	=	\$276.56
									\$2,729.67

User Note:

Item Note:

Owner Comments:

Contractor Comments:

52 105113000180 EA 21" Deep x 72" High, 16 Gauge End Panel

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	1.00	x	\$91.42	x	0.9645	=	\$88.17
	Demo	EA	1.00	x	\$3.54	x	0.9645	=	\$3.41
									\$91.58

User Note:

Item Note:

Owner Comments:

Contractor Comments:

53 105153000005 LF Aluminum Bench With Aluminum Pedestals

Accepted

			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	LF	200.00	x	\$8.85	x	0.9645	=	\$1,707.17
									\$1,707.17

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments: V:1.1-Item used for removal and reinstallation of benches during epoxy application



Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
11 Equipment							\$2,732.87

54 114131000004 EA 72" Wall Cabinet With Hinged Doors

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
1.00	x	\$2,728.83	x	0.9645	=	\$2,631.96
1.00	x	\$104.62	x	0.9645	=	\$100.91
						\$2,732.87

User Note:

Item Note: 15" deep and 24" high.

Owner Comments:

Contractor Comments:



Record #	CSI Number	MOD	UOM	Description	Unit Price		Factor		Total	
22 Plumbing									\$15,537.01	
55	221313000003		EA	Floor Mounted Water Closet, Single Fixture Rough-In, Cast Iron Waste And Vent Pipe						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	2.00	x	\$841.85	x	0.9645	=	\$1,623.93
										\$1,623.93
User Note:										
Item Note: Includes cast iron waste and vent pipe and copper domestic supply. Excludes fixture and flush valve.										
Owner Comments:										
Contractor Comments:										
56	221319130004		EA	Bronze Top, 6" Round Top Floor Drain With 3" Outlet						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	1.00	x	\$661.87	x	0.9645	=	\$638.37
										\$638.37
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
57	224213130003		EA	Flush Valve Type, Siphon Jet, Floor Mounted, Floor Outlet, Elongated Vitreous China Water Closet (American Standard Madera™)						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	5.00	x	\$567.39	x	0.9645	=	\$2,736.24
										\$2,736.24
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										
58	224216130006		EA	18" x 16" Vitreous China Wall Hung Lavatory (American Standard Penlyn™)						
Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA	9.00	x	\$463.68	x	0.9645	=	\$4,024.97
		Demo	EA	4.00	x	\$59.65	x	0.9645	=	\$230.13
										\$4,255.10
User Note:										
Item Note:										
Owner Comments:										
Contractor Comments:										



59	224239000027	EA	4" Centerset Lavatory Faucet With Chrome Lever Handles (Delta 2529LF-HDM)						
Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	8.00	x	\$176.14	x	0.9645	=	\$1,359.10
									\$1,359.10

User Note:

Item Note:

Owner Comments:

Contractor Comments:

60	224239000056	EA	Wall Mounted Shower Valve, Slide Bar And Head, Single Lever Concealed Mixer (Symmons® 96-500-B30-V-X)						
	Accepted		Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	5.00	x	\$670.10	x	0.9645	=	\$3,231.56
	Demo	EA	5.00	x	\$66.78	x	0.9645	=	\$322.05
									\$3,553.61

User Note:

Item Note:

Owner Comments:

Contractor Comments:

61	224243000002	EA	Exposed Manual Water Closet Flush Valve (Sloan Regal-115XL)								
	Accepted				Quantity	x	Unit Price	x	Factor	=	LineTotal
		Installation	EA		6.00	x	\$206.50	x	0.9645	=	\$1,195.02
		Demo	EA		6.00	x	\$30.35	x	0.9645	=	\$175.64
											\$1,370.66

User Note:

Item Note:

Owner Comments:

Contractor Comments:



Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
23 Heating, Ventilating, And Air-Conditioning (HVAC)							\$41,429.60
62	230713000007		SF	4" Thick, Type 75 (0.75 LB/CF) FSK Fiber Glass Duct Wrap Insulation			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	SF		2,000.00 x \$4.49 x 0.9645 =		\$8,661.21
							\$8,661.21
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							
63	230713000007	0104	SF	For Work In Restricted Working Space, Add			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	SF		1,000.00 x \$1.15 x 0.9645 =		\$1,109.18
							\$1,109.18
				Materials Excluded			
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							
64	230923530331		EA	Line Voltage 120 Volt, Heat/Cool Thermostat (Honeywell T651A3018)			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	EA		1.00 x \$137.96 x 0.9645 =		\$133.06
							\$133.06
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							
65	233113130003		LB	2" WG And Less (Class C), Rectangular Or Square, Galvanized Steel Sheet Metal Ductwork			
	Accepted				Quantity x Unit Price x Factor =		LineTotal
		Installation	LB		700.00 x \$8.54 x 0.9645 =		\$5,765.78
							\$5,765.78
User Note:							
Item Note:							
Owner Comments:							
Contractor Comments:							



66 233113130003 0351 LB For >500 To 1,000, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
700.00	x	\$1.31	x	0.9645	=	\$884.45
						\$884.45

User Note:

Item Note:

Owner Comments:

Contractor Comments:

67 233113130003 0354 LB For Work In Restricted Working Space, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
700.00	x	\$2.09	x	0.9645	=	\$1,411.06
						\$1,411.06

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:

68 233113130005 LB 4" Or 6" WG (Class A), Rectangular Or Square, Galvanized Steel Sheet Metal Ductwork

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
700.00	x	\$11.33	x	0.9645	=	\$7,649.45
						\$7,649.45

User Note:

Item Note:

Owner Comments:

Contractor Comments:

69 233113130005 0350 LB For >200 To 500, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
700.00	x	\$2.43	x	0.9645	=	\$1,640.61
						\$1,640.61

User Note:

Item Note:

Owner Comments:

Contractor Comments:

70 233113130005 0354 LB For Work In Restricted Working Space, Add

Accepted

Quantity	x	Unit Price	x	Factor	=	LineTotal
700.00	x	\$2.92	x	0.9645	=	\$1,971.44
						\$1,971.44

Materials Excluded

User Note:

Item Note:

Owner Comments:

Contractor Comments:



71	233713130071	EA	8" x 6" Single Deflection Return/Exhaust Register, Aluminum, Opposed Blade Damper, Wall/Ceiling						
Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	8.00	x	\$88.13	x	0.9645	=	\$680.01
	Demo	EA	8.00	x	\$6.54	x	0.9645	=	\$50.46
									\$730.47

User Note:

Item Note:

Owner Comments:

Contractor Comments:

72	233713130202	EA	18" x 8" 4-Way Adjustable Wall Supply Grille, Adjustable Deflection, Aluminum Construction						
Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	12.00	x	\$226.95	x	0.9645	=	\$2,626.72
	Demo	EA	12.00	x	\$16.38	x	0.9645	=	\$189.58
									\$2,816.30

User Note:

Item Note:

Owner Comments:

Contractor Comments:

73	237416130031	EA	5 Ton Electric Cooling, 100 To 120 MBH Gas Heating, Self Contained Package Rooftop Unit						
Accepted			Quantity	x	Unit Price	x	Factor	=	LineTotal
	Installation	EA	1.00	x	\$7,046.55	x	0.9645	=	\$6,796.40
	Demo	EA	1.00	x	\$1,928.66	x	0.9645	=	\$1,860.19
									\$8,656.59

User Note:

Item Note:

Owner Comments:

Contractor Comments:

Record #	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total
26 Electrical							\$8,823.03
74	260120910002		EA	Lock Out/Tag Out Local Disconnect			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	EA		3.00 x \$19.77 x 0.9645	=	\$57.20
		Materials Excluded					\$57.20
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
75	260120910003		EA	Lock Out/Tag Out Breaker Or Motor Starter			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	EA		1.00 x \$19.77 x 0.9645	=	\$19.07
		Materials Excluded					\$19.07
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
76	265119000094		EA	2' x 4', 4,600 Lumens, Surface Mount, Shadow Box Style LED Fixture (Lithonia 2SBSLX4)			
	Accepted				Quantity x Unit Price x Factor	=	LineTotal
		Installation	EA		15.00 x \$604.58 x 0.9645	=	\$8,746.76
							\$8,746.76
	User Note:						
	Item Note:						
	Owner Comments:						
	Contractor Comments:						
Total:							\$349,714.14
Proposal Total:							\$349,714.14
The Percentage of Non Pre-Priced on this Proposal:							0.00%

EXHIBIT C

(Subcontractor Listing)

San Diego Metropolitan Transit System

1255 Imperial Ave
San Diego, CA 92101

Subcontractor Report

Date: 3/3/2021

Job Order Contracting

Contract #: PWG324.0-21
Job Order #: MTSJOC324-01
Job Order Title: SDTE Locker Room and Restroom Rehabilitation
Location: Building C
Contractor: ABC Construction Co., Inc.
Subcontractors: Allsource Coatings
Comfort Mechanical
PERFORMANCE PLUMBING & MECHANICAL
Southwest Construction Services
Spacesaver Intermountain
the doctor of electricity

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Allsource Coatings 10625 Scripps Ranch Blvd, Suite D San Diego, CA 92131	923637	Plasterer		\$97,944.00	28.01%
Comfort Mechanical 10740 Kenney St, #404 Santee, CA 92071	695913	Sheet metal worker installs HVAC ductwork and related work		\$25,383.00	7.26%
PERFORMANCE PLUMBING & MECHANICAL 3740 OCEANIC WAY #307, OCEANSIDE, CA 92056	866856	Plumber		\$35,595.00	10.18%
Southwest Construction Services 11653 Riverside Drive, Ste.153, Lakeside, CA 92040	967347	Accessories		\$16,487.00	4.71%
Spacesaver Intermountain 8969 Kenamar Dr STE 101, San Diego, CA 92121	981328	Lockers		\$82,936.81	23.72%
the doctor of electricity 41815 Hawthorne Street, Murrieta, CA 92562	517763	Electrician		\$14,475.00	4.14%



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

March 11, 2021

SUBJECT:

ENGINE TRANSMISSION OVERHAUL & CUMMINS PARTS – CONTRACT AWARD

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. Nos. B0719.0-21 to Harbor Diesel and Equipment (Group I), B0727.0-21 to Cummins, Inc. (Group II), and B0728.0-21 to Cummins, Inc., B0729.0-21 to Aftermarket Parts, and B0730.0-21 to Muncie Transit Supply (Group III) (in substantially the same formats at Attachments B through F) for Engine Transmission Overhaul and Cummins Parts for five (5) years for a total amount of \$12,458,722.24.

Budget Impact

The total budget for this project shall not exceed \$12,458,722.24. This project is funded by the San Diego Transit Corporation (SDTC) Maintenance Department Operations Budget 311014-537100. The cost of each group is broken down as follows:

Group I	Years 1-5 Not-to-Exceed Total	\$2,666,755.39
Group II	Years 1-5 Not-to-Exceed-Total	\$4,928,360.06
Group III	Years 1-5 Not-to-Exceed-Total	\$4,863,606.79
Total Cost:		\$12,458,722.24

DISCUSSION:

MTS Bus Operations requires contractors to provide engine overhaul and transmission rebuilds for the internally operated and contracted bus services. These engines and transmissions are required to properly operate MTS buses in regular transit service on a day to day basis. The ability to quickly and efficiently have the engines and transmissions overhauled is an essential service to keep buses on the road. MTS also requires a full two-year warranty on the overhauled engines and transmissions which benefits MTS. The current contract ends April 30, 2021.



The various replacement bus parts under this procurement are a critical element of that program. These replacement parts will allow the maintenance staff the ability to adequately maintain MTS's buses and continue to provide safe and reliable public transit service.

An Invitation for Bids (IFB) to provide engine and transmission overhauls, as well as Cummins parts for buses was issued on October 16, 2020.

In order to maximize competition, and give small businesses an opportunity to bid on the IFB, MTS divided the IFB into three (3) groups. Group I and II bidders had the option of bidding on one or any combination of the two groups. Group III bidders were allowed to bid on any line items for all years. The contract term date is June 1, 2021 to April 30, 2026.

The groups are as follows:

1. Group I: Rebuilt ZF Ecomat & Ecolife Transmissions
2. Group II: Cummins In-Frame Engine Overhauls
3. Group III: Cummins Parts (This was awarded based on the lowest extended cost for each line item for all five years)

On December 10, 2020, four (4) bids were received from:

1. Cummins Inc. (Group II & III)
2. Aftermarket Parts (Group III)
3. Harbor Diesel & Equipment (Group I)
4. Muncie Reclamation and Supply, dba Muncie Transit Supply

After the evaluation of all bids, the lowest responsive, responsible bidder for each group is as follows: Harbor Diesel for Group I, Cummins, Inc. for Group II, and Cummins, Inc., Aftermarket Parts, and Muncie Transit for Group III.

Based on the comparisons between MTS's Independent Cost Estimate (ICE) and the lowest bidder's amounts, MTS's cost savings are shown below:

GROUP	BIDDER NAME	BID AMOUNT	INDEPENDENT COST ESTIMATE	MTS SAVINGS
Group I	Harbor Diesel	\$2,666,755.39	\$2,874,928.94	\$208,173.55
Group II	Cummins Inc	\$4,951,229.48	\$5,286,639.60	\$335,410.12
Group III	Cummins Inc	\$4,338,569.57	\$4,037,628.45	-\$300,941.12
Group III	Aftermarket Parts	\$361,680.01	\$481,829.43	\$120,149.42
Group III	Muncie Transit	\$163,357.21	\$150,189.15	-\$13,168.06
Totals		\$12,481,591.66	\$12,831,215.57	\$349,623.91

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. Nos. B0719.0-21 to Harbor Diesel and Equipment (Group I), B0727.0-21 to Cummins, Inc. (Group II), and B0728.0-21 to Cummins, Inc., B0729.0-21 to Aftermarket Parts, and B0730.0-21 to Muncie Transit Supply (Group III) for Engine Transmission Overhaul and Cummins Parts for five (5) years for a total amount of \$12,458,722.24.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Bid Summary (Group I-III)
B. Draft Agreement No. B0719.0-21
C. Draft Agreement No. B0727.0-21
D. Draft Agreement No. B0728.0-21
E. Draft Agreement No. B0729.0-21
F. Draft Agreement No. B0730.0-21

EXHIBIT A

GROUP I
REBUILT ZF ECOMAT & ECOLIFE TRANSMISSIONS

Year 1: January 1, 2021 - December 31, 2021

				HARBOR DIESEL	
ITEM #	OH Type	DESCRIPTION	QTY	NOT TO EXCEED PRICE	EXT. NOT TO EXCEED PRICE
1	Soft Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	12	\$ 9,980.00	\$ 119,760.00
2	Hard Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	3	\$ 19,900.00	\$ 59,700.00
3	Soft Rebuild	Ecomat 6HP594 TRANSMISSIONS	31	\$ 11,125.00	\$ 344,875.00
4	Hard Rebuild	Ecomat 6HP594 TRANSMISSIONS	6	\$ 19,360.00	\$ 116,160.00
				Subtotal:	\$ 640,495.00
				CA Sales Tax of 7.75%	\$ 49,638.36
				Shipping and Handling (if applicable)	\$ -
				ZF Transmission Rebuild Total Amount for Year One	\$ 690,133.36

Year 2: January 1, 2022 - December 31, 2022

ITEM #	OH Type	DESCRIPTION	QTY	NOT TO EXCEED PRICE	EXT. NOT TO EXCEED PRICE
1	Soft Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	25	\$ 10,080.00	\$ 252,000.00
2	Hard Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	5	\$ 19,900.00	\$ 99,500.00
3	Soft Rebuild	Ecomat 6HP594 TRANSMISSIONS	17	\$ 11,236.00	\$ 191,012.00
4	Hard Rebuild	Ecomat 6HP594 TRANSMISSIONS	4	\$ 19,560.00	\$ 78,240.00
				Subtotal:	\$ 620,752.00
				CA Sales Tax of 7.75%	\$ 48,108.28
				Shipping and Handling (if applicable)	\$ -
				ZF Transmission Rebuild Total Amount for Year Two	\$ 668,860.28

Year 3: January 1, 2023 - December 31, 2023

ITEM #	OH Type	DESCRIPTION	QTY	NOT TO EXCEED PRICE	EXT. NOT TO EXCEED PRICE
1	Soft Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	35	\$ 10,688.00	\$ 374,080.00
2	Hard Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	8	\$ 19,980.00	\$ 159,840.00
3	Soft Rebuild	Ecomat 6HP594 TRANSMISSIONS	2	\$ 11,350.00	\$ 22,700.00
4	Hard Rebuild	Ecomat 6HP594 TRANSMISSIONS	1	\$ 19,980.00	\$ 19,980.00
				Subtotal:	\$ 576,600.00
				CA Sales Tax of 7.75%	\$ 44,686.50
				Shipping and Handling (if applicable)	\$ -
				ZF Transmission Rebuild Total Amount for Year Three	\$ 621,286.50

Year 4: January 1, 2024 - December 31, 2024

ITEM #	OH Type	DESCRIPTION	QTY	NOT TO EXCEED PRICE	EXT. NOT TO EXCEED PRICE
1	Soft Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	10	\$ 10,900.00	\$ 109,000.00
2	Hard Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	3	\$ 20,600.00	\$ 61,800.00
3	Soft Rebuild	Ecomat 6HP594 TRANSMISSIONS	0	\$ 11,680.00	\$ -
4	Hard Rebuild	Ecomat 6HP594 TRANSMISSIONS	1	\$ 21,080.00	\$ 21,080.00
				Subtotal:	\$ 191,880.00
				CA Sales Tax of 7.75%	\$ 14,870.70
				Shipping and Handling (if applicable)	\$ -
				ZF Transmission Rebuild Total Amount for Year Four	\$ 206,750.70

Year 5: January 1, 2025 - December 31, 2025

ITEM #	OH Type	DESCRIPTION	QTY	NOT TO EXCEED PRICE	EXT. NOT TO EXCEED PRICE
1	Soft Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	28	\$ 11,280.00	\$ 315,840.00
2	Hard Rebuild	ZF Ecolife Model 6AP1400B, 6AP1700B TRANSMISSIONS	5	\$ 21,280.00	\$ 106,400.00
3	Soft Rebuild	Ecomat 6HP594 TRANSMISSIONS	0	\$ 11,980.00	\$ -
4	Hard Rebuild	Ecomat 6HP594 TRANSMISSIONS	1	\$ 22,980.00	\$ 22,980.00
Subtotal:					\$ 445,220.00
CA Sales Tax of 7.75%					\$ 34,504.55
Shipping and Handling (if applicable)					\$ -
ZF Transmission Rebuild Total Amount for Year Five					\$ 479,724.55

GROUP I - ZF TRANSMISSION REBUILDS	
Total Year 1: January 1, 2021 - December 31, 2021	\$ 690,133.36
Total Year 2: January 1, 2022 - December 31, 2022	\$ 668,860.28
Total Year 3: January 1, 2023 - December 31, 2023	\$ 621,286.50
Total Year 4: January 1, 2024 - December 31, 2024	\$ 206,750.70
Total Year 5: January 1, 2025 - December 31, 2025	\$ 479,724.55
GRAND TOTALS - BASIS OF AWARD	\$ 2,666,755.39

EXHIBIT B

Group II
CUMMINS IN-FRAME ENGINE OVERHAULS

Year 1: January 1, 2021 - December 31, 2021

				CUMMINS	
ITEM #	OH Type	DESCRIPTION	QTY	UNIT PRICE	EXT. PRICE
1	Basic Overhaul	Cummins ISL G 8.9L CNGs	34	\$ 17,333.13	\$ 589,326.42
2	Overhaul A	Cummins ISL G 8.9L CNG In-Frame + Crankshaft	2	\$ 21,886.81	\$ 43,773.62
3	Overhaul B	Cummins ISL G 8.9L CNG In-Frame + Camshaft	2	\$ 18,248.92	\$ 36,497.84
4	Overhaul C	Cummins ISL G 8.9L CNG In-Frame Light	30	\$ 9,806.52	\$ 294,195.60
5	Basic Overhaul	Cummins ISL G 8.9L NZ	2	\$ 20,292.09	\$ 40,584.18
6	Overhaul A	Cummins ISL G 8.9L NZ In-Frame + Crankshaft	0		\$ -
7	Overhaul B	Cummins ISL G 8.9L NZ In-Frame + Camshaft	0		\$ -
8	Overhaul C	Cummins ISL G 8.9L NZ In-Frame Light	0		\$ -
9	Basic Overhaul	Cummins L9N	0		\$ -
10	Overhaul A	Cummins L9N In-Frame + Crankshaft	0		\$ -
11	Overhaul B	Cummins L9N In-Frame + Camshaft	0		\$ -
12	Overhaul C	Cummins L9N In-Frame Light	0		\$ -
13	Basic Overhaul	Cummins ISX 12N	0		\$ -
14	Overhaul A	Cummins ISX 12N In-Frame + Crankshaft	0		\$ -
15	Overhaul B	Cummins ISX 12N In-Frame + Camshaft	0		\$ -
16	Overhaul C	Cummins ISX 12N In-Frame Light	0		\$ -
				Subtotal:	\$ 1,004,377.66
				El Cajon Sales Tax of 8.25%	\$ 82,861.16
				Shipping and Handling (if applicable)	\$ -
				Cummins Engine OH Total Amount for Year One	\$ 1,087,238.82

Year 2: January 1, 2022 - December 31, 2022

ITEM #	OH Type	DESCRIPTION	QTY	UNIT PRICE	EXT. PRICE
1	Basic Overhaul	Cummins ISL G 8.9L CNGs	30	\$ 17,688.12	\$ 530,643.72
2	Overhaul A	Cummins ISL G 8.9L CNG In-Frame + Crankshaft	2	\$ 22,299.21	\$ 44,598.43
3	Overhaul B	Cummins ISL G 8.9L CNG In-Frame + Camshaft	2	\$ 18,631.39	\$ 37,262.78
4	Overhaul C	Cummins ISL G 8.9L CNG In-Frame Light	24	\$ 9,968.72	\$ 239,249.17
5	Basic Overhaul	Cummins ISL G 8.9L NZ	3	\$ 20,735.85	\$ 62,207.56
6	Overhaul A	Cummins ISL G 8.9L NZ In-Frame + Crankshaft	0		\$ -
7	Overhaul B	Cummins ISL G 8.9L NZ In-Frame + Camshaft	0		\$ -
8	Overhaul C	Cummins ISL G 8.9L NZ In-Frame Light	1	\$ 12,977.61	\$ 12,977.61
9	Basic Overhaul	Cummins L9N	0		\$ -
10	Overhaul A	Cummins L9N In-Frame + Crankshaft	0		\$ -
11	Overhaul B	Cummins L9N In-Frame + Camshaft	0		\$ -
12	Overhaul C	Cummins L9N In-Frame Light	0		\$ -
13	Basic Overhaul	Cummins ISX 12N	0		\$ -
14	Overhaul A	Cummins ISX 12N In-Frame + Crankshaft	0		\$ -
15	Overhaul B	Cummins ISX 12N In-Frame + Camshaft	0		\$ -
16	Overhaul C	Cummins ISX 12N In-Frame Light	0		\$ -
				Subtotal:	\$ 926,939.27
				El Cajon Sales Tax of 8.25%	\$ 76,472.49
				Shipping and Handling (if applicable)	\$ -
				Cummins Engine OH Total Amount for Year Two	\$ 1,003,411.76

Year 3: January 1, 2023 - December 31, 2023

ITEM #	OH Type	DESCRIPTION	QTY	UNIT PRICE	EXT. PRICE
1	Basic Overhaul	Cummins ISL G 8.9L CNGs	16	\$ 18,053.77	\$ 288,860.28
2	Overhaul A	Cummins ISL G 8.9L CNG In-Frame + Crankshaft	1	\$ 22,723.99	\$ 22,723.99
3	Overhaul B	Cummins ISL G 8.9L CNG In-Frame + Camshaft	1	\$ 19,025.33	\$ 19,025.33
4	Overhaul C	Cummins ISL G 8.9L CNG In-Frame Light	30	\$ 10,135.78	\$ 304,073.31
5	Basic Overhaul	Cummins ISL G 8.9L NZ	5	\$ 21,192.93	\$ 105,964.64
6	Overhaul A	Cummins ISL G 8.9L NZ In-Frame + Crankshaft	0		\$ -
7	Overhaul B	Cummins ISL G 8.9L NZ In-Frame + Camshaft	0		\$ -
8	Overhaul C	Cummins ISL G 8.9L NZ In-Frame Light	1	\$ 13,234.94	\$ 13,234.94
9	Basic Overhaul	Cummins L9N	0		\$ -
10	Overhaul A	Cummins L9N In-Frame + Crankshaft	0		\$ -
11	Overhaul B	Cummins L9N In-Frame + Camshaft	0		\$ -
12	Overhaul C	Cummins L9N In-Frame Light	0		\$ -
13	Basic Overhaul	Cummins ISX 12N	0		\$ -
14	Overhaul A	Cummins ISX 12N In-Frame + Crankshaft	0		\$ -
15	Overhaul B	Cummins ISX 12N In-Frame + Camshaft	0		\$ -
16	Overhaul C	Cummins ISX 12N In-Frame Light	0		\$ -
Subtotal:					\$ 753,882.50
El Cajon Sales Tax of 8.25%					\$ 62,195.31
Shipping and Handling (if applicable)					\$ -
Cummins Engine OH Total Amount for Year Three					\$ 816,077.80

Option Year 1: January 1, 2024 - December 31, 2024

ITEM #	OH Type	DESCRIPTION	QTY	UNIT PRICE	EXT. PRICE
1	Basic Overhaul	Cummins ISL G 8.9L CNGs	8	\$ 18,430.38	\$ 147,443.05
2	Overhaul A	Cummins ISL G 8.9L CNG In-Frame + Crankshaft	1	\$ 23,161.51	\$ 23,161.51
3	Overhaul B	Cummins ISL G 8.9L CNG In-Frame + Camshaft	1	\$ 19,431.09	\$ 19,431.09
4	Overhaul C	Cummins ISL G 8.9L CNG In-Frame Light	36	\$ 10,307.85	\$ 371,082.61
5	Basic Overhaul	Cummins ISL G 8.9L NZ	10	\$ 21,663.72	\$ 216,637.16
6	Overhaul A	Cummins ISL G 8.9L NZ In-Frame + Crankshaft	0		\$ -
7	Overhaul B	Cummins ISL G 8.9L NZ In-Frame + Camshaft	0		\$ -
8	Overhaul C	Cummins ISL G 8.9L NZ In-Frame Light	1	\$ 13,499.99	\$ 13,499.99
9	Basic Overhaul	Cummins L9N	0		\$ -
10	Overhaul A	Cummins L9N In-Frame + Crankshaft	0		\$ -
11	Overhaul B	Cummins L9N In-Frame + Camshaft	0		\$ -
12	Overhaul C	Cummins L9N In-Frame Light	0		\$ -
13	Basic Overhaul	Cummins ISX 12N	0		\$ -
14	Overhaul A	Cummins ISX 12N In-Frame + Crankshaft	0		\$ -
15	Overhaul B	Cummins ISX 12N In-Frame + Camshaft	0		\$ -
16	Overhaul C	Cummins ISX 12N In-Frame Light	0		\$ -
Subtotal:					\$ 791,255.41
El Cajon Sales Tax of 8.25%					\$ 65,278.57
Shipping and Handling (if applicable)					\$ -
Cummins Engine OH Total Amount for Year Four					\$ 856,533.98

Year 5: January 1, 2025 - December 31, 2025

ITEM #	OH Type	DESCRIPTION	QTY	UNIT PRICE	EXT. PRICE
1	Basic Overhaul	Cummins ISL G 8.9L CNGs	12	\$ 18,818.29	\$ 225,819.50
2	Overhaul A	Cummins ISL G 8.9L CNG In-Frame + Crankshaft	1	\$ 23,612.16	\$ 23,612.16
3	Overhaul B	Cummins ISL G 8.9L CNG In-Frame + Camshaft	1	\$ 19,849.02	\$ 19,849.02
4	Overhaul C	Cummins ISL G 8.9L CNG In-Frame Light	45	\$ 10,485.09	\$ 471,828.87
5	Basic Overhaul	Cummins ISL G 8.9L NZ	14	\$ 22,148.63	\$ 310,080.79
6	Overhaul A	Cummins ISL G 8.9L NZ In-Frame + Crankshaft	0		\$ -
7	Overhaul B	Cummins ISL G 8.9L NZ In-Frame + Camshaft	0		\$ -
8	Overhaul C	Cummins ISL G 8.9L NZ In-Frame Light	2	\$ 13,772.99	\$ 27,545.98
9	Basic Overhaul	Cummins L9N	1	\$ 18,692.90	\$ 18,692.90
10	Overhaul A	Cummins L9N In-Frame + Crankshaft	0		\$ -
11	Overhaul B	Cummins L9N In-Frame + Camshaft	0		\$ -
12	Overhaul C	Cummins L9N In-Frame Light	0		\$ -
13	Basic Overhaul	Cummins ISX 12N	0		\$ -
14	Overhaul A	Cummins ISX 12N In-Frame + Crankshaft	0		\$ -
15	Overhaul B	Cummins ISX 12N In-Frame + Camshaft	0		\$ -
16	Overhaul C	Cummins ISX 12N In-Frame Light	0		\$ -
Subtotal:					\$ 1,097,429.21
El Cajon Sales Tax of 8.25%					\$ 90,537.91
Shipping and Handling (if applicable)					\$ -
Cummins Engine OH Total Amount for Year Five					\$ 1,187,967.12

GROUP II - CUMMINS ENGINE REBUILDS	
Total Year 1: January 1, 2021 - December 31, 2021	\$ 1,087,238.82
Total Year 2: January 1, 2022 - December 31, 2022	\$ 1,003,411.76
Total Year 3: January 1, 2023 - December 31, 2023	\$ 816,077.80
Total Year 4: January 1, 2024 - December 31, 2024	\$ 856,533.98
Total Year 5: January 1, 2025 - December 31, 2025	\$ 1,187,967.12
GRAND TOTALS - BASIS OF AWARD	\$ 4,951,229.48

EXHIBIT C**BID SUMMARY - TOTALS**

AFTERMARKET PARTS (TRANSIT HOLDINGS)							YR1	YR2	YR3	YR4	YR5	
Bid item #	Material #	Description	UOM	Est. Annual Usage	Leadtime/ Ramp-Up (days)	Vendor # / Mfr #	Ext. Price	Ext. Price	Ext. Price	Ext. Price	Ext. Price	TOTAL
2	70199882	Gasket EXH Gas RCN EGR Cooler	EA	69	30	7700230	\$ 569.25	\$ 586.33	\$ 603.92	\$ 622.03	\$ 640.70	\$ 3,022.23
12	70201420	Hose, Plain (EGR crossover)	EA	85	30	6438664	\$ 1,058.25	\$ 1,111.16	\$ 1,166.72	\$ 1,225.06	\$ 1,286.31	\$ 5,847.50
14	70161737	EGR Crossover Pipe Gasket 8.9L - CUMMINS	EA	307	30	7700204	\$ 383.75	\$ 395.26	\$ 407.12	\$ 419.33	\$ 431.91	\$ 2,037.38
15	70167924	OIL PAN GASKET, METAL, CUMMINS 8.9L	EA	55	30	7700272	\$ 3,520.00	\$ 3,625.60	\$ 3,734.37	\$ 3,846.40	\$ 3,961.79	\$ 18,688.16
19	70198588	IDLER PULLEY, SMOOTH, CUMMINS 8.9L	EA	43	25	6370344	\$ 1,018.67	\$ 1,059.42	\$ 1,101.79	\$ 1,145.87	\$ 1,191.70	\$ 5,517.45
20	70199825	Device after Treatment	EA	2	55	6485456	\$ 7,447.44	\$ 7,819.82	\$ 8,210.80	\$ 8,621.34	\$ 9,052.40	\$ 41,151.80
26	70007328	AIR SYSTEM TUBE, NYLON, 5/8" GREEN	FT	7	30	9210027	\$ 6.51	\$ 6.72	\$ 6.93	\$ 7.14	\$ 7.35	\$ 34.65
28	70021261	TURBO HOSE CLAMP, 4", CUMMINS 8.3L, 8.9L	EA	29	55	6345338	\$ 102.37	\$ 105.44	\$ 108.60	\$ 111.86	\$ 115.22	\$ 543.50
35	70049452	FUEL HOSE, LOW PRESSURE, 1/4" - MULTI	FT	51		267696	\$ 57.57	\$ 59.30	\$ 61.08	\$ 62.91	\$ 64.80	\$ 305.65
40	70061929	Valve Cover Gasket 8.3/8.9L - CUMMINS	EA	375	30	7700356	\$ 3,318.75	\$ 3,418.31	\$ 3,520.86	\$ 3,626.49	\$ 3,735.28	\$ 17,619.69
41	70061937	Valve Cover O-Rings 8.3/8.9L - CUMMINS	EA	2,354	30	7700391	\$ 353.10	\$ 363.69	\$ 374.60	\$ 385.84	\$ 397.42	\$ 1,874.66
44	70063370	4" CT CLAMP, TURBO, CAC HOSES, MULTI	EA	51	15	77-TBD	\$ 288.15	\$ 299.68	\$ 311.66	\$ 324.13	\$ 337.09	\$ 1,560.71
46	70063768	BOLT, FLANGE HEAD M8X1.25X30	EA	31	60	77-TBD	\$ 49.29	\$ 50.77	\$ 52.29	\$ 53.86	\$ 55.48	\$ 261.69
60	70145623	PULLEY, IDLER, CUMMINS 8.9L	EA	50	30	7700183	\$ 984.50	\$ 1,014.04	\$ 1,044.46	\$ 1,075.79	\$ 1,108.06	\$ 5,226.84
62	70145664	NUT TURBO MOUNTING FLANGE, CUMMINS-ALL	EA	313	20	77-TBD	\$ 610.35	\$ 628.66	\$ 647.52	\$ 666.95	\$ 686.95	\$ 3,240.43
64	70147421	GASKET OIL PAN	EA	218	30	7700207	\$ 4,876.66	\$ 5,022.96	\$ 5,173.65	\$ 5,328.86	\$ 5,488.72	\$ 25,890.85
65	70147488	SEAL O-RING, IMPCO REG. TO PSV VALVE TUBE	EA	1	20	6422199	\$ 3.25	\$ 3.35	\$ 3.45	\$ 3.55	\$ 3.66	\$ 17.25
67	70148833	OIL THERMOSTAT, CUMMINS 8.3L	EA	11	20	77-TBD	\$ 329.89	\$ 339.79	\$ 349.98	\$ 360.48	\$ 371.29	\$ 1,751.43
68	70149807	HEAD BOLT, LONG, CUMMINS, 8.9L	EA	786	20	77-TBD	\$ 3,922.14	\$ 4,039.80	\$ 4,161.00	\$ 4,285.83	\$ 4,414.40	\$ 20,823.17
69	70149815	HEAD BOLT, SHORT, CUMMINS, 8.9L	EA	672	15	77-TBD	\$ 2,681.28	\$ 2,761.72	\$ 2,844.57	\$ 2,929.91	\$ 3,017.80	\$ 14,235.28

76	70152298	GASKET OIL SUCTION CONNECTION	EA	122	30	7700333	\$ 157.38	\$ 162.10	\$ 166.96	\$ 171.97	\$ 177.13	\$ 835.55
80	70154310	SEAL-BELL HOUSING TO RETAINER, CUMMINS	EA	10	30	7700409	\$ 11.50	\$ 11.85	\$ 12.20	\$ 12.57	\$ 12.94	\$ 61.06
81	70154799	GASKET OIL COOLER CORE(INNER) 8.9L-ALL	EA	89	60	7700228	\$ 355.11	\$ 365.76	\$ 376.74	\$ 388.04	\$ 399.68	\$ 1,885.33
82	70154807	GASKET OIL COOLER COVER(OUTER) 8.9L ALL	EA	82	60	7700229	\$ 453.46	\$ 467.06	\$ 481.08	\$ 495.51	\$ 510.37	\$ 2,407.48
89	70161729	FRONT CRANK SEAL SAVER KIT, 8.3L, 8.9L	EA	134	30	7700338	\$ 8,594.76	\$ 8,852.60	\$ 9,118.18	\$ 9,391.73	\$ 9,673.48	\$ 45,630.75
92	70162412	Sensor Oxygen O2 8.9L - CUMMINS	EA	84	30	8800007	\$ 16,692.48	\$ 17,193.25	\$ 17,709.05	\$ 18,240.32	\$ 18,787.53	\$ 88,622.64
94	70162453	MOTOR MOUNT FRONT, CUMMINS 8.9L	EA	104	95	109982	\$ 4,401.28	\$ 4,621.34	\$ 4,852.41	\$ 5,095.03	\$ 5,349.78	\$ 24,319.85
101	70166835	TRANS DIPSTICK TUBE, NF-300	EA	1	40	329738	\$ 135.99	\$ 140.07	\$ 144.27	\$ 148.60	\$ 153.06	\$ 721.99
112	70183459	AIR COMPRESSOR MOUNTING GASKET, ALL BUS	EA	12	30	7700203	\$ 89.40	\$ 92.08	\$ 94.84	\$ 97.69	\$ 100.62	\$ 474.64
114	70186866	EGR Cooler Banjo Washer Small, 8.9L	EA	391	30	7700477	\$ 617.78	\$ 642.49	\$ 668.19	\$ 694.92	\$ 722.72	\$ 3,346.10
116	70188060	TURBO O-RING, #3, CUMMINS 8.9L	EA	24	30	7700226	\$ 7.68	\$ 7.91	\$ 8.15	\$ 8.39	\$ 8.64	\$ 40.77
117	70188086	TURBO O-RING, #5, CUMMINS 8.9L	EA	18	30	7700216	\$ 48.42	\$ 49.87	\$ 51.37	\$ 52.91	\$ 54.50	\$ 257.07
119	70189001	CNTRL MODULE TRANS, TCU, NABI	EA	3	25	13-01-1073	\$ 2,382.51	\$ 2,454.00	\$ 2,527.59	\$ 2,603.43	\$ 2,681.55	\$ 12,649.08
120	70190108	O RING EGR COOLER FOR 8.9 ISLG	EA	49	30	7700247	\$ 24.01	\$ 24.73	\$ 25.47	\$ 26.24	\$ 27.02	\$ 127.47
121	70190314	LOWER FUEL SHUTOFF VALVE, 600,700,RAPIDS	EA	1	35	428895	\$ 495.99	\$ 515.83	\$ 536.46	\$ 557.92	\$ 580.24	\$ 2,686.44
124	70195016	RADIATOR FAN, GILLIG	EA	4	25	6394998	\$ 1,499.96	\$ 1,544.96	\$ 1,591.32	\$ 1,639.04	\$ 1,688.20	\$ 7,963.48
										GRAND TOTAL (AFTERMARKET PARTS)		\$ 361,680.01

CUMMINS INC							YR1	YR2	YR3	YR4	YR5	
Bid item #	Material #	Description	UOM	Est. Annual Usage	Leadtime/Ramp-Up (days)	Vendor # / Mfr #	Ext. Price	Ext. Price	Ext. Price	Ext. Price	Ext. Price	TOTAL
1	70199737	Timing Cover Housing 8.9L - CUMMINS	EA	3	30	4991695	\$ 728.91	\$ 750.78	\$ 773.30	\$ 796.50	\$ 820.39	\$ 3,869.88
3	70199894	Turbo Oil Drain Hose	EA	50	2	3286499	\$ 1,122.50	\$ 1,156.18	\$ 1,190.86	\$ 1,226.59	\$ 1,263.38	\$ 5,959.50
4	70199909	Engine Wairing Harness - CUMMINS	EA	14	2	5368371	\$ 21,476.00	\$ 22,120.28	\$ 22,783.89	\$ 23,467.41	\$ 24,171.43	\$ 114,019.00
5	70200474	Tube, AC Comp to Block - GILLIG 1300	EA	16	2	5312917	\$ 1,056.00	\$ 1,087.68	\$ 1,120.31	\$ 1,153.92	\$ 1,188.54	\$ 5,606.45

6	70200676	Air Compressor Oil Supply Line	EA	39	2	3916048	\$ 1,482.00	\$ 1,526.46	\$ 1,572.25	\$ 1,619.42	\$ 1,668.00	\$ 7,868.14
7	70200788	Engine Oil Dipstick - CUMMINS	EA	10	30	3969996	\$ 690.00	\$ 710.70	\$ 732.02	\$ 753.98	\$ 776.60	\$ 3,663.30
8	70200988	Oil Cooler Housing - CUMMINS	EA	2	30	5450366	\$ 226.00	\$ 232.78	\$ 239.76	\$ 246.96	\$ 254.36	\$ 1,199.86
9	70201043	Oil cooler gasket new style	EA	12	2	5403905	\$ 168.00	\$ 173.04	\$ 178.23	\$ 183.58	\$ 189.09	\$ 891.93
10	70201044	Oil filter housing connection gasket	EA	27	2	5443707	\$ 135.00	\$ 139.05	\$ 143.22	\$ 147.52	\$ 151.94	\$ 716.73
11	70201050	Bolt M10 x 1.5 x 110mm	EA	3	2	3093806	\$ 30.00	\$ 30.90	\$ 31.83	\$ 32.78	\$ 33.77	\$ 159.27
18	70198387	EGR COOLER CLAMP, V BAND, CUMMINS 8.9L	EA	72	2	4946823	\$ 2,088.00	\$ 2,150.64	\$ 2,215.16	\$ 2,281.61	\$ 2,350.06	\$ 11,085.48
21	70200571	Cover Valve Engine	EA	5	2	4939164	\$ 835.00	\$ 860.05	\$ 885.85	\$ 912.43	\$ 939.80	\$ 4,433.13
22	70200862	Oil Pan Bolt 8.9L - CUMMINS	EA	32	2	3907860	\$ 32.00	\$ 32.96	\$ 33.95	\$ 34.97	\$ 36.02	\$ 169.89
23	70200874	Connector Electrical	EA	20	2	3164882	\$ 900.00	\$ 927.00	\$ 954.81	\$ 983.45	\$ 1,012.96	\$ 4,778.22
24	70200875	Bolt, M12 x 1.75 x 55 Crank Pulley.	EA	20	2	3901859	\$ 160.00	\$ 164.80	\$ 169.74	\$ 174.84	\$ 180.08	\$ 849.46
25	70201438	Valve, Pressure Regulator	EA	0	2	5477889	\$ 543.00	\$ 559.29	\$ 576.07	\$ 593.35	\$ 611.15	\$ -
38	70061903	SCREW HEX FLANGE HEAD CAP M8X1.25X20	EA	48	2	3900630	\$ 48.00	\$ 49.44	\$ 50.92	\$ 52.45	\$ 54.02	\$ 254.84
39	70061911	SCREW HEX FLANGE HEAD M8X1.25X45	EA	12	2	3921816	\$ 36.00	\$ 37.08	\$ 38.19	\$ 39.34	\$ 40.52	\$ 191.13
42	70061945	NUT HEXAGON,FLANGE M6X1.00	EA	52	2	3906216	\$ 52.00	\$ 53.56	\$ 55.17	\$ 56.82	\$ 58.53	\$ 276.08
43	70062984	BOLT, COIL HOLD DOWN	EA	92	2	3900626	\$ 92.00	\$ 94.76	\$ 97.60	\$ 100.53	\$ 103.55	\$ 488.44
47	70064154	VALVE, FUEL SHUT OFF, CUMMINS 8.9L	EA	14	2	3931710	\$ 9,492.00	\$ 9,776.76	\$ 10,070.06	\$ 10,372.16	\$ 10,683.33	\$ 50,394.32
56	70142950	GAS MASS FLOW SENSOR, CUMMINS 8.3L, 8.9L	EA	11	2	3929935	\$ 9,878.00	\$ 10,174.34	\$ 10,479.57	\$ 10,793.96	\$ 11,117.78	\$ 52,443.64
57	70142968	FUEL CONTROL VALVE, CUMMINS 8.3L, 8.9L	EA	34	2	4997684	\$ 41,548.00	\$ 42,794.44	\$ 44,078.27	\$ 45,400.62	\$ 46,762.64	\$ 220,583.97
59	70144519	IGNITION CONTROL MODULE, ICM, NF-400	EA	3	30	3973087	\$ 3,978.00	\$ 4,097.34	\$ 4,220.26	\$ 4,346.87	\$ 4,477.27	\$ 21,119.74
61	70145649	SHAFT, FOR IDLER PULLEY FOR CUMMINS 8.9L	EA	11	2	3935229	\$ 286.00	\$ 294.58	\$ 303.42	\$ 312.52	\$ 321.90	\$ 1,518.41
63	70146753	HOSE CLAMP FOR BOOST SIGNAL TUBE,ALL BUS	EA	3	15	3920719	\$ 9.00	\$ 9.27	\$ 9.55	\$ 9.83	\$ 10.13	\$ 47.78
70	70150433	FAN SUPPORT HUB, CUMMINS 8.3L, 8.9L	EA	94	30	3937456	\$ 28,764.00	\$ 29,626.92	\$ 30,515.73	\$ 31,431.20	\$ 32,374.14	\$ 152,711.98
71	70151340	KNOCK SENSOR, CUMMINS 8.3L, 8.9L	EA	70	2	3607945	\$ 2,870.00	\$ 2,956.10	\$ 3,044.78	\$ 3,136.13	\$ 3,230.21	\$ 15,237.22
72	70151456	FUEL PRESS/TEMP SENSOR,CUMMINS 8.3L,8.9L	EA	12	2	4921483	\$ 2,556.00	\$ 2,632.68	\$ 2,711.66	\$ 2,793.01	\$ 2,876.80	\$ 13,570.15
73	70151514	TURBO PRESSURE SENSOR, CUMMINS 8.3L,8.9L	EA	15	2	4921503	\$ 690.00	\$ 710.70	\$ 732.02	\$ 753.98	\$ 776.60	\$ 3,663.30

74	70151530	FUEL PRESS/TEMP SENSOR,CUMMINS 8.3L,8.9L	EA	8	2	4921479	\$ 1,584.00	\$ 1,631.52	\$ 1,680.47	\$ 1,730.88	\$ 1,782.81	\$ 8,409.67
75	70151662	REAR MAIN CRANK SEAL, CUMMINS ALL	EA	46	2	3934486	\$ 1,012.00	\$ 1,042.36	\$ 1,073.63	\$ 1,105.84	\$ 1,139.01	\$ 5,372.85
83	70154815	COOLER ENGINE OIL FOR CUMMINS 8.9L	EA	14	15	3974815	\$ 2,912.00	\$ 2,999.36	\$ 3,089.34	\$ 3,182.02	\$ 3,277.48	\$ 15,460.20
84	70155424	WASTEGATE CONTROLER, CUMMINS 8.3L, 8.9L	EA	62	2	3933846	\$ 40,052.00	\$ 41,253.56	\$ 42,491.17	\$ 43,765.90	\$ 45,078.88	\$ 212,641.51
87	70160739	SPARK PLUG, CUMMINS 8.9L	EA	4,162	2	4955850	\$133,184.00	\$137,179.52	\$141,294.91	\$145,533.75	\$149,899.77	\$ 707,091.94
88	70161687	CRANKCASE BREATHER, CCV, CUMMINS 8.9L	EA	378	2	3957987	\$ 20,412.00	\$ 21,024.36	\$ 21,655.09	\$ 22,304.74	\$ 22,973.89	\$ 108,370.08
90	70162388	SECONDARY FUEL PRESS REGULATOR, 8.9L-ALL	EA	18	2	5305242	\$ 9,774.00	\$ 10,067.22	\$ 10,369.24	\$ 10,680.31	\$ 11,000.72	\$ 51,891.49
91	70162404	Crank Position Sensor 8.9L - CUMMINS	EA	51	2	2872279	\$ 816.00	\$ 840.48	\$ 865.69	\$ 891.67	\$ 918.42	\$ 4,332.25
93	70162420	EGR VALVE, CUMMINS 8.9L	EA	25	2	5258066	\$ 13,225.00	\$ 13,621.75	\$ 14,030.40	\$ 14,451.31	\$ 14,884.85	\$ 70,213.32
95	70162842	Mass Air Flow Sensor 8.9L - CUMMINS	EA	22	30	4984928	\$ 2,772.00	\$ 2,855.16	\$ 2,940.81	\$ 3,029.04	\$ 3,119.91	\$ 14,716.92
96	70163477	Thermostat 8.9L- Cummins	EA	136	2	5273379	\$ 4,896.00	\$ 5,042.88	\$ 5,194.17	\$ 5,349.99	\$ 5,510.49	\$ 25,993.53
97	70163691	BELT ALTERNATOR BELT NABI/RAPID	EA	91	2	3288475	\$ 4,095.00	\$ 4,217.85	\$ 4,344.39	\$ 4,474.72	\$ 4,608.96	\$ 21,740.91
99	70164749	AIR COMP TEFLON HOSE, NF-300, NABI	EA	8	15	209963	\$ 576.00	\$ 593.28	\$ 611.08	\$ 629.41	\$ 648.29	\$ 3,058.06
100	70165613	CCV DRAIN TUBES, CUMMINS 8.9L	EA	76	2	5255745	\$ 8,588.00	\$ 8,845.64	\$ 9,111.01	\$ 9,384.34	\$ 9,665.87	\$ 45,594.86
102	70167684	IGNITION COIL, CUMMINS 8.9L	EA	454	2	5310990	\$ 64,922.00	\$ 66,869.66	\$ 68,875.75	\$ 70,942.02	\$ 73,070.28	\$ 344,679.72
103	70168161	Harness Engine Coils 8.9L - CUMMINS	EA	37	2	5320969	\$ 4,699.00	\$ 4,839.97	\$ 4,985.17	\$ 5,134.72	\$ 5,288.77	\$ 24,947.63
104	70168260	ENGINE DIPSTICK TUBE, NABI, RAPID,GILLIG	EA	36	2	3969058	\$ 3,780.00	\$ 3,893.40	\$ 4,010.20	\$ 4,130.51	\$ 4,254.42	\$ 20,068.53
105	70168278	EGR COOLER ASSY, CUMMINS 8.9L ALL	EA	66	15	4376312R	\$ 75,966.00	\$ 78,244.98	\$ 80,592.33	\$ 83,010.10	\$ 85,500.40	\$ 403,313.81
106	70168294	WATER PUMP, CUMMINS 8.9L only	EA	35	2	4309417	\$ 4,830.00	\$ 4,974.90	\$ 5,124.15	\$ 5,277.87	\$ 5,436.21	\$ 25,643.13
108	70168864	COIL EXTENTION, IGNITION, CUMMINS 8.9L	EA	339	2	5265337	\$ 24,747.00	\$ 25,489.41	\$ 26,254.09	\$ 27,041.72	\$ 27,852.97	\$ 131,385.18
109	70168872	SENSOR, EGR DIFFERENTIAL PRESS, 8.9L	EA	36	2	4984929	\$ 10,476.00	\$ 10,790.28	\$ 11,113.99	\$ 11,447.41	\$ 11,790.83	\$ 55,618.51
110	70168898	THROTTLE ACTUATOR, CUMMINS 8.9L-ALL	EA	36	2	4934537	\$ 16,920.00	\$ 17,427.60	\$ 17,950.43	\$ 18,488.94	\$ 19,043.61	\$ 89,830.58
113	70185165	EGR Hose To Block 90 Deg 8.9L - CUMMINS	EA	59	2	5258625	\$ 1,652.00	\$ 1,701.56	\$ 1,752.61	\$ 1,805.19	\$ 1,859.34	\$ 8,770.69
115	70187526	AIR COMP COOLANT LINE GROMMET, C-8.9L	EA	47	2	S1091	\$ 188.00	\$ 193.64	\$ 199.45	\$ 205.43	\$ 211.60	\$ 998.12
122	70190827	BOTL 8.9 ISLG EXHAUST MANIFOLD,ENGINE	EA	387	2	3930249	\$ 2,709.00	\$ 2,790.27	\$ 2,873.98	\$ 2,960.20	\$ 3,049.00	\$ 14,382.45

123	70192641	REGULATOR SECONDARY; FUEL PRESS	EA	3	2	3102928	\$ 1,482.00	\$ 1,526.46	\$ 1,572.25	\$ 1,619.42	\$ 1,668.00	\$ 7,868.14
126	70195180	HOSE, PREFORMED,45 DEG, EGR, 8.9L	EA	83	2	5258626	\$ 1,826.00	\$ 1,880.78	\$ 1,937.20	\$ 1,995.32	\$ 2,055.18	\$ 9,694.48
127	70195198	EGR Hose Insulation 8.9 - CUMMINS	EA	238	2	4944755	\$ 1,428.00	\$ 1,470.84	\$ 1,514.97	\$ 1,560.41	\$ 1,607.23	\$ 7,581.45
128	70195990	TUBE COOLANT,AIR COMPRESSOR OUTLET,8.9L	EA	138	2	4991808	\$ 11,178.00	\$ 11,513.34	\$ 11,858.74	\$ 12,214.50	\$ 12,580.94	\$ 59,345.52
129	70198984	RING GEAR	EA	5	2	3908546	\$ 615.00	\$ 633.45	\$ 652.45	\$ 672.03	\$ 692.19	\$ 3,265.12
130	70199117	RING GEAR, 300,600,700	EA	5	2	3908546	\$ 615.00	\$ 633.45	\$ 652.45	\$ 672.03	\$ 692.19	\$ 3,265.12
131	70199240	ENG OIL DIPSTICK, GILLIG, RAPID, GILLIG	EA	24	2	3974288	\$ 2,160.00	\$ 2,224.80	\$ 2,291.54	\$ 2,360.29	\$ 2,431.10	\$ 11,467.73
132	70199791	Valve Cover Cummins 8.9L	EA	14	2	4939164	\$ 2,338.00	\$ 2,408.14	\$ 2,480.38	\$ 2,554.80	\$ 2,631.44	\$ 12,412.76
133	70200530	Kit - PMM Piston Upgrade - CUMMINS	EA	23	2	5472934	\$ 51,313.00	\$ 52,852.39	\$ 54,437.96	\$ 56,071.10	\$ 57,753.23	\$ 272,427.69
134	70200900	Core Cooler - Cummins 8.9 Steel Piston	EA	41	2	5397914	\$ 7,995.00	\$ 8,234.85	\$ 8,481.90	\$ 8,736.35	\$ 8,998.44	\$ 42,446.54
136	70168740	IGNITION CNTRL MODULE CUMMINS 8.9L	EA	43	2	5320525	\$ 57,147.00	\$ 58,861.41	\$ 60,627.25	\$ 62,446.07	\$ 64,319.45	\$ 303,401.18
137	70201436	ECM All 8.9L Excpt 1400 Series - CUMMINS	EA	4	2	5593869	\$ 9,596.00	\$ 9,883.88	\$ 10,180.40	\$ 10,485.80	\$ 10,800.40	\$ 50,946.48
138	70201437	ECM, Cummins, 1400 Series ONLY	EA	3	30	5491911	\$ 7,134.00	\$ 7,348.02	\$ 7,568.46	\$ 7,795.51	\$ 8,029.38	\$ 37,875.37
140	70183442	AIR COMPRESSOR, NABI, RAPID	EA	2	2	5286681	\$ 6,568.00	\$ 6,765.04	\$ 6,967.99	\$ 7,177.03	\$ 7,392.34	\$ 34,870.40
141	70189068	AIR COMPRESSOR HEAD KIT, NF-300	EA	7	2	4309439	\$ 4,263.00	\$ 4,390.89	\$ 4,522.62	\$ 4,658.30	\$ 4,798.04	\$ 22,632.85
143	70196048	KIT COMPRESSOR HEAD,600/700/RAPID-ALL	EA	43	2	4089216	\$ 65,188.00	\$ 67,143.64	\$ 69,157.95	\$ 71,232.69	\$ 73,369.67	\$ 346,091.95
144	70199175	SCREW, HEX FLANGE HEAD CAP	EA	32	2	3925437	\$ 128.00	\$ 131.84	\$ 135.80	\$ 139.87	\$ 144.07	\$ 679.57
										GRAND TOTAL (CUMMINS INC)		\$ 4,338,569.57

MUNCIE							YR1	YR2	YR3	YR4	YR5	
Bid item #	Material #	Description	UOM	Est. Annual Usage	Leadtime/ Ramp-Up (days)	Vendor # / Mfr #	Ext. Price	Ext. Price	Ext. Price	Ext. Price	Ext. Price	TOTAL
16	70198385	CATALYST CLAMPS, ISLG 8.9 ENGINE	EA	13	30	2871862	\$ 258.57	\$ 268.91	\$ 279.67	\$ 290.86	\$ 302.49	\$ 1,400.50
17	70198386	GASKET, CATALYST MOUNTING	EA	36	5	2871452	\$ 457.20	\$ 475.49	\$ 494.51	\$ 514.29	\$ 534.86	\$ 2,476.34
29	70025395	FC300, HOSE -24, #24, 1 3/8",BLUE MULTI	FT	4	14	FC30024	\$ 51.36	\$ 53.41	\$ 55.55	\$ 57.77	\$ 60.08	\$ 278.18

30	70032722	VALVE, COOLANT FILTER, GILLIG	EA	21	5	53208730	\$ 161.28	\$ 167.73	\$ 174.44	\$ 181.42	\$ 188.67	\$ 873.54
31	70035964	1" ID SILICONE HOSE, 2 PLY	ROL	160	5	97999920	\$ 11,024.00	\$ 11,464.96	\$ 11,923.56	\$ 12,400.50	\$ 12,896.52	\$ 59,709.54
32	70038042	PRESSURE RELIEF VALVE,SURGE TANK, NF-40	EA	17	42	099870	\$ 279.14	\$ 290.31	\$ 301.92	\$ 313.99	\$ 326.55	\$ 1,511.91
36	70059071	TENSIONER,BELT,CUMMIN S	EA	6	30	5333477	\$ 334.68	\$ 348.07	\$ 361.99	\$ 376.47	\$ 391.53	\$ 1,812.73
37	70059378	BELT WATER PUMP	EA	14	5	3289279	\$ 195.86	\$ 203.69	\$ 211.84	\$ 220.32	\$ 229.13	\$ 1,060.84
51	70076604	AIR FILTER HOUSING NUT, PLASTIC, NF-40	EA	29	5	702019	\$ 27.55	\$ 28.65	\$ 29.80	\$ 30.99	\$ 32.23	\$ 149.22
52	70081935	HOSE SILICONE,COOLING/HEATE R 1 1/8"	EA	21	6	118	\$ 375.90	\$ 390.94	\$ 406.57	\$ 422.84	\$ 439.75	\$ 2,036.00
53	70083071	WEATHERPACK WIRE SEAL	EA	518	34	12015284	\$ 25.90	\$ 26.94	\$ 28.01	\$ 29.13	\$ 30.30	\$ 140.28
55	70083121	WEATHERPACK FEMALE PINS	EA	733	5	12089188	\$ 65.97	\$ 68.61	\$ 71.35	\$ 74.21	\$ 77.18	\$ 357.31
66	70148767	OIL PAN DRAIN PLUG, CUMMINS	EA	16	30	3924147	\$ 49.60	\$ 51.58	\$ 53.65	\$ 55.79	\$ 58.02	\$ 268.65
77	70152314	TRANS FILTER KIT FOR ZF TRANS, NF-40	EA	86	5	6310797	\$ 1,137.78	\$ 1,183.29	\$ 1,230.62	\$ 1,279.85	\$ 1,331.04	\$ 6,162.58
78	70152512	PRESSURE SENSOR FOR FCM, CUMMINS 8.3L	EA	14	30	4921495	\$ 1,120.98	\$ 1,165.82	\$ 1,212.45	\$ 1,260.95	\$ 1,311.39	\$ 6,071.59
79	70154039	HOSE SILICONE 1 1/2"ID,3' LNG, COOLANT	EA	103	5	7030150	\$ 1,939.49	\$ 2,017.07	\$ 2,097.75	\$ 2,181.66	\$ 2,268.93	\$ 10,504.90
85	70156406	HUMIDITY SENSOR, CUMMINS 8.9L-ALL	EA	21	30	4955125	\$ 7,192.71	\$ 7,480.42	\$ 7,779.64	\$ 8,090.82	\$ 8,414.45	\$ 38,958.04
111	70173104	Banjo O-Ring Washer Turbo 8.9L - CUMMINS	EA	77	20	3963988	\$ 53.90	\$ 56.06	\$ 58.30	\$ 60.63	\$ 63.06	\$ 291.94
125	70195099	VALVE,COOLANT SHUTOFF, NF / NABI	EA	149	5	6331005	\$ 3,967.87	\$ 4,126.58	\$ 4,291.65	\$ 4,463.31	\$ 4,641.85	\$ 21,491.26
139	70161703	AIR COMPRESSOR, NF-400 ONLY	EA	1	30	5301088R	\$ 1,440.43	\$ 1,498.05	\$ 1,557.97	\$ 1,620.29	\$ 1,685.10	\$ 7,801.83
142	70195776	AIR COMPRESSOR, 300 SERIES ONLY	EA	0	30	6356855	\$ 1,547.12	\$ 1,609.00	\$ 1,673.36	\$ 1,740.30	\$ 1,809.91	\$ -
										GRAND TOTAL (MUNCIE)		\$ 163,357.21

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

**STANDARD AGREEMENT
FOR
MTS DOC. NO. B0719.0-21
REBUILT ZF ECOMAT & ECOLIFE TRANSMISSIONS**

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Harbor Diesel & Equipment, Inc. dba Address: 537 W. Anaheim St.
HD Industries Long Beach, CA 90813

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email : bids@harbordiesel.com

Telephone: 562-591-5665

Authorized person to sign contracts Mike Zupanovich President
Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E),

The contract term is for up to (5) years effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$2,666,755.39 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	64T63THARBOR DIESEL & EQUIPMENT, INC. DBA HD INDUSTRIES
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, General Counsel</u>	Title: <u>President</u>

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

**STANDARD AGREEMENT
FOR
MTS DOC. NO. B0727.0-21
CUMMINS IN-FRAME OVERHAULS**

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Cummins Inc, dba Cummins Sales and Service Address: 1939 Deere Ave.
Irvine, CA 92606

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email : cssnbids@cummins.com

Telephone: 949-253-6000

Authorized person to sign contracts Rick C. Ham VP – On Highway Business
Name Title

The Contractor agrees to provide services as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E),

The contract term is for up to (5) years effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$4,951,229.48 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	64T63TCUMMINS INC, DBA CUMMINS SALES AND SERVICE
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, General Counsel</u>	Title: <u>VP – On Highway Business</u>

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

**STANDARD AGREEMENT
FOR
MTS DOC. NO. B0728.0-21
CUMMINS BUS PARTS**

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Cummins Inc, dba Cummins Sales and Service

Address: 1939 Deere Ave

Irvine, CA 92606

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

Email : cssnabids@cummins.com

Telephone: 949-253-6000

Authorized person to sign contracts _____

Rick C. Ham
Name

VP- On Highway Business
Title

The Contractor agrees to provide goods as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D)

The contract term is for up to (5) years effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$4,338,569.57 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	64T63TCUMMINS INC, DBA CUMMINS SALES AND SERVICE
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, General Counsel</u>	Title: <u>VP- On Highway Business</u>

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

**STANDARD AGREEMENT
FOR
MTS DOC. NO. B0729.0-21
CUMMINS BUS PARTS**

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: The Aftermarket Parts Company, LLC Address: 3229 Sawmill Parkway Street
dba NFI Parts Delaware, OH 43105

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email : Kerri.Maloney@nfi.parts

Telephone: 204-982-8401

Authorized person to sign contracts Kerri Maloney Vice President, Customer Service
Name Title

The Contractor agrees to provide goods as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D)

The contract term is for up to (5) years effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$361,680.01 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	64T63TTHE AFTERMARKET PARTS COMPANY, LLC DBA NFI PARTS
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, General Counsel</u>	Title: <u>Vice President, Customer Service</u>

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

**STANDARD AGREEMENT
FOR
MTS DOC. NO. B0730.0-21
CUMMINS BUS PARTS**

THIS AGREEMENT is entered into this _____ day of _____, 2021 in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: Muncie Reclamation and Supply dba Address: 3720 S. Madison St
Muncie Transit Supply Muncie, IN 47302

Form of Business: Corporation
(Corporation, Partnership, Sole Proprietor, etc.) Email : bhuff@abc-companies.com

Telephone: 765-288-1971 ext 20222

Authorized person to sign contracts Becky Huff Contract Manager
Name Title

The Contractor agrees to provide goods as specified in the conformed Scope of Work/Minimum Technical Specification (Exhibit A), Contractor's Bid/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), Federal Requirements (Exhibit D), and Forms (Exhibit E), Forms (Exhibit D)

The contract term is for up to (5) years effective May 1, 2021 through April 30, 2026.

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$163,357.21 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	64T63TMUNCIE RECLAMATION AND SUPPLY DBA MUNCIE TRANSIT SUPPLY
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	
By: <u>Karen Landers, General Counsel</u>	Title: <u>Contract Manager</u>



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

Agenda Item No. 13

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

CROSSTIE AND GRADE CROSSING IMPROVEMENTS – 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. PWL325.0-21 (in substantially the same format as Attachment A), with Veterans Engineering Services, Inc., a Disabled Veteran Business Enterprise (DVBE), for Crosstie and Grade Crossing Improvements in the amount of \$2,358,317.36 plus 20% contingency.

Budget Impact

The total budget for this project shall not exceed \$2,829,980.83 (\$970,233.56 for the base Bid, \$777,710.84 for Add Alternate 1 and \$610,372.96 for Alternate 2, pending funding from FY 22 CIP budget, plus contingency in the amount of \$471,663.47) over the duration of the construction services consisting of the following:

DESCRIPTION	BID AMOUNT	BID W/CONTINGENCY
Base – Executing	\$970,233.56	\$1,164,280.27
Add Alternate 1 – Executing	\$777,710.84	\$933,253.01
Subtotal Base Work/Add Alt 1	\$1,747,944.40	\$2,097,533.28
Add Alternate 2 – Executing at a later date	\$610,372.96	\$732,447.55
Grand Total Incl. Add Alternate	\$2,358,317.36	\$2,829,980.83

This project is funded by MTS Capital Improvement Projects (CIP) as follows:

CIP/COST CENTER NUMBER	CIP DESCRIPTION	AMOUNT
CIP 2005109201	Grade Crossing Replacement	\$800,647.27
CIP 2005109101	Crosstie Replacement	\$363,633.00
Cost Center 370016	Crosstie Replacement	\$933,253.01
Proposed FY22 CIP	Grade Crossing Replacement	\$732,447.55
Total		\$2,829,980.83



DISCUSSION:

MTS's Green and Orange Lines require replacement of several major track components that are at the end of their useful life, including, but not limited to, worn rail and ties, and vehicle grade crossings. The purpose of this project is to replace vehicle grade crossings at Friars Road and Napa Street on the Green Line and at Vernon Way on the Orange Line and replace ties along the Orange Line between Severin Drive and Hill Street.

In order to ensure the base bid work could be completed within budget, additional scopes of work were added to the bid documents as "add alternates". These add alternates are additional improvements associated with the base bid work. A description of the add alternates are as follows:

Add Alternate 1

Work will include additional Tie Replacement between Severin Drive and Palm Avenue on the Orange Line.

Add Alternate 2

Work will include replacement of the existing vehicular crossing(s) at Francis Street and Hill Street, and additional track replacement east of the Hill Street vehicular crossing on the Orange Line.

On October 27, 2020, staff issued an Invitation for Bids (IFB). The following bids were received:

Crosstie and Grade Crossing Improvements	
COMPANY NAME	BID AMOUNT
MTS - ICE	\$2,458,925.00
Veterans Engineering Services, Inc. (DVBE)	\$2,358,317.36
Herzog Contracting Corp.	\$2,476,376.00
West Coast General Group, A Joint	\$2,513,854.00
VTMI, Inc.	\$2,529,600.48
Stacy and Witbeck, Inc.	\$3,612,512.40

Based on the bids received, and in comparison, with the Independent Cost Estimate (ICE), MTS staff recommends awarding the Base Bid and Add Alternate 1 with Veterans Engineering Services. Staff determined the price to be fair and reasonable. If future Capital Improvement Programs (CIPs) include funding for the remaining Add Alternate 2, staff may execute Add Alternate 2 at a future date.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWL325.0-21, with Veterans Engineering Services, Inc., a Disabled Veteran Business Enterprise (DVBE), for Crosstie and Grade Crossing Improvements in the amount of \$2,358,317.36 plus 20% contingency.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement PWL325.0-21
B. Bid Price Form

1255 Imperial Ave. SUITE 1000 SUITE 1000
San Diego, CA 92101
Tel 619.231.1466 Fax 619.234.3407

STANDARD CONSTRUCTION AGREEMENT

FOR

MTS DOC. NO. PWL325.0-21

1255 Imperial Ave. SUITE 1000

THIS AGREEMENT is entered into this _____ day of _____ 2020, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

Name: VETERANS ENGINEERING SERVICES, INC. Address: 2300 N. BATAVIA ST., ORANGE, CA 92865

Form of Business: SCORP (Corporation, Partnership, Sole Proprietor, etc.) Email: PAUL@VETERANSESINC.COM

Telephone: 714-733-1461

Authorized person to sign contracts PAUL MARSHALL
Name Title

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

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

SCOPE OF WORK

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

1255 IMPERIAL AVE. SUITE 1000

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

CONTRACT TIME.

Time is of the essence in the performance of the Work. The Work shall be commenced by the date stated in MTS's Notice to Proceed. The Contractor shall complete all Base Work required by the Contract Documents within **180 calendar days** from the commencement date stated in

the Notice to Proceed. An additional **180 calendar days** from the commencement date stated in the Notice to Proceed for Add Alternate one (1). An additional **180 calendar days** from the commencement date stated in the Notice to Proceed for Add Alternate two (2). By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

CONTRACT PRICE.

MTS shall pay the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Contract Documents, and including all applicable taxes and costs, the sum of One million seven hundred forty seven thousand nine hundred forty four dollars and forty cents. (\$ 1,747,944.40). Payment shall be made as set forth in the General Conditions.

PROVISIONS REQUIRED BY LAW.

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

INDEMNIFICATION.

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

PREVAILING WAGES.

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

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	VETERANS ENGINEERING SERVICES, INC.
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

CROSSTIE AND GRADE CROSSING IMPROVEMENTS - BID PRICE FORM

Bid Item	Description	UOM	Quantity	Unit Cost (one unit)	Extended Cost (Quantity x Unit Cost)
1	Remove Existing Rubber Panels, Vehicular Crossing	TF	453	\$ 274.23	\$ 124,226.19
2	Install New Rubber Panels, Vehicular Crossing	TF	453	\$ 539.64	\$ 244,456.92
3	Asphalt Concrete, (8" HMA)	SF	2748	\$ 32.15	\$ 88,348.20
4	Install Sidewalk, (4" PCCP)	SF	69	\$ 568.75	\$ 39,243.75
5	Rail Replacement (115lb to 115lb)	TF	800	\$ 200.91	\$ 160,728.00
6	Crosstie Replacement (Timber Ties) (Segment #1)	EA	550	\$ 439.61	\$ 241,785.50
7	Surfacing, Top Ballast, & Destressing (Segment #1)	TF	2360	\$ 25.95	\$ 61,242.00
	Payment / Performance Bond	na	1	\$ 10,202.00	\$ 10,202.00
BASE TOTAL					\$ 970,232.56
Add Alternate #1					
6.1	Crosstie Replacement (Timber Ties) (Segment #2)	EA	1975	\$ 290.33	\$ 573,401.75
7.1	Surfacing, Top Ballast, & Destressing (Segment #2)	TF	7437	\$ 26.57	\$ 197,601.09
	Payment / Performance Bond	na	1	\$ 6,708.00	\$ 6,708.00
ADD ALTERNATE #1 TOTAL					\$ 777,710.84
Add Alternate #2					
1.2	Remove Existing Rubber Panels, Vehicular Crossing	TF	128	\$ 252.96	\$ 32,378.88
2.2	Install New Rubber Panels, Vehicular Crossing	TF	128	\$ 564.97	\$ 72,316.16
3.2	Asphalt Concrete, (8" HMA)	SF	1334	\$ 31.97	\$ 42,647.98
5.2	Rail Replacement (115lb to 115lb)	TF	558	\$ 153.20	\$ 85,485.60
8.2	Remove Existing Track, Vehicular Crossing	TF	180	\$ 169.95	\$ 30,591.00
9.2	Remove Existing Track, Full Depth	TF	414	\$ 144.73	\$ 59,918.22
10.2	Construct New Track, Vehicular Crossing	TF	180	\$ 724.61	\$ 130,429.80
11.2	Construct New Track on Timber Ties	TF	414	\$ 365.88	\$ 151,474.32
	Payment / Performance Bond	na	1	\$ 5,131.00	\$ 5,131.00
ADD ALTERNATE #2 TOTAL					\$ 610,372.96
	Bid Bond	na	1	\$ 1.00	\$ 1.00
GRAND TOTAL BASIS OF AWARD					\$ 2,358,316.36



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Agenda Item No. 14

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

TRANSIT VEHICLE WRAP PRODUCTION AND INSTALLATION 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. G2437.0-21 (in substantially the same format as Attachment A), with Turbo Images, for the provision of Transit Vehicle Wrap Production and Installation Services for a three (3)-year period in the amount of \$200,627.83.

Budget Impact

The total budget for this project shall not exceed \$200,627.83. This project is funded by the Marketing Operating Budget (551010-571240).

DISCUSSION:

MTS Marketing routinely takes advantage of its fleet of trolleys and buses to wrap with advertising messages to encourage the use of public transit. The production and installation of wrap material requires specialized printers and experienced installers to ensure high-quality advertisements and installations/removals that do not damage MTS vehicles. In the near term, MTS Marketing will utilize this contract to communicate the transition to PRONTO and the opening of the Mid-Coast Trolley extension, with service extending from Old Town to University City.

On December 17, 2020, MTS released a Request for Proposals (RFP) for Transit Vehicle Wrap Production and Installation Services.

On January 28, 2021, MTS received a total of three (3) proposals from the following firms:



1. CR&A Custom Inc. (Small Business and Minority Owned Business Enterprise)
2. DPI Direct
3. Turbo Images, Inc.

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

1. Qualifications of the firm	25%
2. Methodology and Work Plan	35%
3. Cost and Price	40%
	<u>100%</u>

The following table illustrates the scores and ranking of each firm:

Proposer Name	Total Avg. Tech Score	Initial Price Proposal	Cost Score	Total Avg. Score (max. 100)	Ranking
Turbo Images, Inc.	41.67	\$200,627.83	40.00	81.67	1
CR&A Custom, Inc.	45.67	\$282,232.12	28.43	74.10	2
DPI Direct	27.33	\$240,674.68	33.34	60.68	3

After the initial evaluation of the proposals, the selection committee determined it would be in MTS's best interest to interview the top two (2) proposers that were within the competitive range. On February 22, 2021, MTS received Best and Final Offers (BAFO) from Turbo Images and CR&A Custom, and below are the updated scores.

Proposer Name	BAFO Tech Score	BAFO	Cost Score	Total Avg. Score (max. 100)	Ranking
Turbo Images, Inc	44.00	\$200,627.83	40.00	84.00	1
CR&A Custom, Inc	45.67	\$282,232.12	28.43	74.10	2

Although neither proposer adjusted their pricing during the BAFO/interview process, Turbo Images did provide clarification about the availability of their installers/laborers and their ability to meet MTS's desired turnaround times, resulting in a favorable adjustment to Turbo Images' technical score. Based on the selection committee's evaluation of the technical proposal, BAFO and comparison to the independent cost estimate of \$210,000, Turbo Images' offer is reasonably priced and offers the most advantageous solution to MTS.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. G2437.0-21, with Turbo Images, for the provision of Transit Vehicle Wrap Production and Installation Services for a three (3)-year period in the amount of \$200,627.83.

/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. G2437.0-21
B. BAFO

1255 Imperial Avenue, Suite 1000
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Tel 619.231.1466 Fax 619.234.3407

**STANDARD SERVICES AGREEMENT
TRANSIT VEHICLES WRAP PRODUCTION AND INSTALLATION SERVICES
MTS DOC NO. G2437.0-21**

THIS AGREEMENT is entered into this _____ day of _____ 2021, in the State of California by and between San Diego Metropolitan Transit System ("MTS"), a California public agency, and the following, hereinafter referred to as "Contractor":

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

Address: 1225 107e Rue
St. Georges, QC G5Y 8C3, Canada

Telephone: 581-982-4014

Email Address: Charles.Veilleux@turbo-images.com

Authorized person to sign contracts: Charles Veilleux VP of Sales & Marketing
Name Title

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

Transit Vehicle Wrap Production and Installation Services as specified in the Scope of Work (attached as Exhibit A), Turbo Images' best and final offer (attached as Exhibit B), and in accordance with the Standard Conditions (attached as Exhibit C).

The contract term is for up to a three (3) year period. Base period shall be effective March 15, 2021 through March 14, 2024.

Payment terms shall be net 30 days from invoice date. The total cost of this agreement shall not exceed \$200,627.83 for all three years, without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	TURBO IMAGES
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____

AGENCY NAME	ONE-WAY	DAY PASS	TRANSFER TO LOCAL BUS	FREE TRANSFER TO RAIL	NOTES	FARE BOX RECOVERY RATIO (2019)
MTS Metropolitan Transit System (San Diego, CA)	\$2.50 Adult (\$1.25 SDM) Rapid Express/Premium \$5 (\$2.50 SDM) Rural \$8 (\$4 SDM)	1-Day Adult \$6 / \$12 Premium Regional SDM \$3/\$6 Premium Regional 1-Day	NONE	NONE	No transfers.	34.90%
CAPMETRO Capital Metropolitan Transportation Authority (Austin, TX)	Local Fares: \$1.25 / \$0.60 Reduced Commuter Fares: \$3.50 / \$1.75 reduced	Local Fares: 1-Day Pass \$2.50 (\$1.25 Reduced) 7-Day \$11.25 Commuter Fares: 1-Day \$7.00 (\$3.50 Reduced) 7-Day \$27.50	NONE	NONE	No transfers. Website promotes purchasing the correct pass (Day Pass) if making multiple trips.	14.20%
DART Dallas Area Rapid Transit (Dallas, TX)	\$2.50 (\$1.25 reduced)	Day Pass: \$6 local / \$12 Regional / \$3 Reduced AM/PM Passes: (travel more than 2 hours but prior to noon or after noon until end of service: \$3 Local / \$1.50 Reduced Midday Pass: \$2 (local) - allows unlimited travel between 9:30am-2:30pm 7 days a week.	NONE	NONE	No transfers. Day pass required. Bus one-way fare is cash only so no ticket, no tranfers. No single ride for light rail, require a pass.	15.80%
KING COUNTY METRO King County Department of Metro Transit (Seattle, WA)	\$2.75 Adult/\$1.50 Youth (6-18 yrs) and \$1.50 Reduced Fare	Day Pass - \$8 Adult / \$4 SDM (65+) & \$4 Youth (6-18yrs)	FREE	FREE	Transfer value is stored for two hours on the ORCA card, and is credited in full for transfers. The net result is the rider pays the highest individual fare of the rail or bus ridden.	33.90%
LA METRO Los Angeles County Metropolitan Transportation Authority (Los Angeles, CA)	\$1.75 (\$0.75 Senior 62+ and \$0.35 off peak 9am-3pm and 7pm-5am weekdays; weekends & Federal Holidays)	1-Day \$7 (\$2.50 SDM) 7-Day Pass \$25 (\$19 low-income)	FREE	FREE	When paying with TAP card, free transfer for 2 hours, additional charges apply for express buses or metro silver line, 50c transfer available to some non-metro buses.	16.50%
NCTD North County Transit District (Oceanside, CA)	BREEZE/SPRINTER \$2.50 Adult/Yth (\$1.25 SDM) COASTER One-way \$5-\$6.50 depending on Zone (\$2.50-\$3.25 SDM/Yth)	1-Day \$6 (\$3 SDM & Youth) Premium Regional \$12 (\$6 SDM & Youth) COASTER \$15 (\$7.50 SDM & Youth)	NONE	NONE	COASTER fares include a free transfer to SPRINTER or BREEZE within 2 hours of purchase	22.60%
OCTA Orange County Transportation Authority (Orange County, CA)	Adult: \$2 (\$0.75 60+) Express Route: \$7 (\$5 transfer fare) Express: \$4 (\$2 transfer fare) 60+ \$3.50	1-Day Local Routes: \$5 (\$1.5 60+) - sold on board Pre-paid 1-Day Pass: \$4.50 (\$1.35 60+) Express Routes: 1-Day \$14 (\$5 transfer fare) \$12 (60+) OC Express Routes: 1-Day Pass \$8 (only sold on bus) \$7 (60+)	NONE	NONE	Only OCTA buses that directly connect with Metrolink trains at or near rail stations will honor Metrolink tickets and passes	0%
RT Sacramento Regional Transit District (Sacramento, CA)	\$2.50 (\$1.25 Seniors 62+, Disabled/K-12). \$0.25 Transfer ticket	Day Pass \$7 (19-61 yrs) / \$3.50 (62+) / \$3.50 Disabled / Students K-12 \$3.50	NONE	FREE	Bus: Passengers are required to pay a basic or discount single fare for each trip or may purchase a daily pass valid for unlimited rides on that day. Light Rail: Single ride tickets are valid for 90 minutes from time of validation on light rail only, or pay the 25 cent transfer fee when boarding a bus.	20.60%
RTD Denver Regional Transportation District (Denver, CO)	Local Fares: \$3 / \$1.50 SDM 65+ & \$0.90 Youth. Regiona: \$5.25 / \$2.60 SDM & \$1.60 Youth. Airport: \$10.50 / \$.25 SDM / \$3.20 Youth	Single Day Pass: Local - \$6 (\$3 SDM 65+ and \$1.80 Youth 6- 19 yrs) Regional/Airport - \$10.50 (\$5.25 SDM 65+ & \$3.20 Youth 6-19 yrs)	FREE	FREE	Transfers are valid for three hours in any direction. Paper ticket issues with time/date stamped.	23.40%
TRIMET Tri-County Metropolitan Transportation District of Oregon (Portland, OR)	\$2.50 (\$1.25 Youth & low-income and SDM 65+)	Day Pass - \$5 (\$2.50 Youth & low-income and SDM 65+)	FREE	FREE	One way ticket is a 2 ½ hour pass to ride anywhere on Trimet. The paper ticket has a date/time stamped on it and to be used for 2 1/2 hour.	26.10%
UTA Utah Transit Authority (Salt Lake City, UT)	\$2.50 (\$1.25 Youth & SDM)	\$5 (same for Youth & SDM)	FREE	FREE	The Adult One-way Fare cash payment is good on local buses, TRAX and Streetcar for 2.5 hours after purchase. Cash one-way are issued paper transfers upon request.	15.90%
VALLEY METRO City of Phoenix Public Transit Department (Phoenix, AZ)	\$2 Local (\$1 Reduced) \$3.25 Express/Rapid (\$2.25 Reduced)	1-Day Local \$4 / \$2 Youth 6-18 years & 65+ SDM	NONE	FREE	Light Rail 1-Ride fare receipt is valid for two hours and only for use in one travel direction. A 1-Ride fare for the bus is available only on the bus by paying cash at the farebox. For the best value, purchase a 1-Day pass for multiple same-day trips or if your trip requires changing routes.	19.40%
VTA Santa Clara Valley Transportation Authority (San Jose, CA)	Adult \$2.50 Adult Express \$5 Youth (5-18) \$1.25 SDM (65+) \$1	Adult \$7.50 8-Hour Light RailPass Adult \$5 8-Hour Light RailPass SDM (65+) \$2 8-Hour Light RailPass Youth (5-18yr) \$2.50 Adult Express \$15 Youth (5-18) - \$3.75 SDM (65+) \$3	FREE	FREE	2 Hours of FREE Transfers when you purchase a single-ride fare using EZfare or Clipper.	14.90%
County of Miami-Dade Transit (Miami, FL)	\$2.25 (\$1.10 discount) \$0.60 transfer (bus to rail or rail to rail)	1-Day \$5.65 (\$2.80 discount) 7- Day \$29.25 (\$14.60 discount)	FREE	NONE	Transfers require an EASY card and are free from bus to bus or rail to rail. Bus to rail or rail to bus costs 60c. Transfers must be made within three hours and are not for return trips. YOU MUST PAY YOUR FARE WITH AN EASY CARD OR EASY TICKET TO ACCESS THESE TRANSFER FEES. PASSENGERS PAYING WITH CASH WILL BE REQUIRED TO PAY FULL FARE EVERY TIME. BUS- TO-BUS TRANSFERS ARE FREE WITHIN THE FIRST THREE (3) HOURS FROM THE INIITAL TAP; AFTER THREE (3) HOURS FULL FARES APPLY.	18.50%
METRO (Houston, TX)	\$1.25 (\$0.60 discounted fare)	\$3 1-Day (50% discount for seniors/disabled/student and free for age 70+)	FREE	FREE	Free transfers in any direction for 3 hours. Have to have a Metro card for transfers... If you pay cash then you have to pay full fare each time.	12.60%
METRO TRANSIT (Minneapolis, MN)	Local: \$2 non-rush hour / \$2.50 rush hour (Youth 6-12/SDM \$1 non- rush hour / \$2.50 rush hour) Express: \$2.50 non-rush hour / \$3.25 rush hour (Youth 6-12/SDM \$1 non-rush hour / \$3.25 rush hour)	31-Day Pass: \$120 (\$3.25 fares), \$90 (\$2.50 fares), \$65 (\$2 fares) or \$36 (\$1 SDM fares)	FREE	FREE	Free transfer unlimited rides at the same fare level in any direction for up to 2½ hours. Surcharges apply for higher fare levels. Paper transfers for cash one-way fares.	25.90%
BART (Oakland, CA)	Fare is calculated by distance regardless of transfer. BART does not operate buses. No fare chart available. Must use fare calculator.	Fare is calculated by distance regardless of transfer. BART does not operate buses. No fare chart available. Must use fare calculator.	N/A	DISTANCE	Fare is calculated by distance regardless of transfer. BART does not operate buses.	68.80%
Muni (San Francisco, CA)	Single Ride MuniMobile or Clipper Card - \$2.50 (\$1.25 discount fare) Cash or Metro Ticket Machine - \$3 (\$1.50 discount fare) -	\$5 Day Pass (MuniMobile)	FREE	FREE	A rider may transfer any number of times within a 120 minutes of travel.	?

WEBSITE (FARES)
https://www.sdmts.com/fares-passes
https://www.capmetro.org/fares/ !
https://www.dart.org/fares/fares.asp
https://kingcounty.gov/depts/transportation/metro/fares-orca/what-to-pay.aspx
https://www.metro.net/riding/fares/
https://gonctd.com/fares/fares-passes/
https://www.octa.net/bus/Fares-and-
http://www.sacrt.com/fares/
http://www.rtd-denver.com/DayPass.shtml
https://trimet.org/fares/index.htm#adult
https://www.rideuta.com/Fares-And-Passes/Current-Fares
https://www.valleymetro.org/fares
http://www.vta.org/getting-around/fares
https://www.miamidade.gov/transit/library/pdfs/misc/transit-fare-guide.pdf
http://www.ridemetro.org/Pages/Fares.aspx
https://www.metrotransit.org/transfers
https://www.bart.gov/files/docs/Basic_Guide_ENG_De/tickets
https://www.sfmta.com/getting-around/muni/fares



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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

APPLICATION FOR VOLKSWAGEN (VW) ENVIRONMENTAL MITIGATION TRUST
(TRUST) FUND BUS REPLACEMENT PROGRAM

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve Resolution No. 20-2 (Attachment A), authorizing the application for rebates of up to \$720,000 in VW Trust funds for the current and future purchase of battery electric buses.

Budget Impact

If awarded, MTS will receive rebates of up to \$720,000.00 in VW Trust funds for current and future battery electric bus procurements.

DISCUSSION:

The VW Trust provides about \$423 million for California to mitigate the excess nitrogen oxide (NOX) emissions caused by VW's installation of special devices in certain VW diesel vehicles to get false negative results during emission testing. \$130 million of the VW Trust funding has been made available to replace older, high-polluting transit buses with new battery-electric or fuel-cell buses. The Trust is being administered by San Joaquin Valley Air Pollution Control District.

MTS is in the process of applying to San Joaquin Valley Air Pollution Control District for rebates of up to \$720,000.00 from the Trust for current and future the purchase of battery electric buses.

San Joaquin Valley Air Pollution Control District requires the submission of a resolution by each agency's Board of Directors authorizing the submission of an application and identifying the signing authority for the project.



Therefore, staff recommends that the MTS Board of Directors approve Resolution No. 20-2 (Attachment A), authorizing the application for rebates of up to \$720,000 in VW Trust funds for the current and future purchase of battery electric buses.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Resolution No. 20-2

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 21-2

Resolution Authorizing the Make Application for, to Sign Required Assurance and to Administer the Volkswagen (VW) Mitigation Trust Fund

WHEREAS, the San Diego Metropolitan Transit System (MTS) is an eligible project sponsor and may receive funding from the VW Mitigation Trust Fund for the purchase of battery electric buses to replace the existing compressed natural gas (CNG) buses.

WHEREAS, the MTS Board of Directors (Board) wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), Sharon Cooney or designated representatives.

NOW THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED by the MTS Board that MTS agrees to comply with all conditions and requirements set forth in the Certification and Assurances document.

BE IT FURTHER RESOLVED by the MTS Board that the CEO, or designated representative, be authorized to execute all required documents of the VW Mitigation Trust Fund and any Amendments thereto

BE IT FURTHER RESOLVED by the Board that MTS is authorized to make application for, to sign required assurances, and to administer the VW Environmental Mitigation Trust Funds with respect to applications for Local, State and Federal program, projects or grants

PASSED AND ADOPTED, by the Board of Directors this ____ day of _____ 2021 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

Resolution No. 21-2



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Agenda Item No. 16

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

PROPERTY INSURANCE RENEWAL

RECOMMENDATION:

That the Board of Directors authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) [formerly known as the California State Association of Counties – Excess Insurance Authority (CSAC-EIA)] Property Insurance Program, effective March 31, 2021, through March 31, 2022, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, bridges and tunnels).

Budget Impact

The preliminary renewal premium would not exceed \$2,100,000, which represents an up to \$593,089 or 39.96% combined possible increase over last year's actual premium of \$1,506,911. The premium is anticipated to be charged against the budgets of MTS (\$37,100), SDTC (\$524,800), and SDTI (\$1,538,100). The premium will be split between fiscal years 2021 and 2022 as follows:

PROPERTY PREMIUM ESTIMATED FISCAL YEAR SPLIT			
Policy Period: 03/31/21 – 03/31/22			
Agency	FY 21	FY 22	Total Premium
MTS	\$12,367	\$24,733	\$37,100
SDTC	\$174,933	\$349,867	\$524,800
SDTI	\$512,700	\$1,025,400	\$1,538,100
TOTAL	\$700,000	\$1,400,000	\$2,100,000

DISCUSSION:

MTS's current property insurance policy will expire on March 31, 2021. This line of coverage insures against physical damage, vandalism and theft caused to the real and

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San Diego 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 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. MTS is also the For-Hire Vehicle administrator for nine cities.

personal property of MTS, SDTC, and SDTI, which together includes \$1,659,714,293 in total insured values. The coverage is obtained through the PRISM, which is a joint powers insurance authority of 358 public entity members. Of this number, 110 members participate in the property insurance program. SDTC has been insured through this group since 1993. The other MTS agencies became insured with PRISM in 1997.

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

Some PRISM members, including both the City and County of San Diego, have purchased earthquake insurance in the past. MTS and its entities have traditionally elected not to purchase this optional coverage as the terms and conditions primarily support real estate damage caused by an earthquake event with high deductibles. The coverage would not support the majority of MTS's infrastructure and guideways.

The proposed renewal policy carries a blanket limit of \$600 million, which applies to perils for any one occurrence. Under the proposed renewal, the following occurrence-based deductibles would apply: (1) \$25,000 for real estate & personal contents property; (2) \$100,000 for bus collisions; (3) \$250,000 for light rail vehicle collisions; (4) \$250,000 comprehensive coverage on the combined rolling stock (buses and light rail vehicles); and (5) \$1.5 million on roads, bridges, and tunnels. Loss valuation is generally calculated on a replacement cost basis. A substantial part of the current increase is due to MTS adding over \$143M in property assets from last year's renewal to the current one. Some of this is related to the Mid-Coast expansion project. Another reason is due to the general increased trending of all current property values.

Since the latter part of calendar year 2019, the property market has experienced significant hardening resulting in considerable premium increases to all property insurance buyers in both the public and private sectors. The attached "State of the Property Market" correspondence from PRISM's Chief Executive Officer discusses the recent market conditions and contributing factors for the global premium increases. Despite the increase, MTS still saves premium dollars and is afforded lower deductibles overall by insuring its property through PRISM than it would on a stand-alone basis.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Preliminary Premium Allocations for MTS, SDTC, & SDTI
B. State of the Property Market from PRISM'S Chief Executive Officer

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

**PUBLIC RISK INNOVATION, SOLUTIONS, and MANAGEMENT
PROPERTY PROGRAM
POLICY TERM: March 31, 2021 to March 31, 2022**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM**DATE: February 16, 2021**

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2021/2022 TOTAL ANNUAL PREMIUM:	\$37,172
2020/2021 TOTAL ANNUAL PREMIUM:	\$22,438
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	65.67%
2021/2022 TOTAL REPORTED INSURABLE VALUES*:	\$69,584,428
2020/2021 TOTAL REPORTED INSURABLE VALUES:	\$57,373,473
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	21.28%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$69,163,670	0.0416	\$28,782
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$5,878
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$420,758	0.2845	\$1,197
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$ 0	0.0000	\$ 0
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0136	\$ 0
Total Annual Premium			\$35,857
Estimated Taxes and Fees			\$ 2
Estimated EIA Administration Fees			\$1,240
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 13, 2021	TOTAL COLLECTIBLE PREMIUM		\$37,100

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

**PUBLIC RISK INNOVATION, SOLUTIONS, and MANAGEMENT
PROPERTY PROGRAM
POLICY TERM: March 31, 2021 to March 31, 2022**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TRANSIT CORPORATION**DATE: February 16, 2021**

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2021/2022 TOTAL ANNUAL PREMIUM:	\$524,860
2020/2021 TOTAL ANNUAL PREMIUM:	\$400,388
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	31.09%
2021/2022 TOTAL REPORTED INSURABLE VALUES*:	\$252,221,783
2020/2021 TOTAL REPORTED INSURABLE VALUES:	\$246,755,438
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	2.22%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$87,681,317	0.1210	\$106,055
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$19,442
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$938,612	0.2845	\$2,670
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$163,601,854	0.2397	\$392,126
C. Mobile Equipment (Non-highway licensed)	\$ 0	0.0000	\$ 0
D. Fine Arts (scheduled)	\$ 0	0.0960	\$ 0
Total Annual Premium			\$520,293
Estimated Taxes and Fees			\$ 31
Estimated EIA Administration Fees			\$4,476
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 13, 2021	TOTAL COLLECTIBLE PREMIUM		\$524,800

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

**PUBLIC RISK INNOVATION, SOLUTIONS, and MANAGEMENT
PROPERTY PROGRAM
POLICY TERM: March 31, 2021 to March 31, 2022**

SAN DIEGO METROPOLITAN TRANSIT SYSTEM - SAN DIEGO TROLLEY, INC.**DATE: February 16, 2021**

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2021/2022 TOTAL ANNUAL PREMIUM:	\$1,427,906
2020/2021 TOTAL ANNUAL PREMIUM:	\$1,084,085
PERCENTAGE INCREASE (DECREASE) IN ANNUAL PREMIUM:	31.72%
2021/2022 TOTAL REPORTED INSURABLE VALUES*:	\$1,337,908,082
2020/2021 TOTAL REPORTED INSURABLE VALUES:	\$1,212,544,318
PERCENTAGE INCREASE (DECREASE) IN TOTAL INSURED VALUES:	10.34%

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$792,698,715	0.0529	\$419,199
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$98,523
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0	0.0000	\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$1,445,567	0.2845	\$4,113
Licensed Vehicles above \$250,000 in value	\$ 0	0.0000	\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$542,749,400	0.1845	\$1,001,565
C. Mobile Equipment (Non-highway licensed)	\$1,014,400	0.2243	\$2,275
D. Fine Arts (scheduled)	\$ 0	0.0207	\$ 0
Total Annual Premium			\$1,525,675
Estimated Taxes and Fees			\$ 84
Estimated EIA Administration Fees			\$12,341
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 13, 2021		TOTAL COLLECTIBLE PREMIUM	\$1,538,100

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

**PUBLIC RISK INNOVATION, SOLUTIONS, and MANAGEMENT
PROPERTY PROGRAM
POLICY TERM: March 31, 2021 to March 31, 2022**

TOTAL**DATE: February 16, 2021**

REASON FOR REVISION OF PREMIUM ALLOCATION: UPDATED RENEWAL ESTIMATE

2021/2022 TOTAL ANNUAL PREMIUM: \$1,989,938

2020/2021 TOTAL ANNUAL PREMIUM: \$1,506,911

2021/2022 TOTAL REPORTED INSURABLE VALUES*: \$1,659,714,293

2020/2021 TOTAL REPORTED INSURABLE VALUES: \$1,516,673,229

- CALCULATIONS -			
COVERAGE DESCRIPTION	DECLARED VALUES	RATE (\$/100)	ANNUAL PREMIUM
All Risk incl. Flood and Deductible Pool Contribution	\$949,543,702		\$554,036
Terrorism, Boiler & Machinery and Brush Fire (Miscellaneous Other Coverages)			\$123,843
OPTIONAL COVERAGES:			
A. Earthquake per schedule including Rooftop (if applicable)	\$ 0		\$ 0
B. Licensed Vehicles and Deductible Pool Buy Down Contribution	\$2,804,937		\$7,980
Licensed Vehicles above \$250,000 in value	\$ 0		\$ 0
Buses (Part of Coverage B. Licensed Vehicles)	\$706,351,254		\$1,393,691
C. Mobile Equipment (Non-highway licensed)	\$1,014,400		\$2,275
D. Fine Arts (scheduled)	\$ 0		\$ 0
Total Annual Premium			\$2,081,825
Estimated Taxes and Fees			\$117
Estimated EIA Administration Fees			\$18,057
School Loss Control Service Fee			\$ 0
*Total Insured Values (TIV) as of January 13, 2021	TOTAL COLLECTIBLE PREMIUM		\$2,100,000



February 3, 2021

To: Property Program Members

From: Gina Dean, CEO

Re: State of the Property Market

As many of you are aware, the current property insurance market is challenging. I want to take this opportunity to provide some background information on the state of the market and the status of the PRISM Property Program. I have also attached talking points and a one-page information sheet that we hope you will find useful in communicating this reality to the stakeholders within your organization.

Background

Prior to 2017, the property insurance market was in a “soft” market cycle that allowed consumers to take advantage of extremely competitive pricing and expanded terms and conditions. However, beginning in 2017, increases in attritional losses along with historically severe catastrophe claims resulted in carriers collecting insufficient premium to cover the surging claims. In addition, these events have impacted the market’s surplus, capacity, and available reinsurance, pushing the industry into a hardening cycle for consumers.

In 2020, PRISM had its highest incurred property claims in the Program’s history with about \$77M of losses reported as of January 1, 2021, as compared to an average of \$46M over the last five years. Higher than normal claims can largely be attributed to the wildfires within California, which account for almost 60% of the loss dollars. At the same time, the market continued to sustain significant catastrophe losses along with the additional challenges brought on by the COVID-19 pandemic, and civil unrest. The increased reinsurance costs, aggressive litigation trends, and adverse claim development trends have further aggravated the property market. Carriers have become risk adverse, offering up restricted capacity at increased pricing. Unlike previous hard market cycles, there is not significant new capital entering the market, which would provide the competition needed in order to soften the market.



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916.850.7300

prismrisk.gov

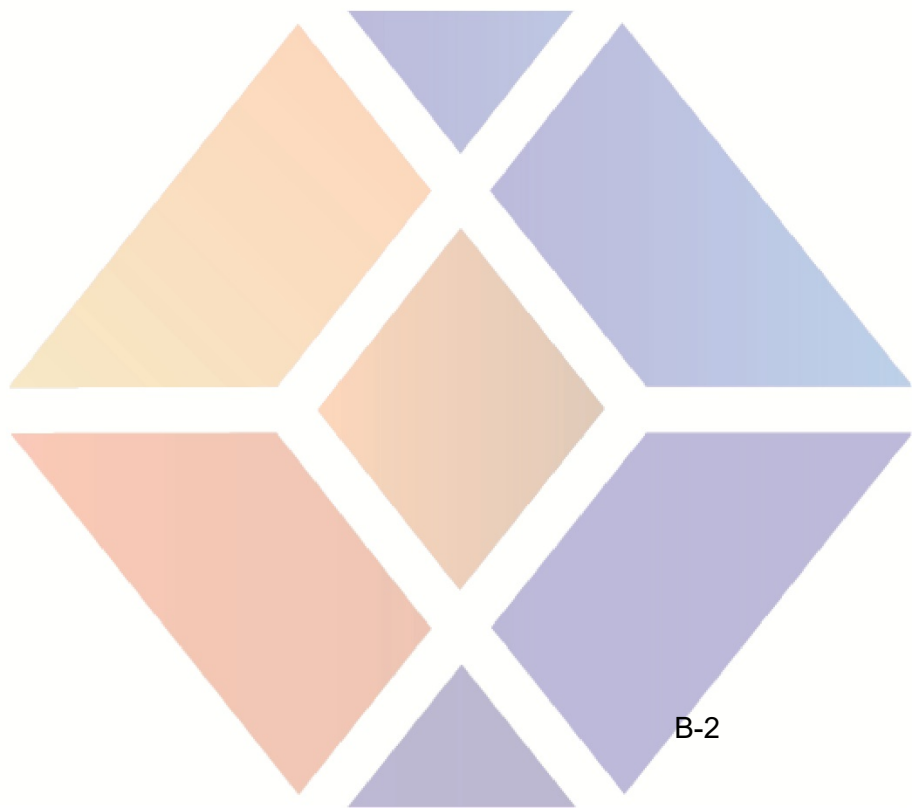
PRISM's Renewal Strategy

PRISM has always been, and continues to be, proactive in managing the Property Program, which continues to be one of the largest public entity property placements worldwide. Currently, the Program has 110 members and approximately \$80B in total insured values. We have increased marketing efforts in order to secure the best possible outcome for the upcoming Property Program renewal. Additionally, we leverage the sophistication of the Program to explore unique ways in which the captive and the pool layer(s) can improve capacity and pricing within the Program.

The Property Program is currently structured with an aggregated pool and primary insured layer, above which excess layers of coverage are placed. Exposure is allocated among separate "towers" to diversify the risk geographically and by building type. The unique structure of the Program and its risk sharing features have afforded members higher loss limits, reduced costs, and coverage stability.

Because of the model we have built, our Property Program will fare better than the market and certainly better than for public agencies trying to endure a hard market on their own. However, members should still expect rates to increase based on the trends, capacity within the industry, and the Property Program's experience last year.

If we have learned from history, we know that joint powers authorities (self-insurance pooling) have been the answer to turbulent markets. By staying the course, we will all benefit from our economies of scale, our partnership with markets, and our sharing of best practices to help manage risk.



Talking Points for the Property Market

- **Industry catastrophe loss experience.** The property market has been challenging for the last several years as the industry has experienced unprecedented losses including the devastating wildfires that have impacted California.
 - Worldwide, 2017 was the worst year for natural catastrophe losses in history. The main driver of this was losses associated with Hurricanes Harvey, Irma, and Maria (HIM). Insured losses for these hurricanes exceeded \$100 Billion dollars.
 - 2018 was the third most costly year for natural catastrophe losses in history. Losses spanned many different types of catastrophes including hurricanes, wildfires, severe flooding in the Midwest, and increased frequency and severity of convective storms (hail and tornado). California and the PRISM Property Program have experienced unprecedented wildfire activity. In the last several years, we have seen the largest, deadliest, and costliest wildfires in our state's history. Seven of the largest wildfires in our history have occurred in the last 3 years.
 - Largest fire: August Complex Fire, August 2020 – over 1,000,000 acres burned. Total insured losses for the Northern California wildfires of 2020 are currently estimated at \$5 - \$9 Billion.
 - Deadliest fire: Camp fire, November 2018 – nearly 19,000 structures destroyed and 85 lives lost. Total insured losses are estimated at \$10.2 Billion dollars.
 - Costliest fire(s): In the last three years, the top five most destructive California wildfires have occurred: Camp Fire, Tubbs Fire, Woolsey Fire, Atlas Fire, and Thomas Fire. Total insured losses associated with these fires is expected to exceed \$30 Billion dollars.
 - 2020 was the fifth costliest on record for insured catastrophe losses and is currently estimated at \$83 Billion in insured losses. This is in addition to the COVID-19 pandemic, unprecedented civil unrest, and adverse loss development.
- **Industry attritional loss experience.** In addition to the large natural catastrophe losses, the size and frequency of “attritional” or non-catastrophe related claims

such as fire and water damage has also been growing. This is seen as an industrywide trend and is also taking place within the PRISM Program.

- **Member rates will increase in 2021.** The degree of rate increase to each individual member will vary within an established range dependent upon your entity's claims experience. Member allocation also takes into account the unique exposures of each entity including the types of property being insured and exposure to natural catastrophes.

Members with minimal or no losses in the last five years can expect to be on the lower end of the range. Those who have experienced claims in the last five years will be on the higher end of the range, but will benefit in the security of being part of a pool. Shopping as an individual entity with large losses is extremely difficult, especially in California.

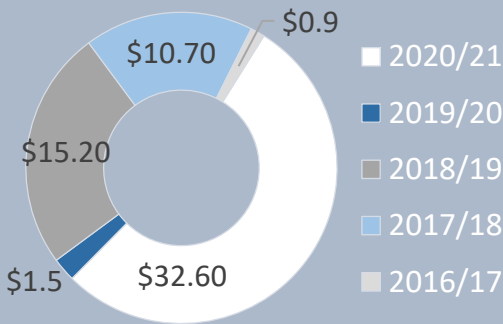
- **PRISM's Property Program size is an advantage.** A positive for PRISM members is that the size of the Property Program creates stability and offers economies of scale that could not be realized without being in a large pool. Because of its size, we are able to leverage the volume of capacity we purchase to benefit all Program members.
- **Relationship advantages.** PRISM has long-standing relationships with carriers worldwide, which result in better renewal offerings.
- **PRISM ARC (our Captive).** PRISM has always been proactive in managing the Property Program and our approach to making funding decisions. We are one of the few self-insurance groups in the nation that have the size required to form our own captive insurance company. The captive is used to benefit from the increased opportunities for investment income and expanding coverage available within the Program.
- **Pools have an advantage in challenging markets.** If we have learned from history, we know that joint powers authorities (self-insurance pooling) have been the answer to turbulent markets. By staying the course, we will all benefit from our economies of scale, our leverage in the insurance markets, and our sharing of best practices to help manage risk.

PROPERTY MARKET OVERVIEW: Hard Times

Att. B, At 16, 03/16/2021

Unprecedented world events, in tandem with carriers not turning a profit, has resulted in the market remaining hard. Prior to 2020, rate increases were largely tied to a soft market correction while factoring in increased attritional loss and adverse catastrophe loss development. In 2020 the pandemic, social unrest, rising reinsurance costs, financial market volatility, global recession, and more frequent and severe catastrophes have greatly exacerbated the situation.

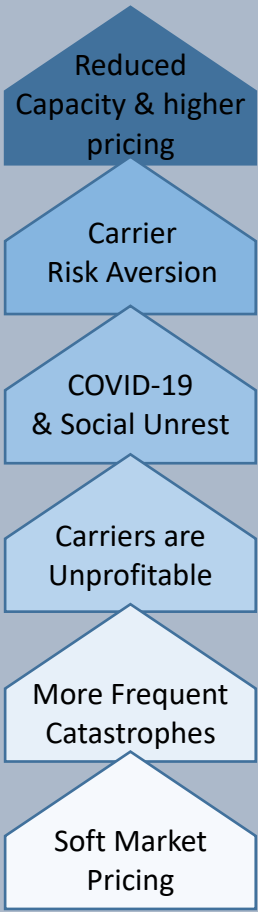
PRISM Wildfire Losses (in millions)



Despite increased wildfire claim activity within the program, no single claim has exceeded the primary layer.

PRISM Benefits

- ✓ The PRISM Property Program size creates stability and allows for economies of scale.
- ✓ PRISM has the benefit of long-standing carrier relationships worldwide which results in better renewal offerings.
- ✓ PRISM's proactive approach allows for unique and sophisticated funding solutions through utilization of their captive, PRISM ARC.



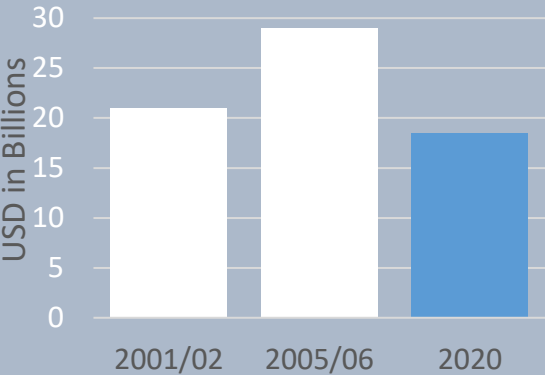
Unlike previous hard markets, restricted capacity offered by carriers is a result of reduced appetite rather than capital reduction. Lack of significant new capital flowing into the market (which would help drive competition) points to a sustained hard market.

7 The top 7 most destructive wildfires in California have happened in the last 3 years

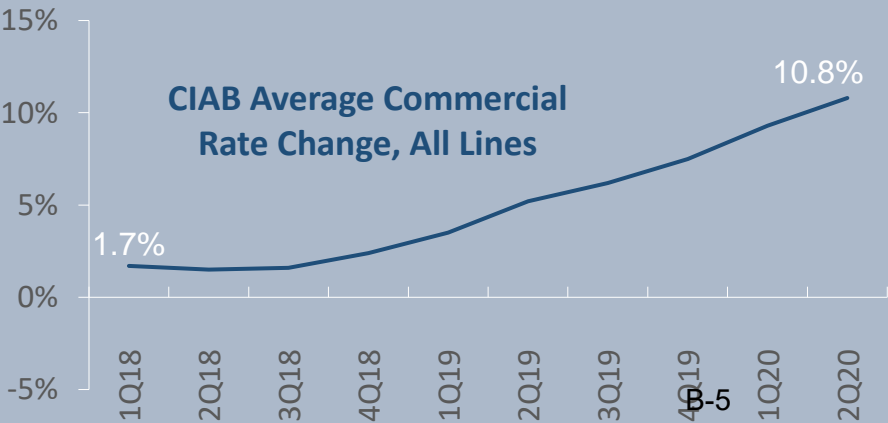


\$ 83B Insured catastrophe losses in 2020, fifth costliest on record

New Capital Raised following shock events



CIAB Average Commercial Rate Change, All Lines





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Agenda Item No. 17

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

DECLARATION OF SURPLUS PROPERTY SITE

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors declare the property located at 5801 and 5805 Fairmount Avenue, San Diego, California as “surplus land” for purposes of Government Code sections 54220, et seq.

Executive Committee Recommendation

At its March 4, 2021 meeting, the Executive Committee voted 5 to 0 (Board Members Elo-Rivera, Fletcher, Gastil, Montgomery Steppe, and Sotelo-Solis in favor, with Board Members Salas and Sandke absent) to recommend that the Board approve the staff recommendation.

Budget Impact

There is no direct budget impact from this agenda item.

DISCUSSION:

The Surplus Land Act was recently amended to expressly apply to transit agencies like MTS. Consequently, before MTS can take any action to negotiate with a potential buyer about a proposed real property sale, MTS is required to formally declare the property to be “surplus land” and then send notices of availability of the land to specified parties.

Today’s proposed action relates to property owned by MTS at 5801 and 5805 Fairmount Avenue, San Diego, California (Fairmount Property). The Fairmount Property is east of the Grantville Trolley Station on the northwest side of the Alvarado Creek channel, north of the Fairmount Avenue and Alvarado Canyon Road intersection.



The property is 1.72 acres and is currently improved with a 10,000 square foot, single story industrial building that was constructed in 1955. This portion of the property is currently leased on a short-term basis for an auto auction business. The property also includes a MTS traction power substation and an elevated trolley guideway.

The Fairmount Property was acquired by MTS in 2001 as part of the Mission Valley East Project. The Mission Valley East Project completed the Grantville, SDSU, Alvarado and 70th Street stations and closed the gap between the Mission San Diego and Grossmont stations on the Green Line.

Although a sale of the Fairmount Property would require MTS to reserve an easement for the elevated trolley guideway and the traction power substation, including the right to access these facilities for inspections, maintenance, and repairs, there is no additional current or future transit use identified for the property. An expanded use of the Fairmount Property by MTS may also be limited by a proposed City of San Diego project to realign Alvarado Canyon Road. The proposed realignment would run through the Fairmount Property, limiting the developable portions of the property. That project is currently in the conceptual design phase at the City of San Diego. It is intended to address traffic and flooding issues near the Fairmount and Mission Gorge Road intersection.

Recently, the neighboring property owner, David Smith of El Dorado Properties, Inc. (El Dorado), approached MTS about their interest in purchasing the property. The proposed purchase would allow the properties to be assembled and optimize the design of a residential development project being planned on the neighboring property by El Dorado. El Dorado's current design concept accommodates the potential Alvarado Canyon Road realignment project.

Under the Surplus Land Act, MTS is not permitted to engage in any negotiations with El Dorado for the sale of the Fairmount Property until the property has been declared to be "surplus" and MTS has issued notices to designated parties under Government Code section 54221. Today's action would declare the property "surplus". Following this designation, staff will send out the required notices. Negotiations with El Dorado would only occur if no other notices of interest to purchase the property are received following the Surplus Land Act notice process. In that event, staff will return to the Board for negotiating instructions.

/s/ Sharon Cooney

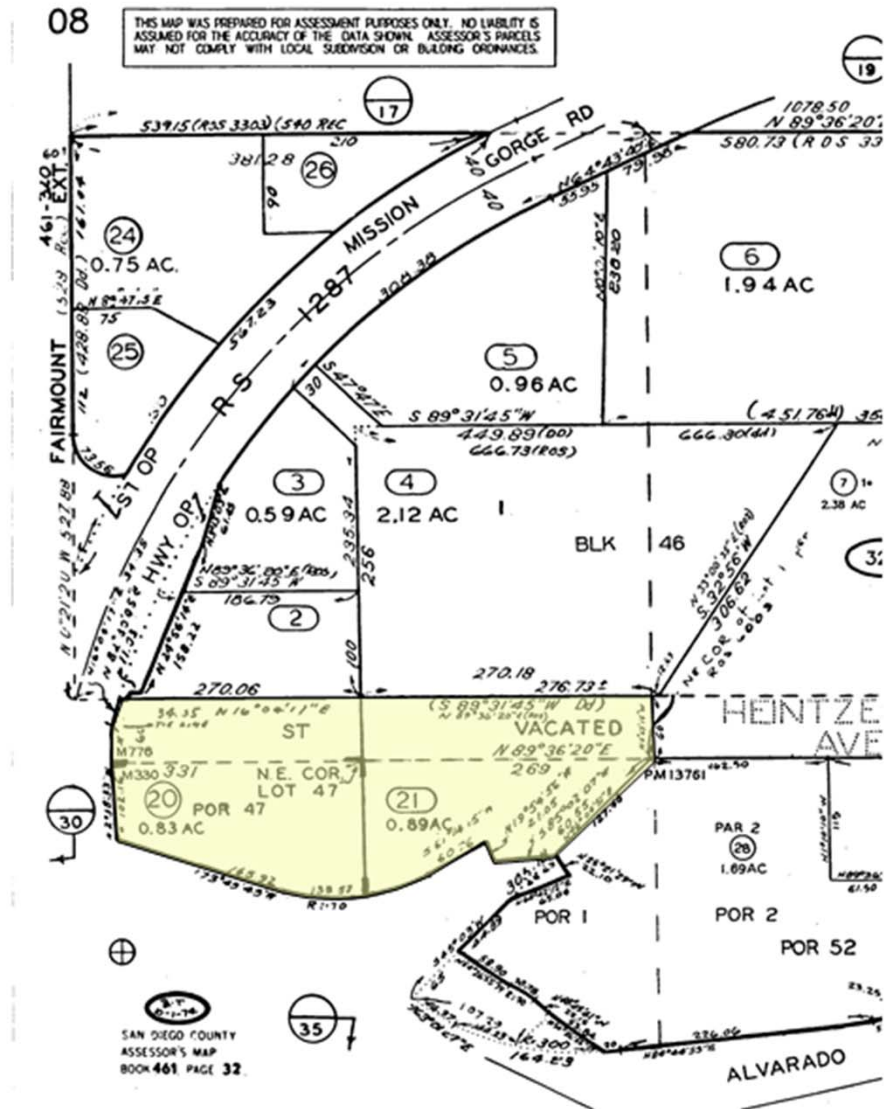
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Parcel Map

5801 and 5805
Fairmount Ave

- Grantville area
- Total: 1.72 acres;
10,000sf industrial building
- Purchased by MTS in 2001 as part of Mission Valley East Project
 - Trolley guideway
 - TPSS





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Agenda Item No. 25

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

TROLLEY EXTENSION MAJOR SERVICE CHANGES PUBLIC HEARING
(DENIS DESMOND)

RECOMMENDATION:

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

- 1) Receive a report on proposed major service changes for the Trolley extension to University City;
- 2) Receive public testimony; and
- 3) Provide direction to staff for any changes prior to approval at a later Board of Directors meeting.

Budget Impact

The proposed extension of the UC San Diego Blue Line has an estimated annual operating cost of \$15.4 million. The subsidy is to be reimbursed by SANDAG with TransNet funds, so there is no net impact to the MTS budget. These amounts will be included in the MTS FY 2022 draft operating budget. The proposed bus service changes have been designed to be budget neutral, with all proposed new and increased service funded by resources saved from other services.

DISCUSSION:

The San Diego Association of Governments (SANDAG) and Mid-Coast Transit Constructors (MCTC) are completing their work on the \$2.1 billion, 11-mile, nine station extension of the San Diego Trolley between Old Town and University City. It is anticipated that MTS will begin testing on the new corridor in early summer 2021, with



revenue service on-schedule to begin in November 2021. MTS is proposing major service changes to bus and rail services to incorporate the new alignment into the existing transit system.

MTS Board Policy No. 42, "Transit Service Evaluation and Adjustment", defines a process for the implementation of a major service change, including noticed public hearing. The following proposed service adjustments are the major changes that MTS is considering for implementation as part of the beginning of revenue operations on the new rail alignment:

UC San Diego Blue Line: The UC San Diego Blue Line would be extended from America Plaza to UTC via Old Town, then serving new Trolley Stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, UC San Diego campus (2 stations), Executive Drive, and the UTC Transit Center. Service frequency north of America Plaza would be every 15 minutes, seven days/week, with a span of service similar to current. Frequency south of America Plaza would remain at every 7.5 minutes on weekdays.

Route 8: Route 8 would be extended from Pacific Beach east to the new Balboa Avenue Transit Center, via Grand Avenue. Frequency would be increased to every 15 minutes on weekdays and 20 minutes on weekends.

Route 9: Route 9 would be shortened in Pacific Beach on weekdays and Saturdays to end at Ingraham St. and Garnet Ave. Service along Garnet Ave. between Ingraham St. and Mission Blvd. would remain available on Route 27. Service frequency would be every 20 minutes on weekdays and 30 minutes on Saturdays. Sunday service would remain the same as current.

Route 27: Route 27 would be increased to operate every 30 minutes seven days/week (with new Sunday service). It would connect to the Trolley at the Balboa Avenue Transit Center and would be changed to operate between Balboa Avenue and Clairemont Mesa Blvd. on Kearny Villa Rd. instead of Convoy Street.

Route 30: Route 30 would be shortened to operate north of Old Town Transit Center (OTTC) only. (Service between OTTC and Downtown would be offered by both the UC San Diego Blue and Sycuan Green Lines, with 8 trips per hour in each direction.) Route 30 would also be adjusted in University City to operate between UC San Diego and UTC Transit Center along Nobel Drive instead of La Jolla Village Drive. Route 30 would continue to operate every 15 minutes on weekdays; weekend frequency would be every 30 minutes on the entire route.

Route 43: New Route 43 would provide service between the Kearny Mesa Transit Center and Balboa Avenue Transit Center, via Clairemont Mesa Blvd., Clairemont Dr., and Balboa Avenue. It would replace Route 44 along Clairemont Mesa Blvd. between Convoy St. and Clairemont Drive. Service would operate every 15 minutes on weekdays and 30 minutes on weekends.

Route 44: Route 44 would be shifted on the north end to terminate at the Kearny Mesa Transit Center instead of Clairemont Square. The route would serve Clairemont Mesa Blvd. east of Convoy St. instead of west of Convoy Street. Service on Clairemont Mesa Blvd. west of Convoy St. would be replaced by new Route 43, which would operate on

Clairemont Dr. on the west side of Clairemont Square. Service along Clairemont Mesa Blvd. between Kleefeld Ave. and Clairemont Dr. would be discontinued except for night and weekend Route 105A trips.

Route 50: Route 50 would be discontinued. Service would continue to be available on all Route 50 street segments via Route 41 (Genesee Ave.), Route 105 (Clairemont Dr.), and a re-routed Route 105 (Regents Rd./Governor Dr.). Service between Downtown and Clairemont would be available via the UC San Diego Blue Line and a transfer to Route 105 at Clairemont Dr. Station or new Route 43 at Balboa Avenue Transit Center.

Route 105: Weekday Route 105 service would be changed to operate along Regents Rd. and Governor Dr. between Clairemont Dr. and Genesee Ave., replacing Route 50 on this segment. No changes proposed to weekend Route 105 service.

Route 140: New Express Route 140 would operate between the Balboa Avenue Transit Center and downtown La Jolla, via Interstate 5 and La Jolla Parkway. Service would operate every 30 minutes, seven days/week, with extra 15-minute frequency during weekday peaks.

Route 150: Route 150 would be discontinued, with service between Downtown, Old Town, UC San Diego, and UTC replaced by the UC San Diego Blue Line. 201/202 The SuperLoop (Rapid 201/202) routing would be changed on the north side to operate on La Jolla Village Dr. between UC San Diego and the UTC Transit Center, instead of via Voigt Dr., Regents Rd., and Executive Drive. Transit service to northern University City would be replaced by the UC San Diego Blue Line, at the UC San Diego Health La Jolla and Executive Drive stations.

Route 985: New Route 985 would connect the UC San Diego Blue Line at the UC San Diego Central Campus station with the business parks off of North Torrey Pines Road, operating weekday peak hours only with a frequency of every 15-20 minutes.

All changes would be implemented on the same day. Bus network adjustments would be made on the day when the UC San Diego Blue Line extension opens.

MTS Board Policy No. 42 requires that *new routes* operate as a pilot for 12 months prior to Board consideration of making the routes permanent. For proposed new Routes 43, 140, and 985, staff will bring a report back to the Board following a year of operation, with a recommendation to make them permanent, implement adjustments, or discontinue, depending on performance.

Title VI

A service equity analysis is required for compliance with the Federal Transit Administration's (FTA) Title VI guidance. FTA Circular 4702.1B Chapter IV, Section 7.c. (Service and Fare Equity Analysis for New Starts and Other New Fixed Guideway Systems) requires that transit providers that will implement a new fixed guideway capital project conduct a service and fare equity analysis six months prior to the beginning of revenue operations. The FTA Title VI service equity analysis will be provided at a future Board of Directors meeting for consideration during approval of the proposed changes. (No fare changes are proposed as part of this project.)

National Environmental Policy Act and California Environmental Quality Act

The extension of the Trolley itself, officially titled the Mid-Coast Corridor Transit Project, was cleared environmentally for both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). SANDAG posted all of the environmental documents on the project page of their website here:

<https://sandag.org/index.asp?classid=13&subclassid=9&projectid=250&fuseaction=projects.detail>

The requirements of CEQA specifically exempt transit services on existing roads and highways (Public Resource Code § 21080 (6)(10)). The proposals included here are all changes to or additions of transit service along existing highway and road rights-of-way, thereby exempting the elements of the proposals from further examination under CEQA.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachments: A. Take One
B. Public Comments Received to Date (to be distributed at the Board Meeting)



Take One

Post Until 3/12/2021

Proposed Major Service Changes TROLLEY EXTENSION

In Fall 2021, the UC San Diego Blue Line light rail extension will open and expand the San Diego Trolley system from Downtown San Diego to the UTC Transit Center, serving nine new Trolley stations.

MTS is also proposing to change the bus network to connect people and communities to the Trolley extension. Extensive rider and public outreach was conducted in 2018-2019 to collect ideas and feedback on potential changes. The results of that outreach, combined with detailed data analysis, resulted in the proposals detailed in this Take One.

IN SUMMARY:

- Current bus routes affected would include: Routes 8, 9, 27, 30, 44, 50, 105, 150, and 201/202.
- Three new pilot bus routes would be implemented, Routes 43, 140, and 985.
- All proposed bus change proposals are cost-neutral for MTS. All new and expanded bus service is proposed to be reallocated from existing bus services in the same general area. There is no net increase or decrease in bus service proposed.
- No major changes are proposed to any other current Bus or Trolley routes as part of this implementation.
- For more detailed information:
 - o See route-by-route details of all the major change proposals in the table below.
 - o Maps of the proposed impacted routes are inside this Take One.
 - o Visit sdmts.com and click on Major Change Proposals link

Also, there will be minor schedule adjustments to many bus routes to accommodate new transfers and connections. There will be no changes to the Sycuan Green Line and Orange Line schedules.



PUBLIC INFORMATION & INPUT MEETINGS

The public is invited to ask questions and provide feedback to MTS staff at two public input meetings in February 2021. Due to Covid-19 safety precautions, these meetings will be held "virtually," with the public able to listen and provide input by computer or telephone:

Wednesday, February 10, 2021 at 12 p.m.
Tuesday, February 16, 2021 at 4 p.m.



Register for the public meetings and learn more at sdmts.com/Trolley-Extension

The MTS Board of Directors will also hold a Public Hearing in March 2021 to consider these proposals, prior to approval of any major service changes. If you wish to comment on any proposal for the Public Hearing, you may do so using any of the following methods:

- Testimony at the **PUBLIC HEARING:**
Thursday, March 11, 2021, 9:00 a.m.
See box below.
- Our website, sdmts.com/Trolley-Extension
Please use the comment form
- U.S. Mail. Send to:
MTS Public Hearing Comments
1255 Imperial Avenue,
Suite 1000,
San Diego, CA 92101
- Telephone Hotline:
(619) 595-4912
(leave your comments as a message on the voicemail)
- E-Mail: mts.planning@sdmts.com

HOW TO PARTICIPATE IN THE PUBLIC HEARING:

If you wish to comment at the March 11 Public Hearing, please register for the meeting at the link below or scan the QR Code to the right.



sdmts.com/MarchPublicHearing

Comments by telephone, e-mail, website, or U.S. mail must be received at MTS by 2:00 p.m. on **Wednesday, March 10, 2021**, for consideration by the Board during the Public Hearing.

THIS INFORMATION WILL BE MADE AVAILABLE IN ALTERNATIVE FORMATS UPON REQUEST. To request this notice in an alternative format, please call (619) 231-1100. The Metropolitan Transit System operators adhere to a nondiscrimination policy regarding the participation of all people in MTS programs and services. People with disabilities, including physical or mental disabilities, are encouraged to participate in the development of MTS programs and services. If you are unable to attend a public hearing or activity, you may request a copy of the meeting materials. To request additional information on MTS' nondiscrimination obligations or to file a complaint against MTS, please write to MTS General Counsel, 1255 Imperial Ave., Suite 1000, San Diego, 92101 or log on to sdmts.com.

DETAILS OF MAJOR SERVICE CHANGE PROPOSALS

ROUTE	DESCRIPTION OF PROPOSAL
UC San Diego Blue Line	The UC San Diego Blue Line would be extended from America Plaza to UTC, via the Sycuan Green Line corridor to Old Town, then serving new Trolley Stations at Teicote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, VA Medical Center, UC San Diego campus (2 stations), Executive Drive, and the UTC Transit Center. Service frequency north of America Plaza would be every 15 minutes, seven days/week, with a span of service similar to current. Frequency south of America Plaza would remain at every 7.5 minutes on weekdays.
8	Route 8 would be extended from Pacific Beach east to the new Balboa Avenue Transit Center, via Grand Avenue. Frequency would be increased to every 15 minutes on weekdays and 20 minutes on weekends.
9	Route 9 would be shortened in Pacific Beach on weekdays and Saturdays to end at Ingraham St. and Garnet Ave. Service along Garnet Ave. between Ingraham St. and Mission Blvd. would remain available on Route 27. Service frequency would be every 20 minutes on weekdays and 30 minutes on Saturdays. Sunday service would remain the same as current.
27	Route 27 would be increased to operate every 30 minutes seven days/week (with new Sunday service). It would connect to the Trolley at the Balboa Avenue Transit Center and would be changed to operate between Balboa Avenue and Clairemont Mesa Blvd. on Kearny Villa Rd. instead of Convoys Street.
30	Route 30 would be shortened to operate north of Old Town Transit Center (OTTC) only. (Service between OTTC and Downtown would be offered by both the UC San Diego Blue and Sycuan Green Lines, with 8 trips per hour in each direction.) Route 30 would also be adjusted in University City to operate between UC San Diego and UTC Transit Center along Nobel Drive instead of La Jolla Village Drive. Route 30 would continue to operate every 15 minutes on weekdays; weekend frequency would be every 30 minutes on the entire route.
43	New Route 43* would provide service between the Kearny Mesa Transit Center and Balboa Avenue Transit Center, via Clairemont Mesa Blvd., Clairemont Dr., and Balboa Avenue. It would replace Route 44 along Clairemont Mesa Blvd. between Convoys St. and Clairemont Drive. Service would operate every 15 minutes on weekdays and 30 minutes on weekends.
44	Route 44 would be shifted on the north end to terminate at the Kearny Mesa Transit Center instead of Clairemont Square. The route would serve Clairemont Mesa Blvd. east of Convoys St. instead of west of Convoys Street. Service on Clairemont Mesa Blvd. west of Convoys St. would be replaced by new Route 43, which would operate on Clairemont Dr. on the west side of Clairemont Square. Service along Clairemont Mesa Blvd. between Kierfeld Ave. and Clairemont Dr. would be discontinued except for night and weekend Route 105A trips.
50	Route 50 would be discontinued. Service would continue to be available on all Route 50 street segments via Route 41 (Genesee Ave.), Route 105 (Clairemont Dr.), and a re-routed Route 105 (Regents Rd./Governor Dr.). Service between Downtown and Clairemont would be available via the UC San Diego Blue Line and a transfer to Route 105 at Clairemont Dr. Station or new Route 43 at Balboa Avenue Transit Center.
105	Weekday Route 105 service would be changed to operate along Regents Rd. and Governor Dr. between Clairemont Dr. and Genesee Ave., replacing Route 50 on this segment. No changes proposed to weekend Route 105 service.
140	New Express Route 140* would operate between the Balboa Avenue Transit Center and downtown La Jolla, via Interstate 5 and La Jolla Parkway. Service would operate every 30 minutes, seven days/week, with extra 15-minute frequency during weekday peaks.
150	Route 150 would be discontinued, with service between Downtown, Old Town, UC San Diego, and UTC replaced by the UC San Diego Blue Line.
201/202	The SuperLoop (Rapid 201/202) routing would be changed on the north side to operate on La Jolla Village Dr. between UC San Diego and the UTC Transit Center, instead of via Voigt Dr., Regents Rd., and Executive Drive. Transit service to northern University City would be replaced by the UC San Diego Blue Line, at the UC San Diego Health La Jolla and Executive Drive stations.
985	New Route 985* would connect the UC San Diego Blue Line at the UC San Diego Central Campus station with the business parks off of North Torrey Pines Road, operating weekday peak hours only with a frequency of every 15-20 minutes.

* Per MTS Policy, new routes are operated as a pilot for 12 months while ridership and efficacy are evaluated. At the conclusion of the pilot period, MTS Board action could make the route permanent, adjust the service, or discontinue the route.

CONNECTIONS TO NORTH AND EAST

MTS is not proposing any major service changes to the areas and routes listed below, which will connect the Trolley Extension to areas north and east of University City:

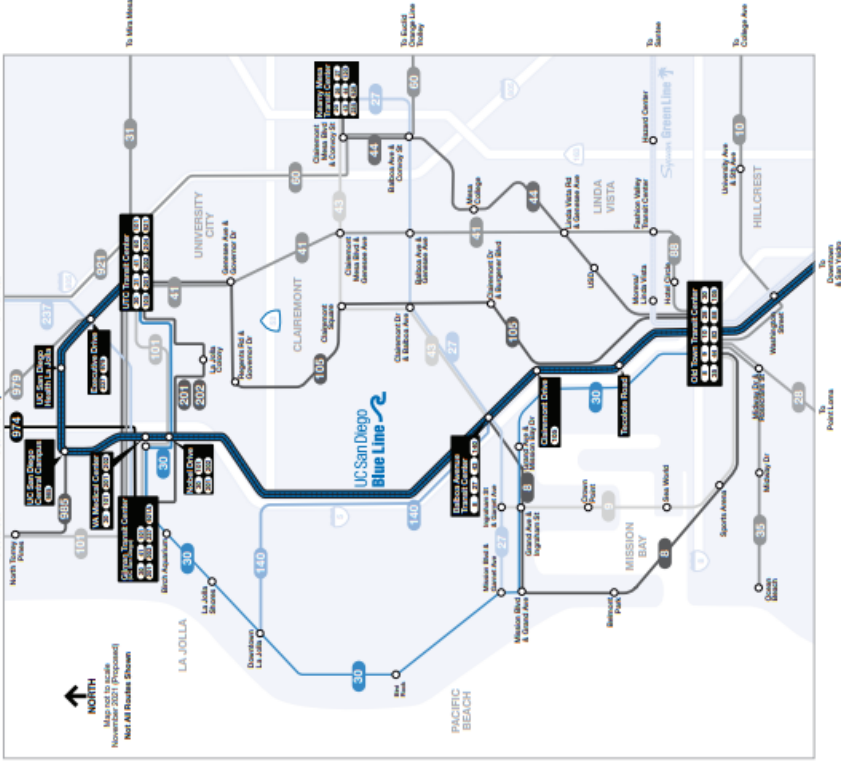
Sorrento Valley COASTER Station: MTS Route 979 will offer a direct connection during weekday peak hours between the Executive Drive Trolley Station and the Sorrento Valley COASTER Station. It is scheduled to meet southbound COASTER trains in the AM Peak and Northbound COASTER trains in the PM Peak.

Miramar Road Area: MTS Route 31 operates weekday peak periods from UTC along Miramar Rd. to the Miramar College Transit Station.

Sorrento Valley Sorrento Mesa Mira Mesa Blvd.: MTS Route 921 operates seven days a week between University City and Miramar College Transit Station, via Sorrento Mesa and Mira Mesa Blvd. Connections to the Trolley can be made at UTC on weekdays, and on La Jolla Village Dr. at Genesee Ave. (Executive Drive Trolley Station) on weekends. MTS Rapid 207 operates every 15 minutes during weekday peaks between UC San Diego and Miramar College Transit Station, via Mira Mesa Blvd. Trolley connections can be made on La Jolla Village Dr. at Genesee Ave. (Executive Drive Trolley Station).

North Coast: North County Transit District Route 101 will connect to the Trolley at UTC and provides service to University City, Del Mar, Solana Beach, Encinitas, Carlsbad, and Oceanside, via North Torrey Pines Rd. and Coast Hwy. (Highway 101).

MAP OF PROPOSED ROUTE CHANGES



MID-COAST LRT MAJOR SERVICE CHANGES PUBLIC HEARING, MARCH 11, 2021: COMMENTS RECEIVED IN ADVANCE

Date	First Name	Last Name	Comment	Participation Method
1/26/2021	Melodie	Cisneros	I think changing the 44 to go to Kearny Mesa and not Clairemont Town Square is a bad change. I feel like it is cutting off more popular stops. For me personally I would need to take 3 busses with the changes rather than the 2 I take for my commute. I feel like that is a bad change. I believe changing the 44 route is not a good choice.	Email
2/2/2021	Ricky	Dixon	Will there be a public trolley event with giveaways Sandbridge you invite z90 91x magic 92.5 and 100.7 big FM to the event? What bus route will replace 150 from old town to ucsd College? Your place is go closer than trolley	Email
2/4/2021	Val	Sanfillippo	Route 140 - Express from Balboa to La Jolla - Is this route necessary, as we already have a 30 express from Old Town to La Jolla? From Mesa College, to take this express, I would have to take 3 buses, 44, 41, and 43 to get to Balboa Transit Center. Route 43 - From Balboa Transit to Convoy West to Clairemont Mesa West - Is this route necessary? I would prefer extending the 27 from Garnet to Balboa to Convoy Street East, and continue the 44 from Old Town, Linda Vista, Convoy to Clairemont Square West. The intersection at Convoy and Clairemont Mesa is large and dangerous to cross/ change buses. Route 25 - from Linda Vista, to Sharp Hospital, to Aero Drive, and Clairemont Mesa East - Please bring this route back! We in Linda Vista have no way to get to the Serra Mesa Library, which is open on Sundays and has tax prep, etc., we need. Thank you! Route 44 - From Linda Vista to Convoy to Clairemont Mesa West - Please keep this route intact, as Clairemont Square is a large shopping center, and would be very dangerous and inconvenient to change buses at large intersection. The more you chop up routes, the longer you make our trips, the shorter the routes for drivers, the more boring for them.	Email
2/4/2021	Stephen	Scuderi	From what I have seen of the changes I like them--	Email
2/6/2021	David	Smollar	With the enhanced service you will add at the Kearny Mesa Transit Center, isn't it time to improve the awful service now provided Tierrasanta so residents can enjoy adequate connections at the KM Center? Tierrasanta is so close to the Center, yet so far, with only the pokey 25 route which is more crooked than a dog's hind leg as it finds its way eventually to Fashion Valley or to Kearny Mesa. Decent connections at Kearny Mesa would allow good service from Tierrasanta to almost anywhere in the metro area—downtown, the beaches, La Jolla, Mira Mesa, and Scripps Ranch, and a faster ride to Fashion Valley. But right now the crappy weekday-only, hourly service with no evening trips often results in long waits coming-and-going for connections at Kearny Mesa. At times I will drive the mile-plus distance, park on side streets and then take a bus. But too often I just decide to keep driving, even when twice I have had jury duty downtown. I'm also surprised at the number of younger residents who brave the walk across the I-15/ Clairemont Mesa interchange between Tierrasanta and the transit center. Long ago the 27 route terminated in Tierrasanta when there was no real Kearny Mesa Center. Why not test the viability of better Tierrasanta service by bringing in selected trips of the 27 and the new 43 as far as the Von's, or the Smart-and-Final Shopping Center, while keeping the present 25, so that there is at least half-hourly weekday service including evenings and perhaps hourly on weekends? Or at a bare minimum offer half-hour peak service on weekdays. The addition of 27/43 service could be valuable not only for better KM transfers but especially as both routes will run to the Balboa Avenue trolley station and would give Tierrasanta residents one-transfer service to La Jolla, UCSD and UTC. (I tried getting to UCSD two years ago without a car. It required three transfers and a great amount of wasted time—a truly laughable experience in retrospect.) There's a lot written about the last-mile conundrum related to public willingness to consider mass transit. Seems to me that improved Tierrasanta service would provide a good experiment. And I, for one, will never be convinced to vote for a sales tax hike, big or small, if even incremental improvements cannot be offered in any short-term picture for established suburbs.	Email
2/10/2021	K.	Neil	What will the pedestrian approaches to the Balboa Trolley Station look like when connecting from a bus line on the West Side of I-5 that does not go into the Balboa Station? (such as Bus Route 30)	Email
2/10/2021	Mike	Schumacher	I don't have any comments for the Trolley Extension bus plan as of yet, but I do have a question regarding Route 60. Once the bus plan is approved and in place, how long would it take before adjustments are made? I'm working for a company that's on Balboa Ave along Route 60, so I used to it to commute to and from work pre-pandemic. The only concern I would have is for longer term impacts if Route 60 riders from UTC find it faster/more comfortable to take the Blue Line, especially if enough make the switch to where Route 60 becomes a potential cut of service.	Email
2/10/2021	Sharon	Beckas	not clear enough on the "take one"-route 140-just says downtown La Jolla-(a specific location is needed). Will the supporting/decreasing bus routes go into effect concurrently with the new trolley operation? What would be the length time it would take to go from old town to gilman transit center. The reason for the question is because of the fast ride using #150 from OT to gilman. Any free internet?	Workshop Chat
2/10/2021	David	Abrams	When will the Rt. 140 begin to downtown La Jolla? Will there be signage that will accompany this at the stop in downtown La Jolla?	Workshop Chat
2/10/2021	Melodie	Cisneros	I feel that the 44 being changed to go to the Kearny Mesa transit center is not a good change.	Workshop Chat
2/10/2021	Adrian	Egli	Extend proposed route 27 to Tierrasanta as did almost 20 years ago.	Workshop Chat
2/10/2021	Lori	Kearns	Don't like 44 change. The transfer at Clairemont mesa and convoy will be bad. Where will stops be by Clairemont square? Concerned about transfer from 44 to 43. will the bus stops be upgraded. One is just a pole near the bank.	Workshop Chat
2/10/2021	K.	Neil	Please add additional bus stops to the proposed MTS Route 140 nearer La Jolla Shores Drive in the direction of Balboa Station Is there a more recent Staff proposal to keep the 30 running to downtown (instead of stoping at Balboa Station)? What will the pedestrian access look like for those connecting from buses on the west of I-5 to the trolly stations?	Workshop Chat
2/10/2021	Mark	Pliska	Will the 105 bus stop at the Clairemont station?	Workshop Chat
2/10/2021	Matt	Stewart	How will the 50 and 105 bus routes be affected by the new trolley line?	Workshop Chat
2/10/2021	Reg	Whatley	I'd be curious to know what sort of research MTS has garnered to get actual useable data.	Workshop Chat
2/10/2021	Daphne	Galang	Please minimize the destruction of existing structures. Please continue bus routes 30, 150. Are the trolley & bus fares remaining the same? Please remember Student rates for UC San Diego.	Workshop Chat
2/10/2021	Kim	Long	How will the Blue Line be connected to the Green line for the extension?	Workshop Chat
2/10/2021	Wesley	Lynch	Excited and think it's great. Main concern is about homeless. How are you going police homeless?	Workshop Chat

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2/10/2021	Mike	Bjork	<p>Reviewing proposed changes to the bus network to best serve the exciting new Mid-Coast, I would like to make a few comments and suggestions to improve connectivity between our communities and new transit options. 1) Figure 1.4: Map of Population Density found on page 24 shows a concentration of population in the Pacific Beach areas which will be well served by Rt 8. However, there are significant areas of residential density which will not be served conveniently by transit. • Recommendation: Extend Rt 43 into Pacific Beach to Bird Rock via Beryl St, Foothill Blvd, and Turquoise Drive. This medium-density area continues to not be served by transit and will not be connected to Blue Line service. • Recommendation: Extend Rt 9 from its terminus at Ingraham & Garnet to serve Balboa Ave TC (BATC) via Garnet Avenue. This would provide a convenient northbound connection between Crown Point and Trolley service. Requiring Crown Point traveling to UCSD/UTC to transfer from a 15-minute frequency route (#9) to another 15-minute frequency route (#8 or #27) to a 15-minute frequency train (Blue Line) will drive away potential riders due to high time costs of miss connection, overall inconvenience of a three-seat ride to travel a short distance, and general annoyance of going south to Old Town TC to go north. Low ridership on Ingraham portion of this route could be explained by the lack of a destination on the north end. Overall, the analysis and conclusion provided on P78 and p79 to terminate Route 9 as proposed does not seem reasonable, and should be reexamined given the potential for BATC to be a strong anchor/destination and for Rt 9 to be refocused to better serve the community. 2) Concern regarding length of Rt 30. At 21 miles, this route will be operating primarily on local arterials rather than limited access roadways. As such, this long route with 90+ minute travel times will be susceptible to delays from congestion, may have serious issues operating reliability, require mid-route time point stops to correct schedule deviance, and may interfere with operator rest periods which results in delayed departures from end points. All of this will create conditions which are not favorable to people riding. • Recommendation: Look at opportunities to split Route 30 into different segments which enable reliable service while providing transit to underserved or non-served areas. • Recommendation: Use service hours from Route 140 to create a strong connection between La Jolla and Trolley service around the VA Hospital. It's hard to figure out what the purpose of this express route is as it doesn't serve a very dense location and there are few stops. If it were for tourists, weekend service should be better than 30-minute frequencies. 3) Rt 27 and 43 are excellent investments in east-west transit. I look very forward to seeing how route performs with new Trolley service. • Recommendation: Look at opportunities to improve transit-only infrastructure surrounding Balboa Ave TC to ensure Routes 8, 9 (?), 27, and 43 can operate quickly and reliability to serve more people. 4) Overall, there is a significant focus on serving and connecting transit to key employment centers but far less focus on serving and conveniently connecting to places where people live. For example, in the feeder study, "employment" is mentioned 144 times compared to "housing" and "residential" mentioned a total of 37 times. If transit doesn't connect to the places people live in convenient manner, then they will not use transit even if connections to employment are strong. The whole trip must be convenient to people attract and keep riders. • Recommendation: If the goal is to make transit more attractive to people, ensure service is frequent, fast, reliable, and serves places people live. • Recommendation: as part of demographic analysis, include 25-59 year old's who could be attracted to transit; we are people too. 5) Figures 1.7 and 1.11 show how poorly transit currently performs compared to single occupant vehicles, which is the dominant mode share as outlined in the report. • Recommendation: provide improved travel times for people using transit given 15-minute headways and time penalties for transfers. 6) Consider improving headways to 10-minutes all day on "urban" type routes for all days of the week (eg 8, 9, 27, 30, 35, etc) with 15-minute morning/evening to make service more appealing to more people. 30-minute headways are inadequate given San Diego's overall goals of improving transit and increasing accessibility to more people. If people can rely on transit more because the bus will be there for them, then they may be more likely to use it throughout the week as an alternative to traveling via car, which helps ridership grow. In order to ensure our community has a chance to see these proposals and provide comment, I will also be posting this on Reddit's /r/SanDiego subreddit.</p>	Email
2/16/2021	Glenda	Avance	<p>Until Covid, I regularly used the bus and trolley - with a senior pass. I live in PB and am looking forward to the new trolley station. 1. Which bus route from PB will connect to the trolley station? (I know that the 27 route does not operate on Sundays.) 2. I hope that the bus route from PB to the trolley station will run every 15 minutes during peak hours, to increase the likelihood of riders. 3. I hope that the bus from PB to the trolley station will also go to the beach, especially during the summer</p>	Email
2/16/2021	Denis	Malyshev	<p>Can you please elaborate on adding a bus stop at the intersection of Torrey pines road and LJ parkway on the newly proposed route 140? What's missing? A bus stop next to the intersection would serve a large number of people: both folks living in single family homes as well as hundreds of residents in the condos along Torrey pines canyon. Please push to implement this bus stop along concurrently with the trolley opening in November, don't delay. There is momentum and excitement because of the midcoast extension. Thus, we shall reach as many prentiss riders as possible to make the new route 140 a success with the goal to 15 min daily service. This will qualitatively change La Jolla accessibility by public transit which was deplorable since the carnage of a SDER street car (the first of its kind on the west coast!) in the 1940. For the westbound direction, I propose a bus stop right next to the fire station - the right turn lane can be shortened by 35 ft - I use it every day and can survive with this alternation. For the eastbound direction, I propose a stop on the Ardath road Right before the merge ramp to LJ parkway. As a local LJ resident, happy to advocate for this change and call a few public offices if necessary. We keep talking about cutting greenhouse emission, this is our chance, let'zzz do it!</p>	Email
2/16/2021	A.T.	Wenzel	<p>Thank you for hosting the webinar today, I'm excited about the trolley opening and new bus alignments. Please pass on my compliments to whoever came up with route 140, that's a really cool idea. The remainder of this email is the public comment I would like to make for the upcoming hearing: As a resident of the Balboa/Genesee area, I am very disappointed that the route 27 frequency is not set to increase on weekdays. I still plan to use it, but I'm very concerned that the low frequency might be one of the major barriers to transit adoption for commuters in my area. If the planning team is considering how to balance frequency with transfers, I would like to say, for the record, that I would strongly prefer a 15 minute frequency with a terminal at the Balboa station, followed by a transfer to route 8, over a 30 minute frequency one seat ride to Pacific Beach. I am asking MTS to consider such a change, even if the savings only allow some additional peak frequency on route 27. Of all my friends who know me as "the crazy transit nerd", I have yet to meet one who would stop commuting by car to ride a 30 min frequency bus.</p>	Email
2/16/2021	Manu	Agni	<p>Yes - the SuperLoop re-route could absorb the Route 204. Is there any possibility of combining routes 201/202 and 204? Where would the Route 30 stops be on Nobel Dr?</p>	Workshop Chat
2/16/2021	Glenda	Avance	<p>Want to ensure a connection between route 30 and 27 to the Balboa trolley. Excellent meeting. Is it possible to offer reduced rates (or free) for a week or two after these stations open. I think if people used the system, they would be amazed at the convenience. As a former commuter via car, I always thought that mass transit should be free. :)</p>	Workshop Chat

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2/16/2021	Jose	Cervantes	Did MTS look at rider demographics on Route 30 when considering reduced hours on the weekends? It has some of the highest ridership in the network and many people that use it likely don't work a regular 9-5. What were the ridership projects for truncating the 9? Ingraham Street between Fortuna and La Playa is the highest density part of Pacific Beach and there are many foreign-exchange students living in the apartments along that corridor. Projections* Please do not truncate the 27! It is the only E-W route out of PB.	Workshop Chat
2/16/2021	Vincent	Ghio	Make it Easy to get to miramar college from mesa college. can you get to Claremont square from route 44 What will Happen to route 150 and people who transfer from NCTD route 101 to route 150? What about getting from Mesa college to Miramar College? What about getting from Mesa to city college?	Workshop Chat
2/16/2021	Susan Riegel	Harding	I'm very excited about getting back to traveling MTS and especially the new Blue Line extension.	Workshop Chat
2/16/2021	Michael	Horgan	Changes look pretty good!	Workshop Chat
2/16/2021	Robert	Kovelman	Is there some way to make the 985 have a "normal" frequency? Coaster Connections match the Coaster frequency, and it would be better if 985 did so as well, on weekdays.	Workshop Chat
2/16/2021	David	Lebowitz	Transit connections to the Trolley are needed for the southern portion of the La Jolla Village and LJ Colony neighborhoods. What transit connections to the Trolley will there be for the southern La Jolla Village and LJ Colony transit desert areas? Why are there no transit connections to the southern portions of the La Jolla Village (not Village of La Jolla) and La Jolla Colony neighborhoods? These are very densely populated areas, near the Nobel station, but they are complete transit deserts. The only options will be park and ride.	Workshop Chat
2/16/2021	Denis	Malyshev	A question about the new route 140: what will be the first stop in La Jolla driving from the interstate 5? specifically, will there be a bus stop at the intersection of La Jolla parkway and Torrey pines road (aka the Neck). There are many condos and houses in this area.	Workshop Chat
2/16/2021	Ross	Maniaci	Really happy about Route 140 because accessing La Jolla Village by transit is very challenging with just the 30. It appears that Route 237 will be rerouted to Executive Drive station but will it stay on La Jolla Village Drive? Actually more like six months. Anyway I have one and only one question: Where will the 237 connect to the Blue Line?	Workshop Chat
2/16/2021	Kiernan	McCloskey	Would like to see increased service frequency on the 27. Will high-floor "cutaway" buses still be used?	Workshop Chat
2/16/2021	David	Oakley	What will be done to mitigate parking issues on streets close to local trolley stations Neighbors are concerned about increased crime near trolley stations. Has crime been an issue after other stations were opened?	Workshop Chat
2/16/2021	Craig	Monday	1) The MTS parking spaces at La Jolla Village Square, can I park my car there for the whole day to attend an event like Comic-Con? Can these MTS spots be used as Park and Ride to commute to work? 2) What is the estimate walking distance from the Voigt Station to Thornton Hospital? Is this going to reduce journey times for Seniors? 3) When students return to UCSD at 100% will the 201/201A/202/202A maintain the same policy where it pack as many passengers in the buses as possible?	Workshop Chat
2/16/2021	Tamara	Schaps	Did you say route 27 would run 7 days per week every 30-mins? Would frequency increase during rush hour? If I use this route to get to UCSD from Clairmont through a combo of bus/trolley the frequency seems limited during rush hour. Or is the 41 (no trolley) still going to be my best option? That's a fantastic idea to increase frequency during rush hour on the 27 by not going all the way to the beach... because who is going to the beach at rush hour during the week? I wish it was me! :-) Also, thank you all for the hard work you are doing on improving transit in San Diego, I appreciate your efforts. Your work is so important to our community and I am grateful for your service!	Workshop Chat
2/16/2021	Brad	Schluter	Any mass transit for Carmel Valley?	Workshop Chat
2/16/2021	Martha	Stacklin	How long does the new trolley line take from south to north?	Workshop Chat
2/16/2021	Alexander	Wenzel	Route 27 should be increased to 15 minutes frequency on weekdays minimum. Could the 27 be operated more frequently if it terminated at the Balboa station (since people can transfer to 8)?	Workshop Chat
2/16/2021	Justin	Wong	Will there be a transit center across from the airport so that way it is easier to get to the airport? Will there be a park-and-ride at UTC Transit Center?	Workshop Chat
2/16/2021	Karin	Zirk	How will the buses stay on time through the intersection of Garnet/Mission Bay Drive going from the beach to the Balboa Avenue; Will the hours of service for the buses align with the trolley; Will MTS be making improvements for safe ped/bike access to the Balboa Station? Having a bus route on Garnet Ave in PB is critical for seniors	Workshop Chat
2/16/2021	Reyna	Esquivel	La ruta 44 no afecta la nueva línea de trolebús. Usualmente usamos esta ruta 44 para transportarnos al trabajo	Workshop Chat
2/16/2021	Elizabeth	Trautmann	How long until service frequency can be increased from claremont & Pacific beach to trolley line?	Workshop Chat
3/2/2021	Justin	Wong	I think MTS Express 150 should stay because it is direct between UCSD and Old Town which could be faster than the trolley at times because the trolley has more stops. I would like it if the 150 Route would stay. Also there are people that need to go along Gilman from Old Town as well. Please consider my feedback for the Express 150 to stay.	Email
3/10/2021	Dan	Allen	The La Jolla Community Planning Association voted approval of the MTS proposed Route #140 bus line connecting the Village to the new Mid-Coast Trolley's Balboa Station, and requests electronic informational signage be included at the Village terminus on Silverado Street between Girard Avenue and Herschel Street. (consent agenda Feb 4, T&T Jan 20)	Email
OTHER COMMENTS				
2/8/2021	David	Serna	I am a frequent rider of MTS buses and trolley. Before the opening of the Blue Line I would like to suggest that porta potties or restrooms be placed at the Old Town Transit Center and all other Transit Centers along the other Bus and Trolley Transit Centers in San Diego. I think older people would feel more confident riding MTS buses and trolleys with the facilities available and so would the general public.	Letter
2/10/2021	David	Oakley	Detailed schedule for opening on line segments.	Workshop Chat
2/16/2021	Ted	Kagan	Is there anyone at MTS that oversees the markets at trolley stops.../e old town & El Cajon?	Workshop Chat
2/16/2021	Daniel	BEEMAN	Please DON'T Raise Fares if co\$t neutral, give us better/more service, NOT LESS!! FREE WiFi should be very Important feature!!! Why do want US to pay more, but don't improve OUR opportunity in increase Income&Wealth;FREE WiFi & Better like cars go routes?!	Workshop Chat
3/3/2021	Sebastian	Ladron de Guevara	What date Grand Opening Ceremony mid coast trolley UTC 2021	Email

Trolley Extension and Feeder Bus Proposals

MTS Board of Directors
March 11, 2021



- New Trolley extension is 11 miles with 9 new stations
- Proposed extension of **UC San Diego Blue Line** from San Ysidro, via Downtown and Old Town
 - No changes proposed to Orange or Green Lines
- Due to open in **November 2021**
 - Construction started 2016
 - Feeder Bus Study began in 2018
 - Bus changes would be implemented when Trolley service begins



- Current bus network not optimized to serve new North-South Trolley line
 - Poor connectivity to adjacent communities
 - Duplicative North-South bus service
 - Lack of East-West bus service through the north-central area
- New Trolley line will change transit travel patterns
- Opportunity to address other transit needs to strengthen transit network

Planning

- Planning Department developed the **Trolley Extension Feeder Bus Study**
 - Major community engagement in 2018-2019
 - Dovetailed with outreach for Transit Optimization Plan and Elevate SD 2020
 - Proposals also informed by travel demand and demographic data, rider and community survey results
 - Any new service to be within existing budget;
no operating funds to add bus service
- Major service changes will go through Board-required process including public hearing & Title VI analysis

Planning

- **Public engagement included:**
 - 7 public workshops (including last month)
 - On-line survey with 2,000 responses
 - 12 community planning groups and subcommittee meetings
 - Transit center pop-ups and ad-hoc events
- **Data analysis and collection included:**
 - Current transit ridership
 - Survey data
 - Regional and community demographic information
 - Land use data
 - Travel studies and patterns
 - Employment data
 - Origin-destination data

Key Takeaways from Public Engagement

- Most want a viable alternative to driving
- Transit travel times generally too long for many
- Live-work disconnect: people don't work where they live
 - Land use patterns/housing supply
 - Cost of living
- Majority envisioned using the Trolley extension when it opens, but access is an issue
 - Some can/will use transit parking, but availability is a concern
 - Most want enhanced feeder connections
- Most respondents expect the Trolley extension to enhance access and equity
 - Needs improved bus connections to achieve both

Objectives to Meet Expectations

- Improve access to local communities
- Make riding the Trolley extension possible for most without driving and parking
- Reduce overall journey times for transit riders, especially vulnerable populations who rely on the system
 - Workers, often low-income and without auto access
 - Students & youth
 - Seniors and disabled riders
- Upgrade East-West corridors to connect Blue Line with I-15 corridor Rapid transit and beaches
- Reinvest from North-South corridor that will be covered by new Trolley extension

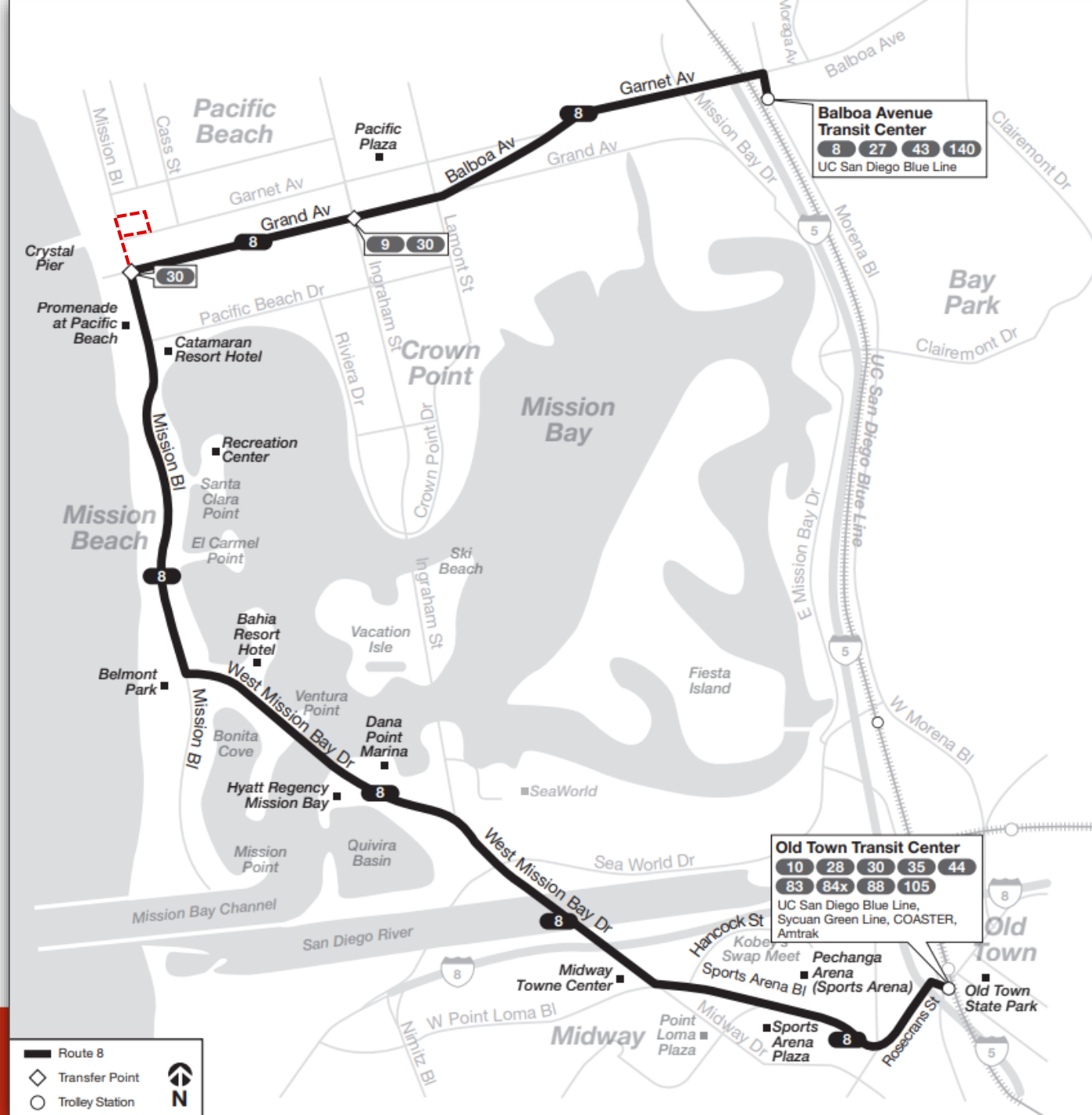
Specific Conditions to Consider

- Mesas need better connections to Blue Line and beaches to the west, I-15 transit to the east
- Main connection between beach areas and I-5 corridor is to south through Old Town – out of direction for UCSD students and riders working in UTC/Sorrento Valley area
- Service economy in La Jolla driven by workers commuting long distances
- Large employment destinations in UTC and Sorrento areas just beyond the reach of the Trolley

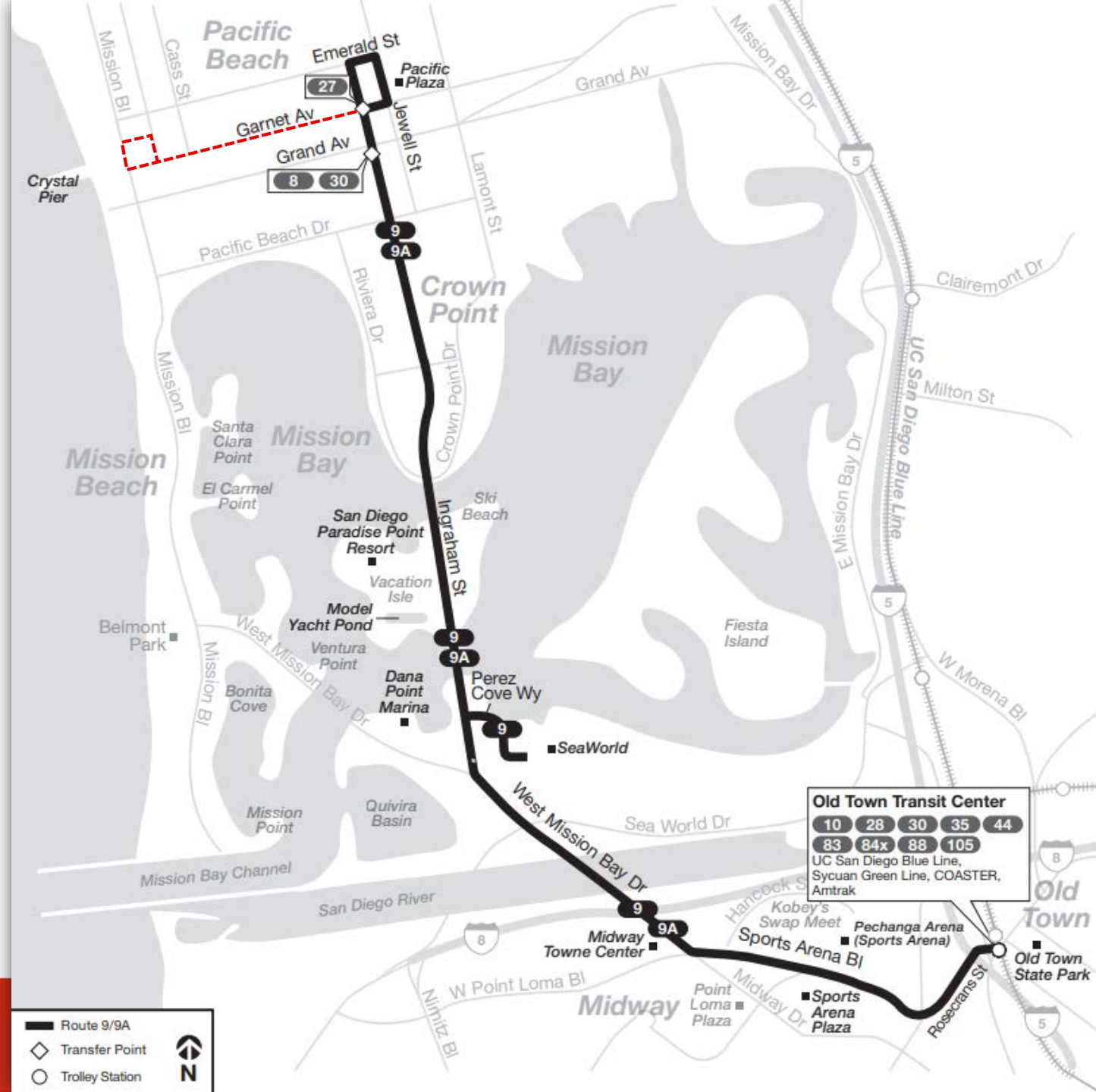
New Network Proposals

- Replace two existing express routes
- Modify seven existing routes to improve East-West connections
- Implement three new routes that connect to the Trolley
- **Most journeys will have reduced overall travel time due to route structure changes and better frequencies**
- Some journeys will need fewer transfers. Examples...
 - Clairemont Mesa – Kearny Mesa Transit Center
 - Clairemont Mesa – Balboa Station
 - Mesa College - Kearny Mesa Transit Center
- Some journeys will require added transfers. Examples...
 - Clairemont Square – Linda Vista
 - Clairemont – Downtown
 - Crown Point – Mission Blvd.

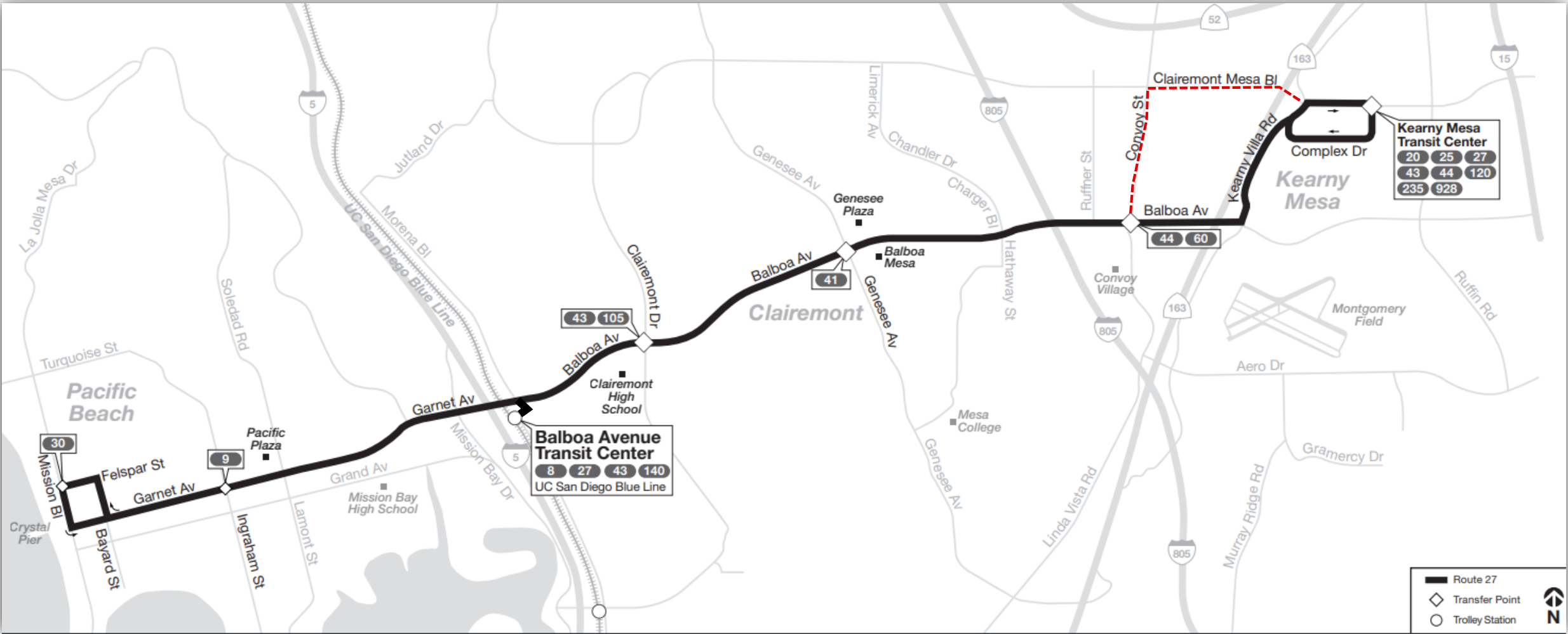
Proposed Route 8



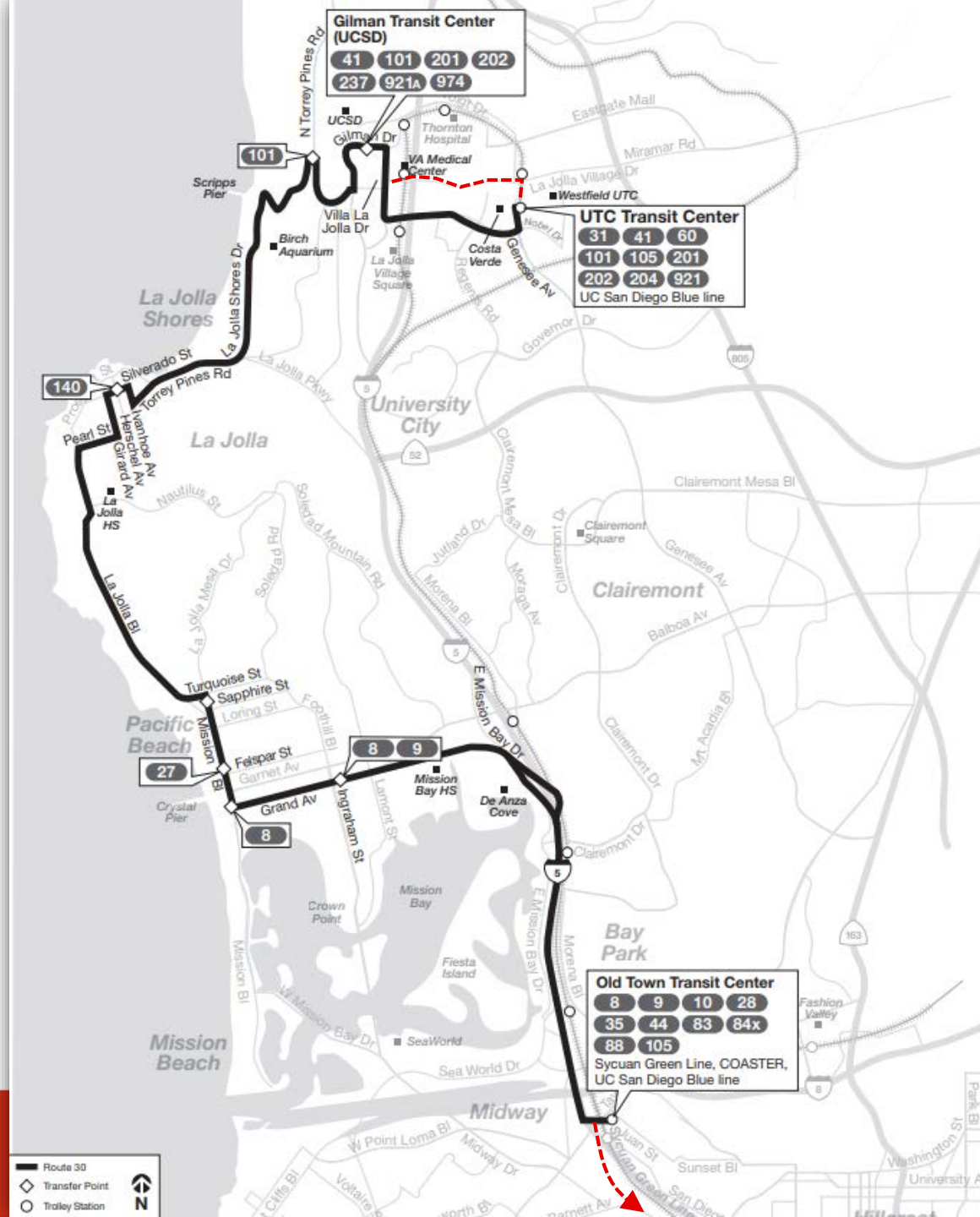
Proposed Route 9



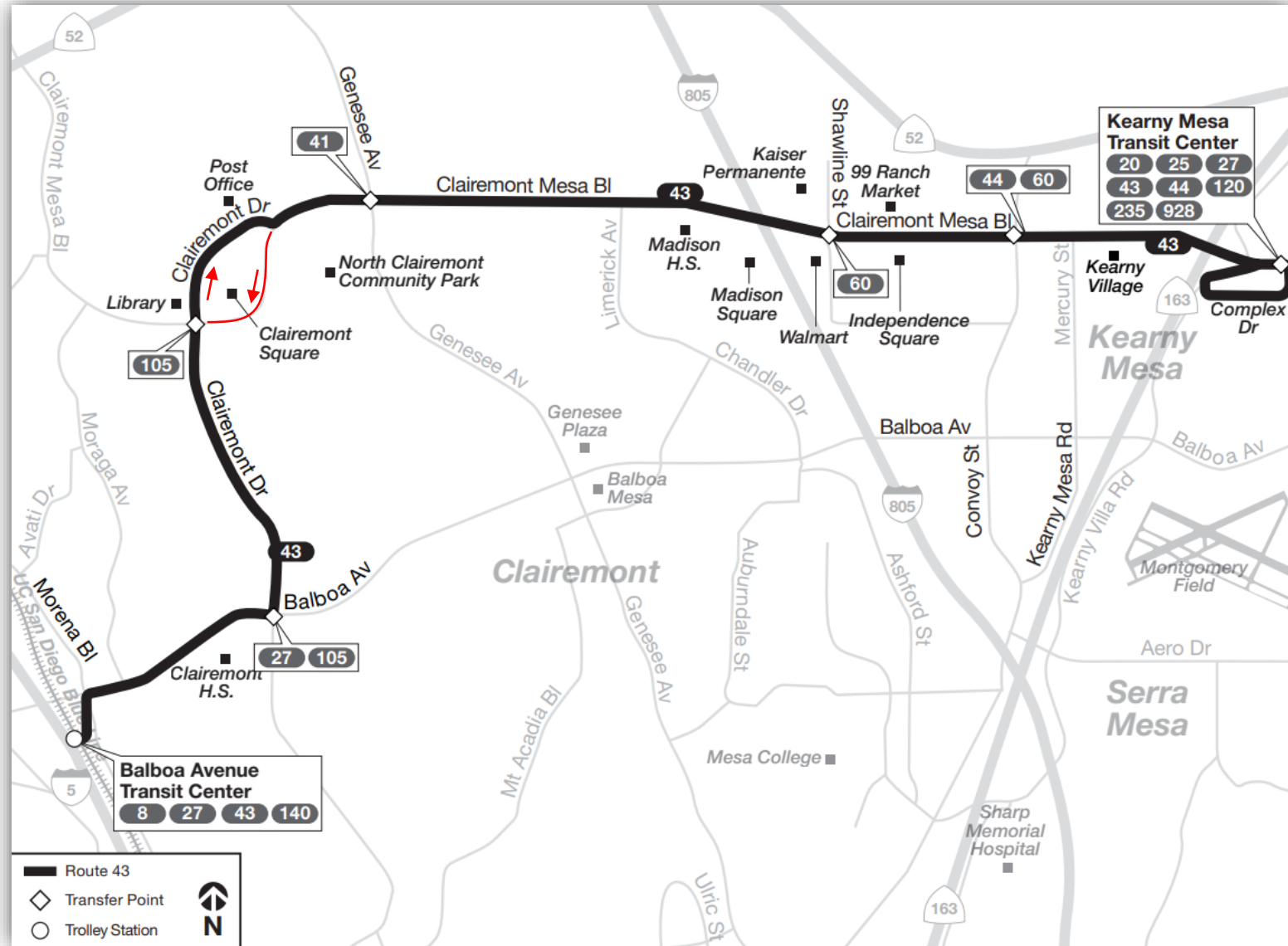
Proposed Route 27



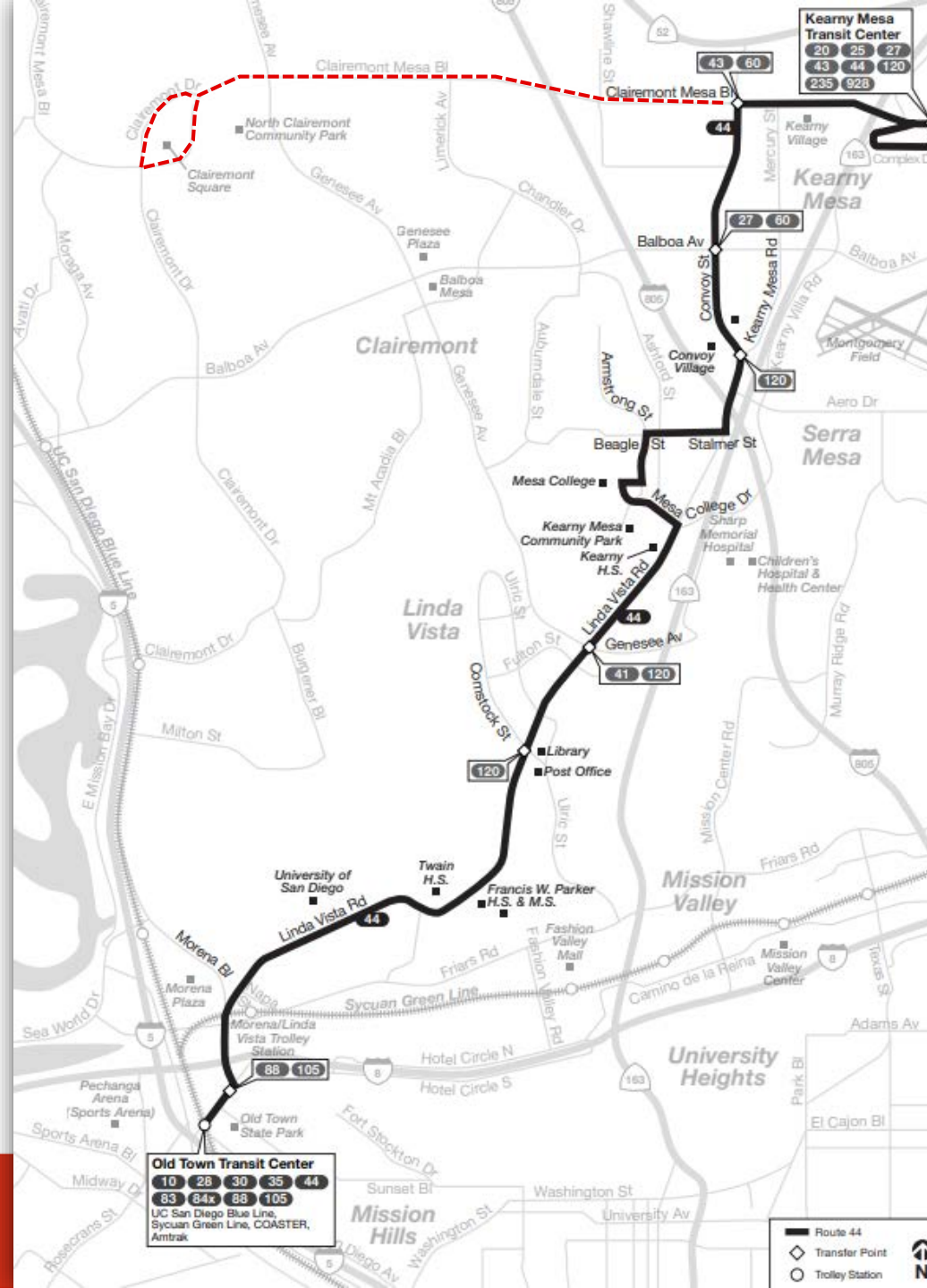
Proposed Route 30



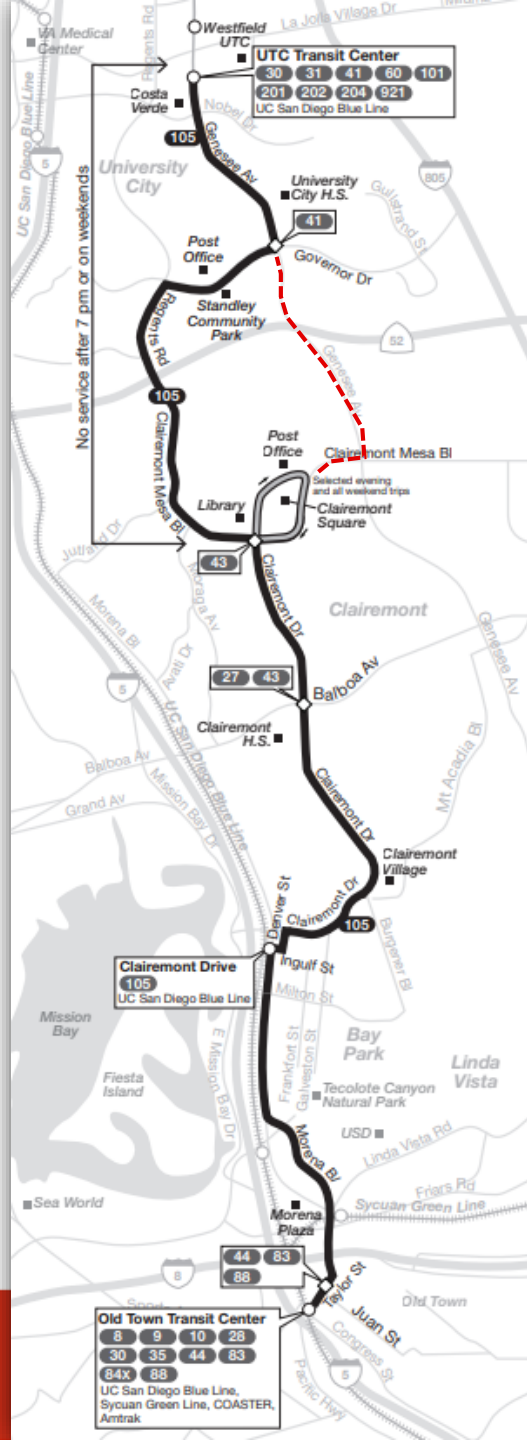
Proposed NEW Route 43



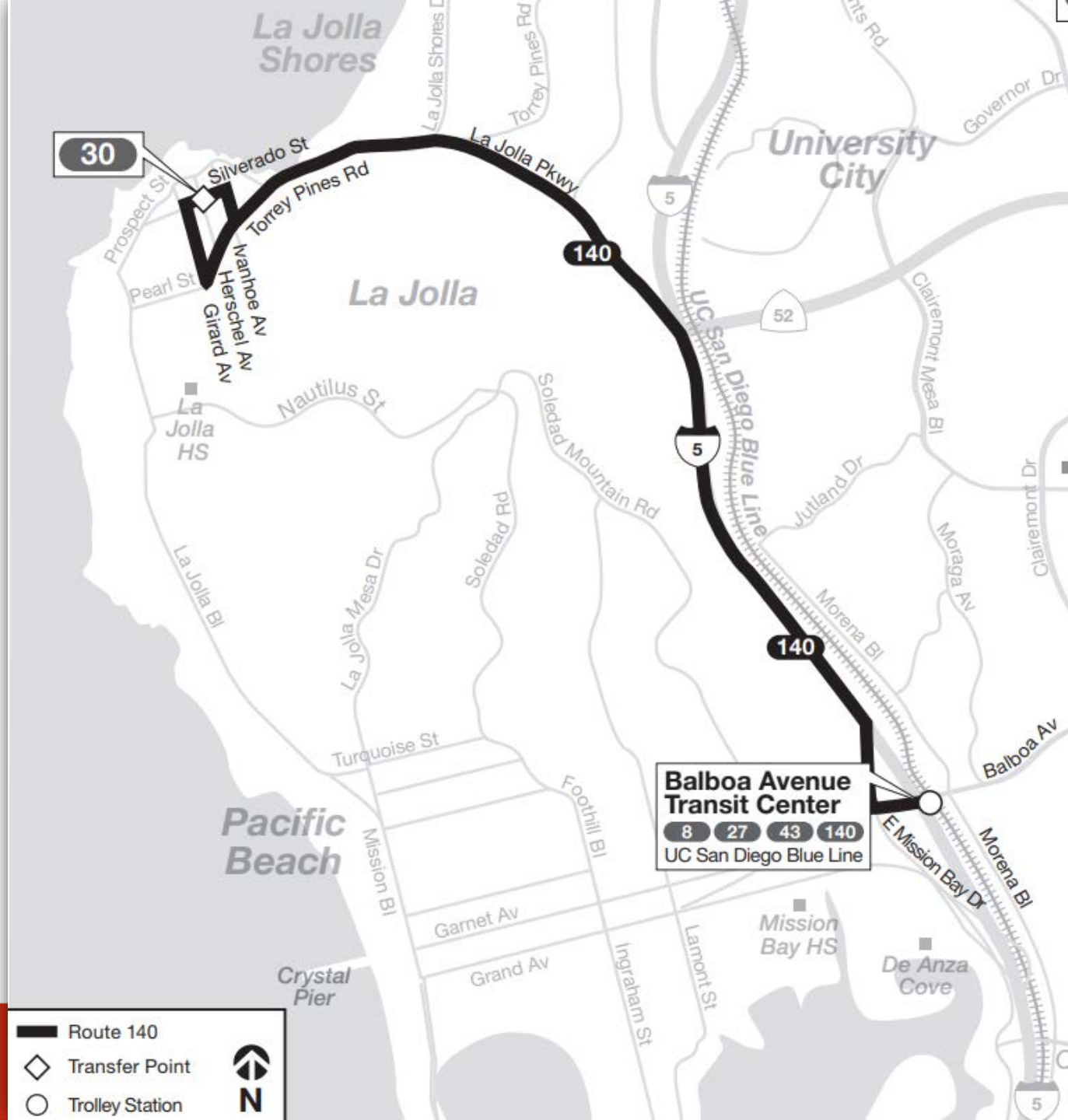
Proposed Route 44



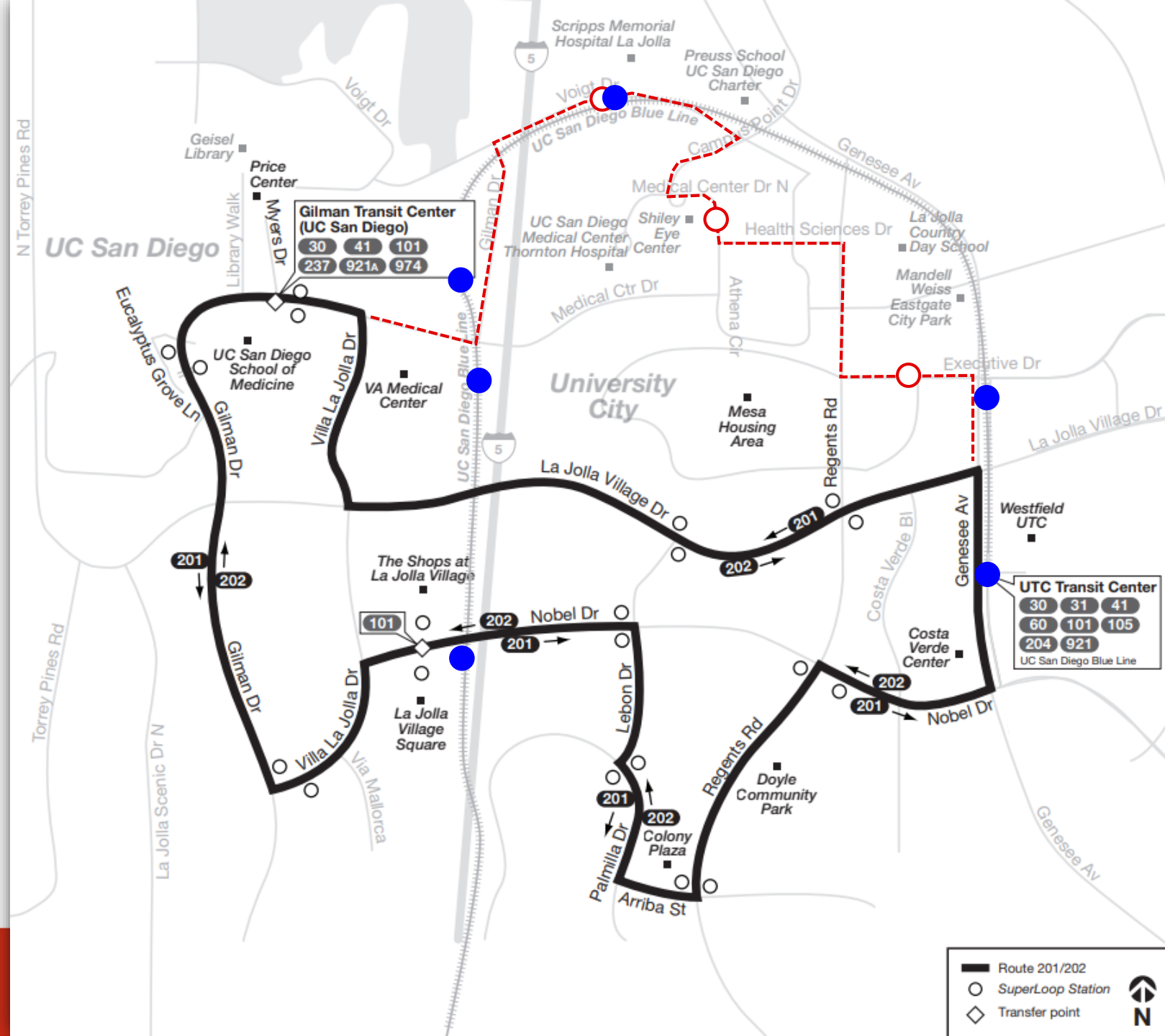
Proposed Route 105



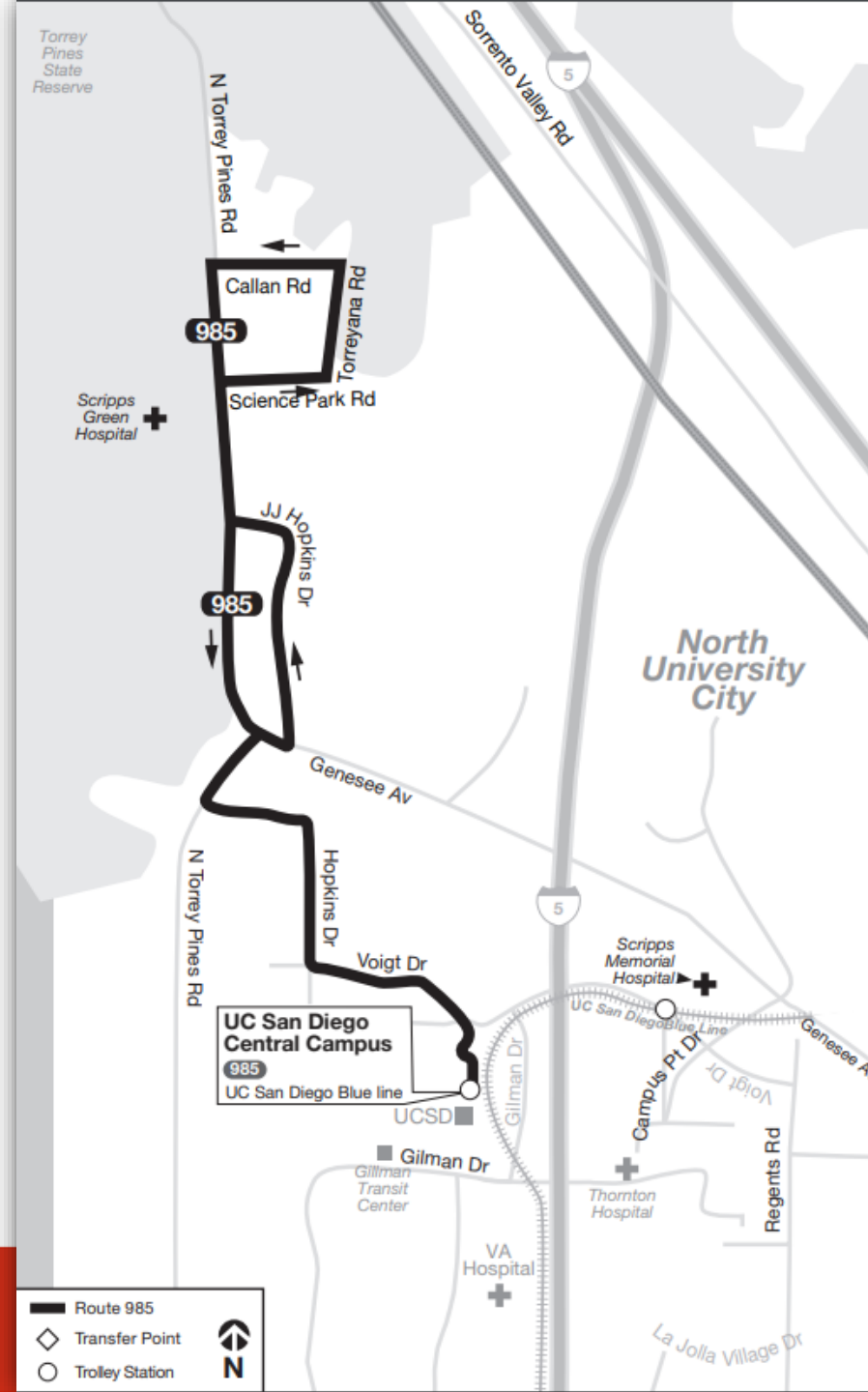
Proposed NEW Route 140



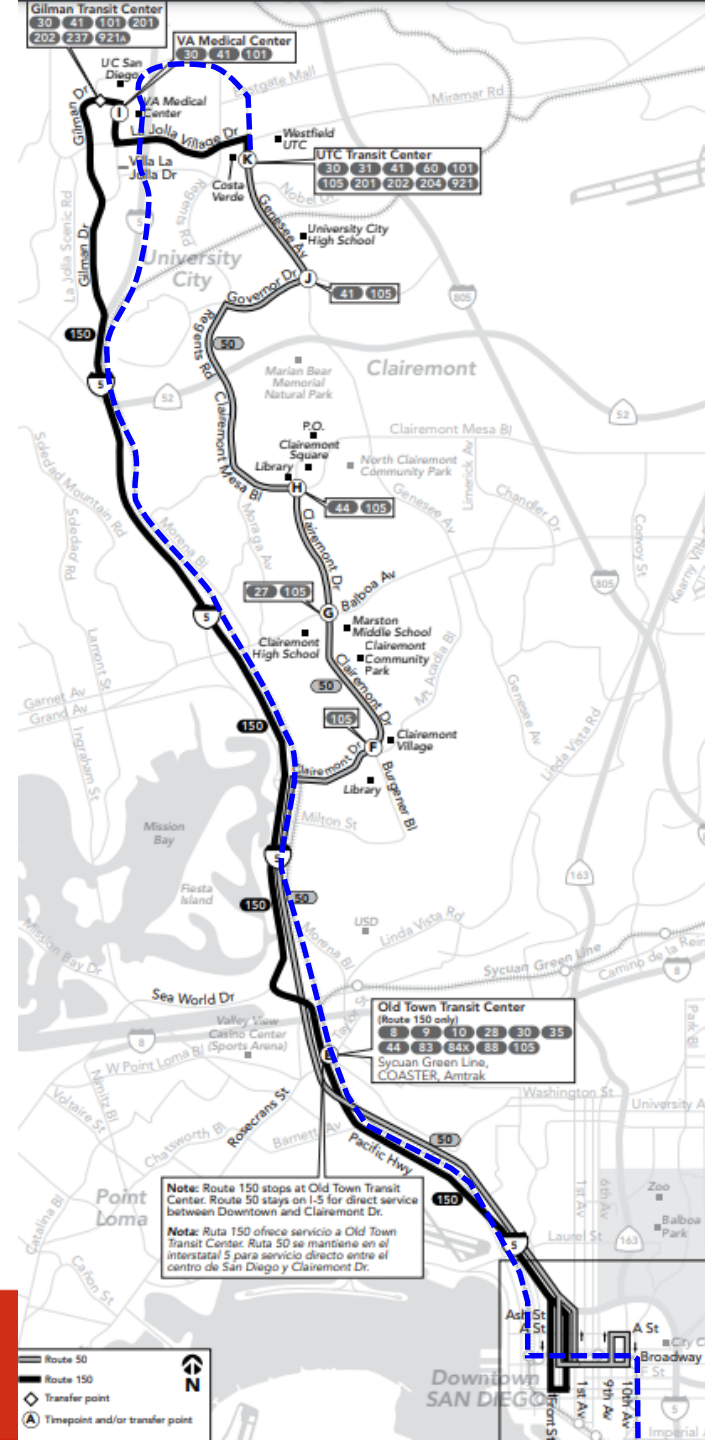
Proposed Rapid 201/202



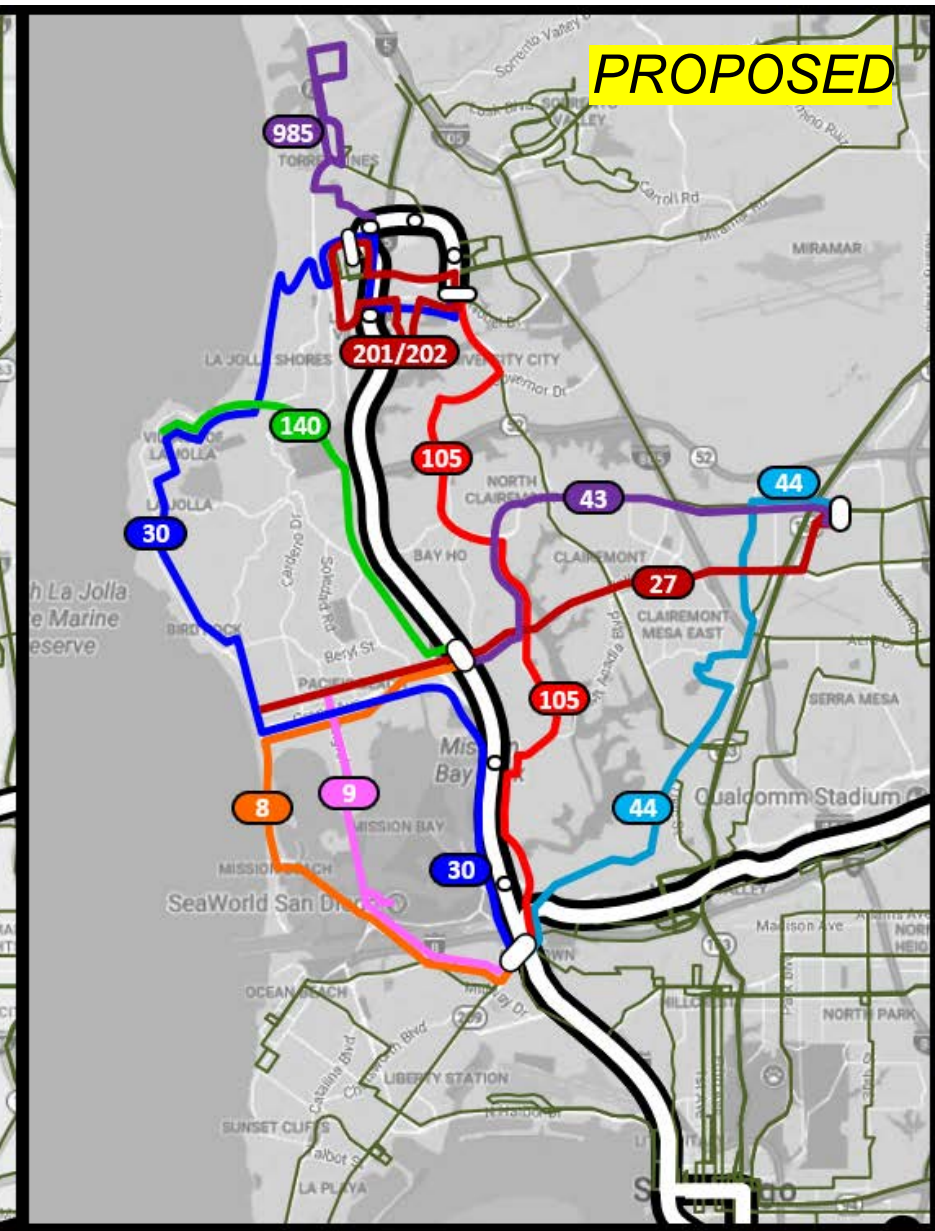
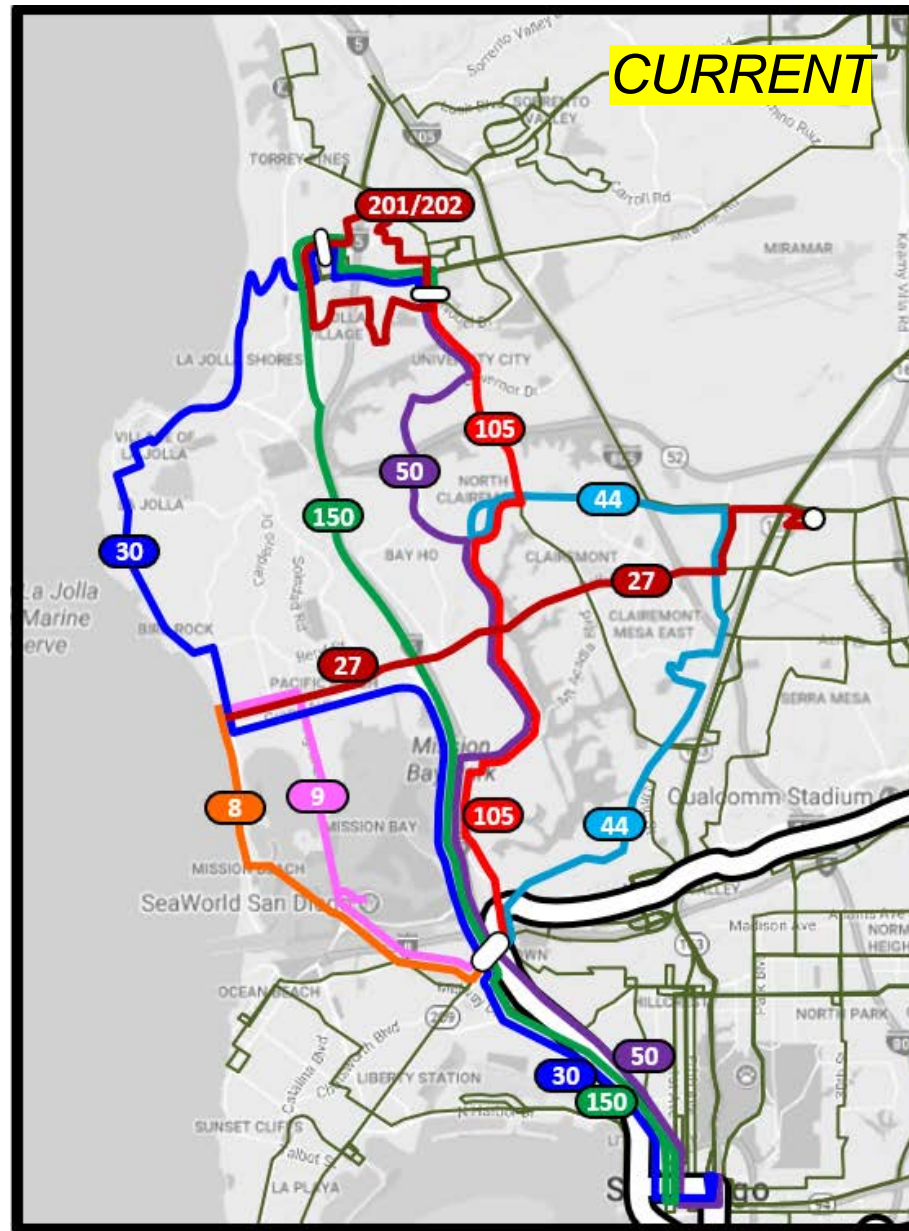
Proposed NEW Route 985



Routes 50 & 150 *Proposed for discontinuation*



Proposed Bus Network Changes



Proposed Frequencies

Route	Proposal	Weekday	Saturday	Sunday
Blue Line	San Ysidro – Downtown – University City	7.5 (south of Dwtn.) 15 (north of Dwtn.)	15	15
8	Old Town – Mission Beach – Balboa Station	15 (current = 20)	20 (no change)	20 (current = 30)
9	Old Town – Crown Point – Pacific Beach	20 (no change)	30 (current = 20)	30 (no change)
27	Kearny Mesa – Pacific Beach, via Balboa Ave.	30 (no change)	30 (current = 60)	30 (currently no Sun.)
30	Old Town – Pacific Beach – La Jolla – UCSD – UTC	15 (no change)	30 (current = 15/30)	30 (current = 15/30)
New 43 *	Kearny Mesa – Balboa Station, via Clairemont Mesa Blvd.	15	30	30
44	Old Town – Linda Vista – Kearny Mesa	15 (no change)	30 (no change)	30 (no change)
50	DISCONTINUE	----	----	----
105	Old Town – Clairemont – UTC	30 (no change)	60 (no change)	60 (no change)
New 140 *	Balboa Station – La Jolla	15 Peak/ 30 Base	30	30
150	DISCONTINUE	----	----	----
201/202	Rapid UTC – UCSD Loop	5/10 Peak 10 Base (no change)	15 (no change)	15 (no change)
New 985 *	UCSD – N. Torrey Pines	15 Peak Only	----	----

**Per MTS Board policy, new routes are operated as a pilot for 12 months*



Title VI

- Mid-Coast extension will improve service for communities of concern who rely on transit, with fewer transfers and faster rides to work and educational opportunities
 - But...*physical improvements are concentrated in non-disadvantaged communities*
 - Preliminary Title VI analysis indicates potential disproportionate benefit for non-minority communities
 - Changes could still be implemented if:
 - there is a substantial legitimate justification for the proposed service change, and
 - there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the project goals

Staff instead recommends modifying program to add new benefits to environmental justice communities to offset impacts.

Recommendation: restore late night Blue Line frequency to every 15 minutes between Downtown, South Bay, and San Ysidro, seven days/week. Would be:

- funded using TDA from CIP (\$1 million annually)
- added to list of Mid-Coast changes for Board approval
- implemented at same time as other Mid-Coast changes
- included in Title VI analysis

Next Steps

- Public Hearing – Today
 - Receive public testimony
 - Request clarifications or adjustments to proposals
- Board Decision on Approval – April 2021
- Implementation – November 2021

Trolley Extension and Feeder Bus Proposals

MTS Board of Directors
March 11, 2021

IN - MEETING PUBLIC COMMENT

Dan Allen provided a live public comment for agenda item #25. Allen's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Miguel Aguirre provided a live public comment for agenda item #25. Aguirre's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Nicole Buregass provided a live public comment for agenda item #25. Buregass's statement will be reflected in the minutes.



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Agenda Item No. 30

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

RECOMMENDED CHANGES TO THE REGIONAL COMPREHENSIVE FARE
ORDINANCE (ROB SCHUPP)

RECOMMENDATION:

That the Board of Directors forward a recommendation to the San Diego Associations of Governments (SANDAG) to make the following changes to the Regional Comprehensive Fare Ordinance:

- 1) Adopt “best fare” functionality;
- 2) Reduce Youth one-way fares from \$2.50 to \$1.25;
- 3) Allow free transfers for one-way fares within two hours of the first boarding;
- 4) Require a PRONTO account to access free transfers with one-way fares;
- 5) Fund revenue shortfalls through fiscal year (FY) 2024 with Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (ARP) funds through 2024; and
- 6) Include an option for MTS to increase Adult one-way fares to \$2.75 in 2025.

Budget Impact

The Fare Study analysis estimates an annual passenger revenue decrease of approximately \$4.3 million (using pre-COVID ridership and fare revenue). Revenue shortfalls due to reduced ridership and fare revenue as a result of the worldwide pandemic will be filled by CARES Act and ARP funds through FY 2024.



DISCUSSION:

SANDAG is responsible for establishing the Regional Comprehensive Fare Ordinance, and as part of this responsibility periodically performs a Regional Transit Fare Structure Study (Fare Study) in conjunction with the transit operators. The last Fare Study was completed in 2019 and changes to the Fare Ordinance were implemented in September 2019. The changes greatly simplified the fare structure to reduce the total number of fares and to reduce the complexity of activating “best fare” capabilities in the next generation fare collection system called PRONTO. The changes also reduced the Youth monthly pass price and created a senior/disabled/youth reduced fare day pass.

In 2020, SANDAG, North County Transit District (NCTD) and MTS staffs worked together to further analyze the impacts of “best fare” functionality on fare revenue and reducing Youth one-way fares from \$2.50 to \$1.25 to match the reduced fares of Seniors, Disabled and people receiving Medicare benefits (SDM). The impacts of these changes would reduce MTS fare revenue by \$3.6 million annually (using pre-COVID ridership and fare revenue).

To fill the revenue gap, SANDAG, MTS and NCTD developed two scenarios of changes to the fare policy:

1. One-Way Fare changes
 - a. Increase Adult one-way fares from \$2.50 to \$2.75
 - b. Increase Access fares from \$5.00 to \$5.50
 - c. Reduce the Youth one-way fare from \$2.50 to \$1.25
 - d. Allow “best fare” functionality
 - e. This scenario results in a ridership increase of .06% and a revenue reduction of \$589,000
2. One-Way and Month Pass Changes
 - a. Includes all changes proposed in Scenario 1
 - b. Increases Adult Month Passes from \$72 to \$75.
 - c. Increases SDM and Youth Month Passes from \$23 to \$24
 - d. This scenario results in a ridership decline of .58% and an increase in revenue of \$616,000.

In the course of presenting these proposals to the public, there was near unanimous support for “best fare” functionality, an acknowledgment that it would lead to a funding gap that needed to be filled, and almost unanimous disagreement that the revenue gap should be filled by increasing fares.

As a result, SANDAG, MTS and NCTD analyzed the revenue impacts of a third scenario that would reduce Youth one-ways from \$2.50 to \$1.25 and change fare policy to allow for “best fare.” This scenario results in a revenue loss of \$3.6 million to MTS and approximately a \$360,000 loss in revenue for NCTD. Ridership would increase by 0.53%.

During the course of public outreach and participation, Circulate San Diego, a regional mobility advocate, asked the respective boards of SANDAG, MTS and NCTD to consider free transfers with the purchase of one-way tickets. In January 2021, the Board asked for an analysis of the impacts of free transfers to fare revenue.

Extensive fare modeling was conducted by Rick Halvorsen and HATCH LTK to determine the impacts to fares as a result of adopting free transfers for one-way fares. Each of the scenarios below assume an adoption of “best fare” functionality and a reduction of Youth one-way fares from \$2.50 to \$1.25 (\$3.5 million revenue loss impact). Using a pre-COVID fare revenue base of \$91 million, this results in projected annual fare revenue of \$87.4 million. Allowing free transfers on one-way tickets would have the following additional impacts on MTS’s annual fare revenue:

1. Maintaining Adult One-Way Fares at \$2.50 results in a an additional fare revenue loss of \$700,000, reducing annual fare revenue to \$86.7 million.
2. Increasing Adult One-Way Fares to \$2.75 results in a net fare revenue reduction of approximately \$1 million (~\$2.5 million increase), with annual fare revenue estimated at \$89.9 million.
3. Increasing Adult One-Way Fares to \$3.00 results in a net increase of about \$2.7 million (~\$6.2 million increase), with annual fare revenue rising to \$93.7 million.

Further, MTS conducted research into the best practices of 18 peer agencies (Attachment A). Of these agencies, 13 allowed free transfers, but required passengers to utilize smart card technology to access free transfers. This policy eliminates the need to install printers for paper transfers on board buses and eliminates fraud, litter and health hazards associated with paper transfers.

Upon presentation to the Executive Committee, the following recommendation is forwarded:

- Adopt “best fare” functionality
- Reduce Youth one-way fares from \$2.50 to \$1.25
- Allow free transfers for one-way fares within two hours of the first boarding
- Require a PRONTO account to access free transfers with one-way fares
- Fund revenue shortfalls through FY 24 with CARES Act and ARP funds through 2024.
- Include an option for MTS to increase Adult one-way fares to \$2.75 in 2025 without need for changes to the Regional Fare Ordinance.

If approved by the MTS and NCTD Boards of Directors, the SANDAG Transportation Committee would hold two public hearings in April to approve the fare policy changes. MTS would subsequently adopt formal policy changes to amend its fare enforcement policy.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Peer Agency Comparison Pricing

Agency Comparison

AGENCY NAME	ONE-WAY	DAY PASS	TRANSFER TO LOCAL BUS	FREE TRANSFER TO RAIL	NOTES	FARE BOX RECOVERY RATIO (2019)	WEBSITE (FARES)
MTS Metropolitan Transit System (San Diego, CA)	\$2.50 Adult (\$1.25 SDM) Rapid Express/Premium \$5 (\$2.50 SDM) Rural \$8 (\$4 SDM)	1-Day Adult \$6 / \$12 Premium Regional 1-Day SDM \$3/\$6 Premium Regional	NONE	NONE	No transfers.	34.90%	https://www.sdmts.com/fares-passes
CAPMETRO Capital Metropolitan Transportation Authority (Austin, TX)	Local Fares: \$1.25 / \$0.60 Reduced Commuter Fares: \$3.50 / \$1.75 reduced	Local Fares: 1-Day Pass \$2.50 (\$1.25 Reduced) 7-Day \$11.25 Commuter Fares: 1-Day \$7.00 (\$3.50 Reduced) 7-Day \$27.50	NONE	NONE	No transfers. Website promotes purchasing the correct pass (Day Pass) if making multiple trips.	14.20%	https://www.capmetro.org/fares/#!
DART Dallas Area Rapid Transit (Dallas, TX)	\$2.50 (\$1.25 reduced)	Day Pass: \$6 local / \$12 Regional / \$3 Reduced AM/PM Passes: (travel more than 2 hours but prior to noon or after noon until end of service: \$3 Local / \$1.50 Reduced) Midday Pass: \$2 (local) - allows unlimited travel between 9:30am-2:30pm 7 days a week.	NONE	NONE	No transfers. Day pass required. Bus one-way fare is cash only so no ticket, no transfers. No single ride for light rail, require a pass.	15.80%	https://www.dart.org/fares/fares.asp
KING COUNTY METRO King County Department of Metro Transit (Seattle, WA)	\$2.75 Adult/\$1.50 Youth (6-18 yrs) and \$1.50 Reduced Fare	Day Pass - \$8 Adult / \$4 SDM (65+) & \$4 Youth (6-18yrs)	FREE	FREE	Transfer value is stored for two hours on the ORCA card, and is credited in full for transfers. The net result is the rider pays the highest individual fare of the rail or bus ridden.	33.90%	https://kingcounty.gov/depts/transportation/metro/fares-orca/what-to-pay.aspx
LA METRO Los Angeles County Metropolitan Transportation Authority (Los Angeles, CA)	\$1.75 (\$0.75 Senior 62+ and \$0.35 off peak 9am-3pm and 7pm-5am weekdays; weekends & Federal Holidays)	1-Day \$7 (\$2.50 SDM) 7-Day Pass \$25 (\$19 low-income)	FREE	FREE	When paying with TAP card, free transfer for 2 hours, additional charges apply for express buses or metro silver line, 50c transfer available to some non-metro buses.	16.50%	https://www.metro.net/riding/fares/
NCTD North County Transit District (Oceanside, CA)	BREEZE/SPRINTER \$2.50 Adult/Yth (\$1.25 SDM) COASTER One-way \$5-\$6.50 depending on Zone (\$2.50-\$3.25 SDM/Yth)	1-Day \$6 (\$3 SDM & Youth) Premium Regional \$12 (\$6 SDM & Youth) COASTER \$15 (\$7.50 SDM & Youth)	NONE	NONE	COASTER fares include a free transfer to SPRINTER or BREEZE within 2 hours of purchase	22.60%	https://gonctd.com/fares/fares-passes/
OCTA Orange County Transportation Authority (Orange County, CA)	Adult: \$2 (\$0.75 60+) Express Route: \$7 (\$5 transfer fare) OC Express: \$4 (\$2 transfer fare) \$3.50 60+	1-Day Local Routes: \$5 (\$1.5 60+) - sold on board Pre-paid 1-Day Pass: \$4.50 (\$1.35 60+) Express Routes: 1-Day \$14 (\$5 transfer fare) \$12 (60+) OC Express Routes: 1-Day Pass \$8 (only sold on bus) \$7	NONE	NONE	Only OCTA buses that directly connect with Metrolink trains at or near rail stations will honor Metrolink tickets and passes	0%	https://www.octa.net/bus/Fares-and-
RT Sacramento Regional Transit District (Sacramento, CA)	\$2.50 (\$1.25 Seniors 62+, Disabled/K-12). \$0.25 Transfer ticket	Day Pass \$7 (19-61 yrs) / \$3.50 (62+) / \$3.50 Disabled / Students K-12 \$3.50	NONE	FREE	Bus: Passengers are required to pay a basic or discount single fare for each trip or may purchase a daily pass valid for unlimited rides on that day. Light Rail: Single ride tickets are valid for 90 minutes from time of validation on light rail only, or pay the 25 cent transfer fee when boarding a bus.	20.60%	http://www.sacrt.com/fares/

RTD Denver Regional Transportation District (Denver, CO)	Local Fares: \$3 / \$1.50 SDM 65+ & \$0.90 Youth. Regiona: \$5.25 / \$2.60 SDM & \$1.60 Youth. Airport: \$10.50 / \$.25 SDM / \$3.20 Youth	Single Day Pass: Local - \$6 (\$3 SDM 65+ and \$1.80 Youth 6- 19 yrs) Regional/Airport - \$10.50 (\$5.25 SDM 65+ & \$3.20 Youth 6-19 yrs)	FREE	FREE	Transfers are valid for three hours in any direction. Paper ticket issues with time/date stamped.	23.40%	Att A, Al 30, 0311/2021 http://www.rtd-denver.com/DayPass.shtml
TRIMET Tri-County Metropolitan Transportation District of Oregon (Portland, OR)	\$2.50 (\$1.25 Youth & low-income and SDM 65+)	Day Pass - \$5 (\$2.50 Youth & low-income and SDM 65+)	FREE	FREE	One way ticket is a 2 ½ hour pass to ride anywhere on Trimet. The paper ticket has a date/time stamped on it and to be used for 2 1/2 hour.	26.10%	https://trimet.org/fares/index.htm#a_dult
UTA Utah Transit Authority (Salt Lake City, UT)	\$2.50 (\$1.25 Youth & SDM)	\$5 (same for Youth & SDM)	FREE	FREE	The Adult One-way Fare cash payment is good on local buses, TRAX and Streetcar for 2.5 hours after purchase. Cash one-way are issued paper transfers upon request.	15.90%	https://www.rideuta.com/Fares-And-Passes/Current-Fares
VALLEY METRO City of Phoenix Public Transit Department (Phoenix, AZ)	\$2 Local (\$1 Reduced) \$3.25 Express/Rapid (\$2.25 Reduced)	1-Day Local \$4 / \$2 Youth 6-18 years & 65+ SDM	NONE	FREE	Light Rail 1-Ride fare receipt is valid for two hours and only for use in one travel direction. A 1-Ride fare for the bus is available only on the bus by paying cash at the farebox. For the best value, purchase a 1-Day pass for multiple same-day trips or if your trip requires changing routes.	19.40%	https://www.valleymetro.org/fares
VTA Santa Clara Valley Transportation Authority (San Jose, CA)	Adult \$2.50 Adult Express \$5 Youth (5-18) \$1.25 SDM (65+) \$1	Adult \$7.50 8-Hour Light RailPass Adult \$5 8-Hour Light RailPass SDM (65+) \$2 8-Hour Light RailPass Youth (5-18yr) \$2.50 Adult Express \$15 Youth (5-18) - \$3.75 SDM (65+) \$3	FREE	FREE	2 Hours of FREE Transfers when you purchase a single-ride fare using EZfare or Clipper.	14.90%	https://www.vta.org/go/fares
County of Miami-Dade Transit (Miami, FL)	\$2.25 (\$1.10 discount) \$0.60 transfer (bus to rail or rail to rail)	1-Day \$5.65 (\$2.80 discount) 7- Day \$29.25 (\$14.60 discount)	FREE	NONE	Transfers require an EASY card and are free from bus to bus or rail to rail. Bus to rail or rail to bus costs 60c. Transfers must be made within three hours and are not for return trips. YOU MUST PAY YOUR FARE WITH AN EASY CARD OR EASY TICKET TO ACCESS THESE TRANSFER FEES. PASSENGERS PAYING WITH CASH WILL BE REQUIRED TO PAY FULL FARE EVERY TIME. BUS- TO-BUS TRANSFERS ARE FREE WITHIN THE FIRST THREE (3) HOURS FROM THE INITIAL TAP; AFTER THREE (3) HOURS FULL FARES APPLY.	18.50%	https://www.miamidade.gov/global/transportation/home.page
METRO (Houston, TX)	\$1.25 (\$0.60 discounted fare)	\$3 1-Day (50% discount for seniors/disabled/student and free for age 70+)	FREE	FREE	Free transfers in any direction for 3 hours. Have to have a Metro card for transfers... If you pay cash then you have to pay full fare each time.	12.60%	https://www.ridemetro.org/Pages/PageNotFound.aspx?requestUrl=https://www.ridemetro.org/Pa
METRO TRANSIT (Minneapolis, MN)	Local: \$2 non-rush hour / \$2.50 rush hour (Youth 6-12/SDM \$1 non- rush hour / \$2.50 rush hour) Express: \$2.50 non-rush hour / \$3.25 rush hour (Youth 6-12/SDM \$1 non-rush hour / \$3.25 rush hour	31-Day Pass: \$120 (\$3.25 fares), \$90 (\$2.50 fares), \$65 (\$2 fares) or \$36 (\$1 SDM fares)	FREE	FREE	Free transfer unlimited rides at the same fare level in any direction for up to 2½ hours. Surcharges apply for higher fare levels. Paper transfers for cash one-way fares.	25.90%	https://www.metrotransit.org/transfers

BART (Oakland, CA)	Fare is calculated by distance regardless of transfer. BART does not operate buses. No fare chart available. Must use fare calculator.	Fare is calculated by distance regardless of transfer. BART does not operate buses. No fare chart available. Must use fare calculator.	N/A	DISTANCE	Fare is calculated by distance regardless of transfer. BART does not operate buses.	Att. A, Al 30, 03, 68.80%	11/2021 https://www.bart.gov/files/docs/BasicGuide_ENG_Dehtps://www.bart.gov/tickets
Muni (San Francisco, CA)	Single Ride MuniMobile or Clipper Card - \$2.50 (\$1.25 discount fare) Cash or Metro Ticket Machine - \$3 (\$1.50 discount fare) -	\$5 Day Pass (MuniMobile)	FREE	FREE	A rider may transfer any number of times within a 120 minutes of travel.	?	https://www.sfmta.com/getting-ground/muni/fares

2019 National Transit

Database - Transit Profiles Transit.dot.

Regional Comprehensive Fare Ordinance

MTS Board of Directors
March 11, 2021

How Does PRONTO Work?

- **Account-based fare system with real-time communications**
 - Riders add money to account
 - Allows riders to earn passes rather than pay up front
 - Riders ALWAYS get best-possible fare
 - Monthly passes will still be available
 - On-the-fly account management
- **New PRONTO mobile app and web sites**
- **Multiple cards can be managed from one account**
- **Open architecture to allow future integrations**



Rider Benefits

- **Increased Retail Network for Card Purchases**

- Today's network has about 60 locations
- Will launch with up to 100 locations growing to 400 or more

- **New Mobile App Features**

- Account management
- Track progress toward earning passes

- **New Online Capabilities**

- Verify eligibility for reduced fares
- Improved account management for institutional partners



Background

- **Region is considering fare changes to coincide with the launch of PRONTO to fill revenue gap caused by “best fare” functionality**
 - Scenario One:
 - Increase adult one-way fares from \$2.50 to \$2.75 (\$5 to \$5.50 for *Rapid Premium*)
 - Decrease Youth one-way fares from \$2.50 to \$1.25 (\$5 to \$2.50 for *Rapid Premium*)
 - Increase Access from \$5 to \$5.50
 - Allow Fare Capping
 - Ridership up .06%; revenue down \$589,000
 - Scenario Two:
 - All Scenario One changes
 - Increase Regional monthly fares for Adults from \$72 to \$75
 - Increase Regional monthly fares for SDM and Youth from \$23 to \$24
 - Ridership down .58%; revenue up \$616,000
 - Scenario Three:
 - Allow fare capping and reduce Youth one-ways from \$2.50 to \$1.25
 - Ridership up .53%; revenue down \$3.6 million

Background

MTS, NCTD and SANDAG Board Members received letter from Circulate San Diego citing the following:

- MTS is one of only two large public transit agencies that does not provide Free Transfers; analysis did not include many peer agencies to MTS
- A No Transfer policy disproportionately impacts low-income riders who pay twice for a one-way trip
- The regional Day Pass (that allows unlimited travel) of \$6 is relatively high
- Requested the inclusion of a time-based free transfer for one-way tickets

MTS Board requested analysis of revenue impacts of instituting Free Transfers

Transfer History at MTS

- **Region made major changes to Fare Policy in 2008**
 - Due to Great Recession and severe reduction in revenues
 - Included significant increases in all fare types
 - Introduced Day Pass to allow unlimited free transfers (\$5)
 - Eliminated bus-to-bus transfers w/one-way ticket
 - These changes were predicted to result in a 4% revenue increase and 1% decline in ridership
- **\$3 Day Pass introduced for SDM and Youth in 2019**
 - Also available on mobile app

Peer Agency Analysis

MTS Researched Transfer Policies of 16 Peer Agencies

- Five have no free Bus-to-Bus Transfers
- Four have no free transfers to rail
- Only three print bus transfer tickets
- 13 require smart card, do not allow free transfers for cash customers
- All are time based: 90 minutes to three hours
- Day Pass prices range from \$2.50 to \$8
 - Median Day Pass Price is \$5.65; 8 are lower, 4 are higher, 2 are the same
- Fare Box Recovery
 - MTS is highest at 34.9%; Seattle next at 33.9%
 - 8 lower than 20%, 5 between 20% and 26%

Free Transfer w/One-way Ticket Analysis

- **Operational Challenges**

- No transfer ticket printing hardware on buses
 - Would require ~\$3 million investment
- Free transfer tickets would be subject to fraud
- Health concerns due to paper handling
- Free transfer tickets are littering issue
- Bus operators cannot easily inspect transfer tickets or Trolley one-way tickets to ensure validity

Free Transfer w/One-way Ticket Analysis

- **Assumptions for Revenue Analysis**

- Allow free transfers for two hours from first ride for all rider classifications
- No restrictions on direction of travel
- No restrictions on time of travel during the day
- Require PRONTO card for free transfers

Free Transfer Revenue Analysis/Impacts

- Assumes pre-pandemic ridership and fare revenue
- Assumes “best fare” functionality and reduced Youth one-ways from \$2.50 to \$1.25 (in alignment with SDM fares)
- Revenue loss due to fare capping: ~ \$3.5 million
 - From \$91 million to \$87.4 million
- Additional revenue loss for free transfers w/o any fare increase
 - From \$87.43 to \$86.7 million for total revenue loss of \$4.3 million
- Increasing Adult one-way to \$2.75 w/free transfer: \$89.9 million
- Increasing Adult one-way to \$3.00 w/free transfer: \$93.7 million

One-Way Ridership

- Free transfers w/one-way fare results in small revenue drop. Why?
 - Free Transfers impacts “best fare” daily rate of \$6
 - With no transfers, people taking two trips in the morning and two trips in the afternoon would be charged \$2.50 for first two trips, \$1 for third trip and \$0 for fourth trip, or \$6 total
 - With free transfer, they will pay \$2.50 in morning and \$2.50 in the afternoon, or \$5
 - If rider uses transit only 4 days per week, they will still reach the monthly cap of \$72 in just 14 days of travel. No revenue loss.
 - SDM/Youth riders reach monthly cap of \$23 on 9th day of travel.
 - May also stimulate new riders

Staff Proposal

That the Board of Directors forward a recommendation to SANDAG to make the following changes to the Regional Comprehensive Fare Ordinance: **1)** Adopt “best fare” functionality; **2)** Reduce Youth one-way fares from \$2.50 to \$1.25; **3)** Allow free transfers for one-way fares within two hours of the first boarding; **4)** Request a PRONTO account to access free transfers with one-way fares; **5)** Fund revenue shortfalls through FY 2024 with CARES Act and ARP funds through 2024; and **6)** Include an option for MTS to increase Adult one-way fares to \$2.75 in 2025.

- Impacts

- Revenue loss of \$4.3 million annually (based on pre-COVID ridership)
- Six to eight-week delay in launch of PRONTO due to Free Transfer rules change

Questions



Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Adina Weinig <alweinig@gmail.com>
Sent: Tuesday, March 9, 2021 5:52 PM
To: Dalia Gonzalez
Subject: Do not raise transit fares!

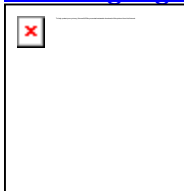
CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I am writing in regards to Thursday's vote on increasing transportation fares in San Diego. I urge you to recommend scenario 3. The two other scenarios will increase fares and hurt the people who ride transit most. Low income, transit dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. MTS Board Members, thank you for your attention and again, I urge you to support Scenario 3. Transit-dependent communities are counting on you to understand their needs and avoid raising fares.

Adina Lee Weinig

920.470.9092

alweinig@gmail.com



Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Colleen FitzSimons <c.fitzsimons@gmail.com>
Sent: Tuesday, March 9, 2021 4:54 PM
To: Dalia Gonzalez
Subject: Public Comment - MTS Meeting Thursday March 11

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To MTS Board Members,

I am writing in regards to Thursday's vote on increasing transportation fares in San Diego. I urge you to recommend scenario 3. The two other scenarios will increase fares and hurt the people who ride transit most. Low income, transit dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. Thank you for your attention and again, I urge you to support Scenario 3. Transit-dependent communities are counting on you to understand their needs and avoid raising fares.

Sincerely,
Colleen FitzSimons
North City West, San Diego, CA

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Ellen McCann <ellenmccann63@hotmail.com>
Sent: Tuesday, March 9, 2021 5:22 PM
To: Dalia Gonzalez
Subject: Fare Increases

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi. I have been a weekday rider to work for 17 years. I take the express bus from Escondido to Downtown. I love the bus. By increasing fares right now you are hurting the little people who rely on this mode of transportation. Right after COVID is not the time.

Thank you,
Ellen
(760)214-2093
1262 Amalfi Pl., Escondido CA 92027

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Gary Smith <glsmith@sdccd.edu>
Sent: Wednesday, March 10, 2021 7:42 AM
To: Dalia Gonzalez
Subject: MTS Fare Increase

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

MTS Board,

Before the pandemic, I rode the bus every day of the week from City Heights to Mira Mesa for my job as a community college professor. These buses were consistently full with a variety of people, including my own students. I am greatly concerned that a fare increase will negatively affect my fellow riders. Please consider ways to promote ridership and not hinder it.

Sincerely,

Gary L. N. Smith, Ph.D. (He/Him/His)

Associate Professor of Chemistry

San Diego Miramar College

[10440 Black Mountain Rd.](#)

[San Diego, CA 92126](#)

Room S6-112H

[619-388-7888](#)

<https://facultysdmiramaredugsmith.wordpress.com>

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Minna <minnaclimatechange@gmail.com>
Sent: Wednesday, March 10, 2021 11:46 AM
To: Dalia Gonzalez
Subject: MTS Board Agenda: (Item 30) No Fare Increases in San Diego

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello MTS Board Members,

My name is Laura Minna-Choe. I am a volunteer with the San Diego Green New Deal Alliance.

I oppose any potential fare increase. Raising fares in the middle of a pandemic and economic recession is unacceptable. It would disproportionately impact transit-dependent working families, youth, and low-income San Diegans in Communities of Concern.

I urge you to adopt Scenario C. Do not increase fares while at the same time reduce the cost of youth fares and provide free transfers.

Finally, I urge you to support the implementation of Youth Opportunity Passes--no-cost transit passes for youth 24 and under--as this is a critical investment in equity and sustainability.

Thank you.

Sincerely,
Laura Minna-Choe

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Nastassia Patin <n.v.patin@gmail.com>
Sent: Wednesday, March 10, 2021 8:41 AM
To: Dalia Gonzalez
Subject: MTS Board of Directors meeting e-comment

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Members of the MTS Board of Directors,

My name is Nastassia Patin and I am a resident of Normal Heights in San Diego. I am writing to express my support for the new PRONTO Fare System and for a reduction in Youth one-way fares from \$2.50 to \$1.25. Thank you to the MTS Executive Committee for voting unanimously on March 4th in favor of implementing "fare capping" and the Youth fare decrease!

I support PRONTO, I support a reduction in Youth one-way fares, I support an additional transfer at no-cost, but oppose a future fare increase. I urge MTS to work with SANDAG to include no-cost fare scenarios – especially for those aged 24 and under – as part of the new SANDAG "5 Big Moves" Regional Plan 2021.

Thank you,
Nastassia

--

Dr. Nastassia Patin
Postdoctoral Associate
Cooperative Institute for Marine and Atmospheric Studies
University of Miami/NOAA

Address:
AOML & SWFSC
8901 La Jolla Shores Drive
La Jolla, CA
92037

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Stephanie Hernandez <shernandez@cityheightscdc.org>
Sent: Tuesday, March 9, 2021 7:36 PM
Subject: MTS Fare Ordinance, San Diego Transportation Equity Working Group Recommendations
Attachments: San Diego Transportation Equity Working Group_Fare Changes_Recommendations_03.10.21.pdf

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear MTS Board of Directors and Staff,

The San Diego Transportation Equity Working Group is a coalition of community-based organizations and partners who are deeply rooted in supporting transportation equity and environmental justice initiatives in urban core communities that have been historically disinvested. San Diego Transportation Equity Working Group is composed of the Environmental Health Coalition, City Heights Community Development Corporation, Mid-City Community Advocacy Network, the Center on Policy Initiatives, and San Diego 350. The coalition engages with local governments and public agencies to provide convenient, affordable, and equitable solutions that will support the transportation needs of climate vulnerable communities of color, like Barrio Logan and City Heights.

As members of the San Diego Transportation Equity Working Group, we request that you support our following **recommendations** for **Discussion item 30**, regarding the **MTS Fare Ordinance**, on Thursday, March 11th at the **Board of Directors** meeting.

The San Diego Transportation Equity Working Group expresses support for the new PRONTO Fare System, scenario 3 that reduces Youth one-way fares from \$2.50 to \$1.25 and transfers at no-cost. Additionally, the San Diego Transportation Equity Working group opposes a future fare increase, and urges MTS to work with SANDAG to include no-cost fare scenarios – especially for those aged 24 and under – as part of the new SANDAG “5 Big Moves” Regional Plan 2021.

Above you will find a letter outlining our position in greater detail. We also request that this letter be included in the board packet for the March 11th Board of Directors meeting.

Thank you for your time,

Stephanie Hernandez

Transportation & Planning Program Manager

Pronouns: She/her/hers

City Heights Community Development Corporation

4001 El Cajon Blvd., Suite 205, San Diego, CA 92105

Direct Line: 619.961.1055 Main Line: 619.584.1535



I respectfully acknowledge that we live & work on traditional, ancestral & unceded land of the Kumeyaay Nation. Whose land are you on?

Public Comment - Agenda Item No. 30



CITY HEIGHTS
COMMUNITY DEVELOPMENT



Mid-City CAN
Community Advocacy Network



March 09, 2021

Metropolitan Transit System

1255 Imperial Ave., Suite 1000

San Diego, California 92101

Subject: Fare Changes

Dear Members of the MTS Board of Directors,

The San Diego Transportation Equity Working Group is writing to express our support for the new PRONTO Fare System and for a reduction in Youth one-way fares from \$2.50 to \$1.25.

We appreciate that the PRONTO fare system will automatically give riders the best allowable fare while also enabling “fare capping” so that riders never pay more than the cost of a regional day pass.

We thank the MTS Executive Committee for voting unanimously on March 4th in favor of MTS’ staff proposal to implement “fare capping” and to reduce Youth one-way fares from \$2.50 to \$1.25. This action will also allow for a free transfer with a one-way fare purchase on the PRONTO card. We support the free transfer proposal but are concerned that this addition calls for a one-way fare increase in FY2025. As noted in the Board’s approved motion, this potential FY2025 fare increase will be subject to a Board of Directors vote in the future.

We support PRONTO, we support a reduction in Youth one-way fares, we support an additional transfer at no-cost, but oppose a future fare increase. We urge MTS to work with SANDAG to include no-cost fare scenarios – especially for those aged 24 and under – as part of the new SANDAG “5 Big Moves” Regional Plan 2021.

Thank you,

San Diego Transportation Equity Working Group

Randy Torres-Van Vleck, Director of Policy & Planning, City Heights Community Development Corporation

Diana Ross, Executive Director, Mid-City Community Advocacy Network

Carolina Martinez, Climate Justice Campaign Director, Environmental Health Coalition

Keara Piña, Researcher & Policy Advocate, Center on Policy Initiatives

Bee Mittermiller, Transportation Chair, SanDiego350

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Bertha Rodriguez <bertha@climateactioncampaign.org>
Sent: Wednesday, March 10, 2021 3:28 PM
To: Dalia Gonzalez
Subject: MTS Board Agenda: (Item 30) No Fare Increases in San Diego

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello MTS Board Members,

My name is Bertha Rodriguez. I am an organizer with the San Diego Green New Deal Alliance.

I oppose any potential fare increase. Raising fares in the middle of a pandemic and economic recession is unacceptable. It would disproportionately impact transit-dependent working families, youth, and low-income San Diegans in Communities of Concern.

I urge you to adopt Scenario C. Do not increase fares while at the same time reduce the cost of youth fares and provide free transfers.

Finally, I urge you to support the implementation of Youth Opportunity Passes--no-cost transit passes for youth 24 and under--as this is a critical investment in equity and sustainability.

Thank you.

Sincerely,

Bertha Rodriguez  pronouns: (she/her/hers)

Organizer

Climate Action Campaign

[3900 Cleveland Ave. Suite 208](#)

[San Diego, CA 92103](#)

www.climateactioncampaign.org

Twitter: [@sdclimateaction](#)

Instagram: [@sdclimateaction](#)

Facebook.com/ClimateActionCampaign

Our Mission is Simple: Stop the Climate Crisis

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Bee Mittermiller <beemitt@gmail.com>
Sent: Wednesday, March 10, 2021 5:54 PM
To: Dalia Gonzalez
Subject: Public Comment for MTS Board Meeting 3/11/21

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Morning Chair Fletcher and Members of the Board

My name is Bee Mittermiller and I am the Transportation Committee Chair at SanDiego350.

SanDiego350 is a member of the SanDiego Transportation Equity Working Group, and as such, our organization has written the Board to voice our opinion on the new Regional Fare Ordinance.

SD350 supports the new PRONTO Fare System with its feature of “fare capping”, and the reduction in Youth one-way fares from \$2.50 to \$1.25.

We support the free transfer proposal as well.

Finally, we hope that MTS will **not** increase fares in fiscal year 2025. Instead, we would like to see MTS and SANDAG work together to keep fares low for folks who depend on public transportation as their only mobility option. Also, we would like to see our public agencies aim for a Youth Opportunity Pass that would provide free transit for youth who are 24 years old and younger. These young people are the present and future transit riders of San Diego whose futures depend on having equitable transportation access to schools, jobs, and medical facilities.

Thank you for your time.

Bee Mittermiller

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Jenn French <jenn.m.french@gmail.com>
Sent: Wednesday, March 10, 2021 3:45 PM
To: Dalia Gonzalez
Subject: MTS vote on increasing transportation fares

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Dear Honorable Clerk,

I am a resident of the City and County of San Diego, and I write in regards to Thursday's vote on increasing transportation fares in San Diego. I urge you to recommend Scenario 3. The two other scenarios will increase fares and hurt the people who ride transit most. Low income, transit dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve.

MTS Board Members, thank you for your attention, and again, I urge you to support Scenario 3. Transit-dependent communities are counting on you to understand their needs and avoid raising fares.

Thank you,

Jenn

—

Jenn French

Pronouns: She/Her/Hers ([what's this?](#))

mobile: 858.205.4119 • jenn.m.french@gmail.com

*"When we speak we are afraid our words will not be heard or welcomed.
But when we are silent, we are still afraid.
So it is better to speak." ~ Audre Lorde*

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: Safia Haidari <safia0202@gmail.com>
Sent: Wednesday, March 10, 2021 10:21 PM
To: Dalia Gonzalez
Subject: No Fare Increases

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I am writing in regards to Thursday's vote on increasing transportation fares in San Diego. I urge you to recommend scenario 3. The two other scenarios will increase fares and hurt the people who ride transit most. Low income, transit dependent families already face significant hardship and cannot be seen as a source of cash flow. Increasing fares during a pandemic is illogical and insensitive to the needs of the people that public transit is intended to serve. MTS Board Members, thank you for your attention and again, I urge you to support Scenario 3. Transit-dependent communities are counting on you to understand their needs and avoid raising fares.--

Best,
Safia Haidari
She/Her/Hers

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: mikaiil.hussein utwsd.com <mikaiil.hussein@utwsd.com>
Sent: Thursday, March 11, 2021 10:28 AM
To: Dalia Gonzalez
Subject: No fare increases SD

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

"I am writing in regard to Thursday's vote on increasing transportation fares in San Diego. I urge you to recommend scenario 3. The two other scenarios will increase fares and hurt the people who ride transit most. Low-income, transit-dependent families already face significant hardship and cannot be seen as a cash flow source. Increasing fares during a pandemic is illogical and insensitive to the people's needs that public transit is intended to serve. MTS Board Members, UTWSD is represented All San Diego transportation need specially we represent those who can't speak themselves.

Thank you for your attention, and again, I urge you to support Scenario 3. Transit-dependent communities are counting on you to understand their needs and avoid raising fares."

Mikaiil Hussein
President/CEO, United Taxi Workers of San Diego
OPEIU Local 1218
4265 Fairmount Ave #180 San Diego CA 92105
619-255-7355 (office) 619-721-4565 (cell) 619-255-7355 (fax)
utwsd.org

Public Comment - Agenda Item No. 30

Dalia Gonzalez

From: hb53 <helenab901w@gmail.com>
Sent: Wednesday, March 10, 2021 4:09 PM
To: Dalia Gonzalez

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hello,

I hear there is a plan to raise the fares, and I'm concerned about how this will affect riders, who are predominantly low income. However I understand that all agencies are facing a very tight budget. Personally I'd like to see an improvement in service, such as transportation to areas that are not well served, as well as more express buses. I wouldn't mind paying a bit more if it were easier to get around.

IN - MEETING PUBLIC COMMENT

Alejandra Fen provided a live public comment for agenda item #30. Fen's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Bertha Rodriguez provided a live public comment for agenda item #30. Rodriguez's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Carolina Martinez provided a live public comment for agenda item #30. Martinez's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Colin Parent provided a live public comment for agenda item #30. Parent's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Cris Sotomayor provided a live public comment for agenda item #30. Sotomayor's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

David Grubb provided a live public comment for agenda item #30. Grubb's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Jesse Solovan provided a live public comment for agenda item #30. Solovan's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Keara Pina provided a live public comment for agenda item #30. Pina's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Lori Kearns provided a live public comment for agenda item #30. Kearns's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Maria Cortez provided a live public comment for agenda item #30. Cortez's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Michael Horgan provided a live public comment for agenda item #30. Horgan's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Michelle Krug provided a live public comment for agenda item #30. Krug's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Noah Harris provided a live public comment for agenda item #30. Harris's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Phuong Cao wrote the following public comment during the meeting and requested for the written comment below to be included in the record:

Hello, my name is Phuong Cao. I am an intern with Mid-City CAN. I am calling in to oppose any potential fare increases, now or in the near future.

While we do support MTS' reduction of youth one-way fares & an additional transfer at no-cost, it is only the beginning in assuring equitable transportation access for all San Diegans.

If you are potentially thinking about increasing fare cost, I can tell you it does not align with the interests of this community, or with the incredible steps towards progress, equity, and a greener San Diego that MTS has already accomplished.

I urge you to support the implementation of Youth Opportunity Passes--no-cost transit passes for youth 24 and under--as this is a critical investment in equity and sustainability. Thank you for listening.

IN - MEETING PUBLIC COMMENT

Shelah Ott provided a live public comment for agenda item #30. Ott's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Stephanie Hernandez provided a live public comment for agenda item #30. Hernandez's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Tootie Thomas provided a live public comment for agenda item #30. Thomas's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Yasmeen Obeid provided a live public comment for agenda item #30. Obeid's statement will be reflected in the minutes.



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

Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

March 11, 2021

SUBJECT:

ZERO EMISSION BUS (ZEB) PILOT PERFORMANCE AND TRANSITION PLAN
UPDATE (MIKE WYGANT & KYLE WHATLEY)

INFORMATIONAL ITEM

Budget Impact

None.

DISCUSSION:

In October 2017, the Board of Directors authorized the Chief Executive Officer to develop a Pilot Project to test the use of ZEB's in our service area to further understand the potential impacts of the proposed California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation. In 2018, CARB passed the ICT regulation, which mandated transit operators with fleets larger than 100 buses to fulfill specific ZEB purchase requirements starting in 2023.

To support the ZEB Pilot Project, and with the Board of Directors approval in May 2018, MTS procured six 40-foot low-floor electric battery-powered buses and nine depot chargers. An additional three chargers were approved and procured in June 2019 to complete the charger infrastructure for the pilot program. In September 2020, the Board of Directors approved the ZEB Rollout Plan for submittal to CARB and the MTS ZEB Transition Plan.

MTS staff will provide the Board with an update on the MTS ZEB Pilot performance and Transition Plan.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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



Zero Emission Bus (ZEB) Pilot Performance and Transition Plan Update

Policy History

- Urban Fleet Transit Rule
 - Rule passed February 2000 by California Air Resources Board (CARB)
 - Alternative fuel path made way for CNG fleet
- Innovative Clean Transit Rule (ICT)
 - Rule passed December 2018 by CARB
 - Rollout plan due to CARB by December 2020 (submitted and approved)
 - Convert fleet to Zero Emission Vehicles by 2040 (Governor's goal)
 - 60 foot, 45 foot & Minibuses exempt until 2026

****Innovative Clean Transit Rule (2018):***

ZEB Purchase Mandate: The regulation requires transit agencies to acquire a minimum number of ZEBs at the time of new bus purchases, based on the following schedules:

Large Transit Agencies

2023 – 25 percent

2026 – 50 percent

2029 and after – 100 percent

MTS Timeline

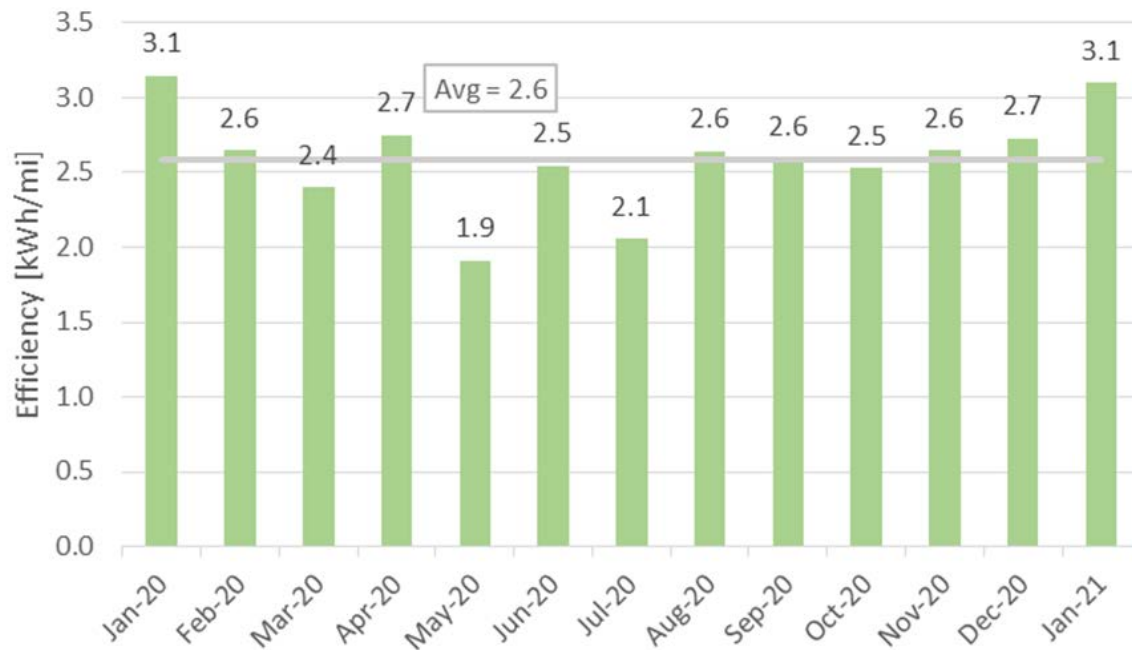
- Board approved pilot program in October 2017
- Pilot Charging Infrastructure installed (plug-in stand-alone chargers):
 - Imperial Ave Division – July 2019
 - Kearny Mesa, East County & South Bay Divisions – April 2020
- Battery electric buses begin in-service December 2019
- Iris Rapid: Articulated sixty-foot electric bus pilot scheduled to begin late 2022
- Transition Study & CARB's Rollout Plan approved Sept 2020
 - CARB approved MTS Rollout Plan December 2020
- Pilot program ends December 2021

ZEB Pilot Program Performance Report



January 2020 – January 2021

Monthly Fleet Efficiency (Total Miles)



Notes:

- Efficiency shown is at the meter
- Data from Fleetwatch and SDG&E bills
- Not in line with power bill dates; 1st to end of the month

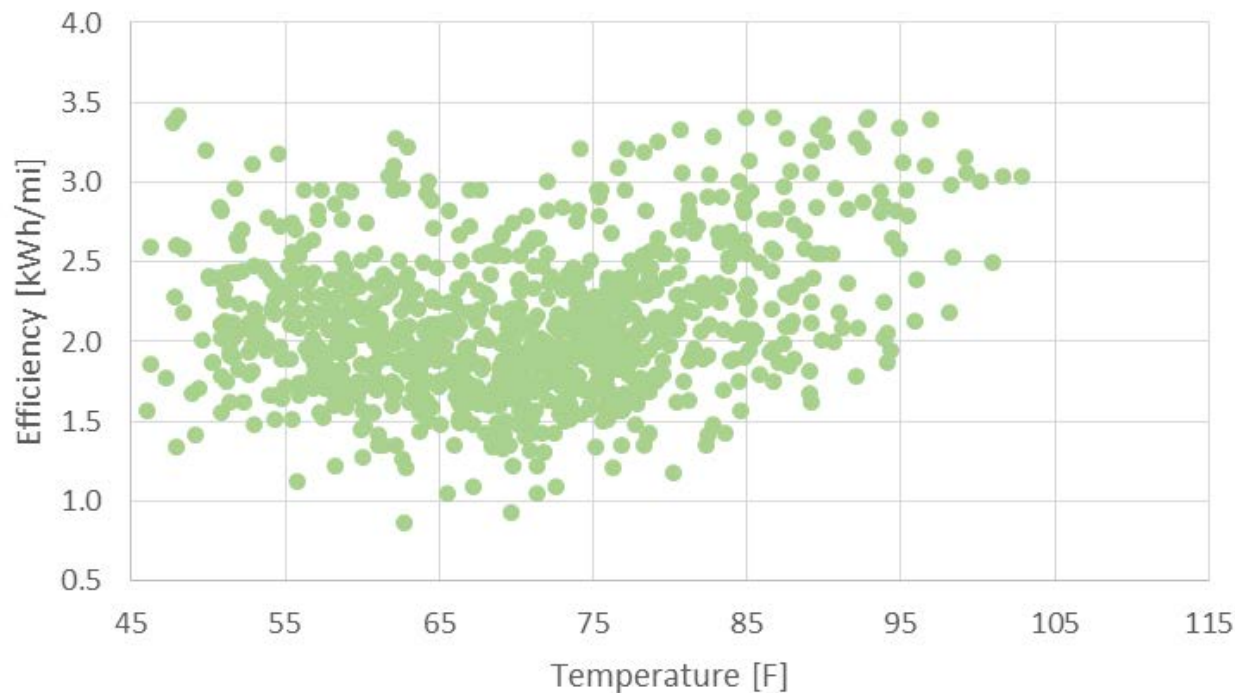
Avg. Efficiency by Route (Revenue Miles)



Notes:

- Data from 360 Reports for Jan 2020 – Jan 2021
- Efficiency calculated at bus, not meter

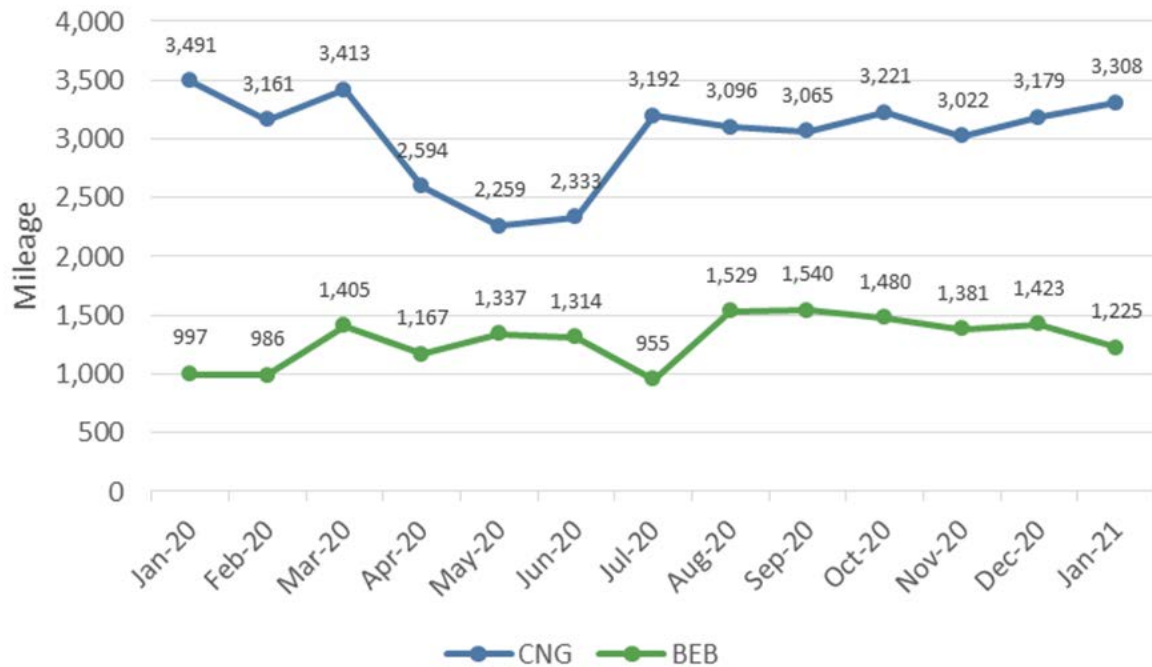
Efficiencies vs. Temperatures (Revenue Miles)



Notes:

- Individually observed efficiencies
- Data from 360 Reports
- Jan 2020 – Jan 2021
- Clear V-shape with low at about 67F

CNG vs. BEB Monthly Mileage



Average Series Mileage

CNG	3,024
BEB	1,287

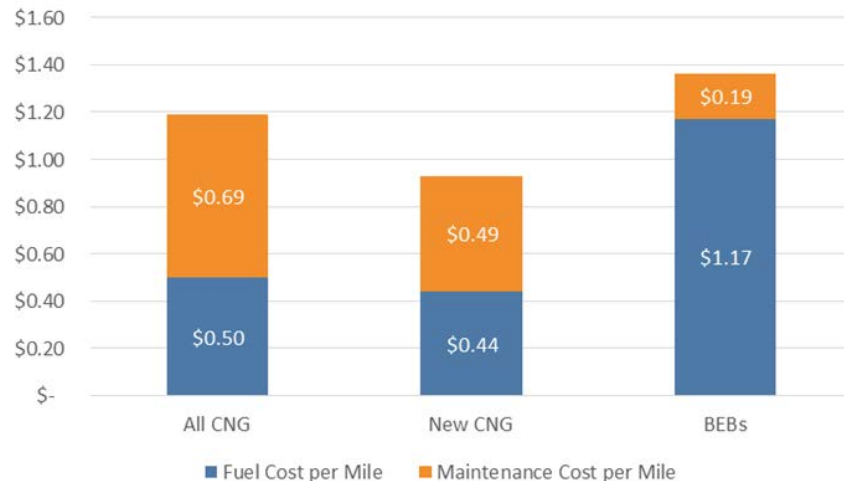
Notes:

- Data from MTS
- Not in line with power bill date; 1st to end of the month

CNG vs. BEB Fuel & Maintenance

Fleet	Fuel Cost per Mile	Maintenance Cost per Mile	Combined
All CNG	\$ 0.50	\$ 0.69	\$ 1.19
New CNG	\$ 0.44	\$ 0.49	\$ 0.93
BEBs	\$ 1.17	\$ 0.19	\$ 1.36

Fleet	Total Fuel Cost	Total Maintenance Cost	Combined
All CNG	\$ 5,597,023	\$ 7,650,572	\$ 13,247,594
New CNG	\$ 163,450	\$ 179,667	\$ 343,117
BEBs	\$ 117,747	\$ 19,302	\$ 137,049



Notes:

- Data from MTS mtc/fuel data pull (Jan 2021)
- CNG maintenance cost/mile includes work order costs only
- Data from Jan 2020 – Jan 2021
- New CNG = (1400 Series = 10 buses)

Availability

Avg. Monthly Availability All Stations

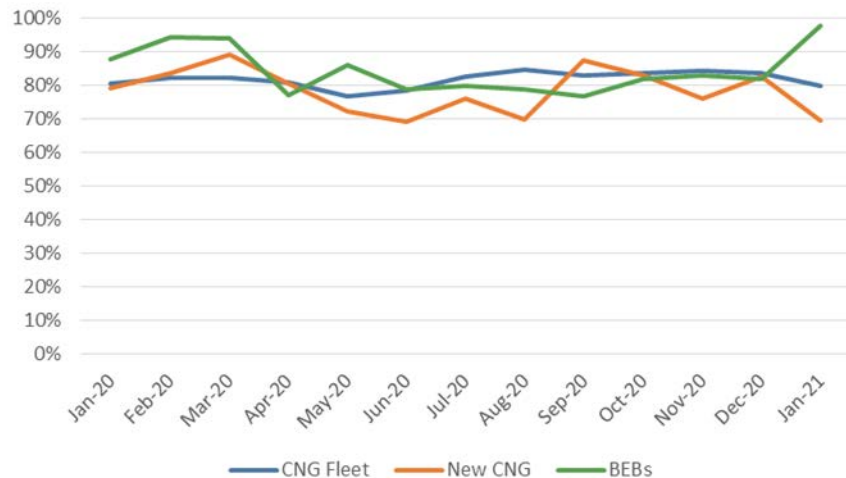


Charger Availability-

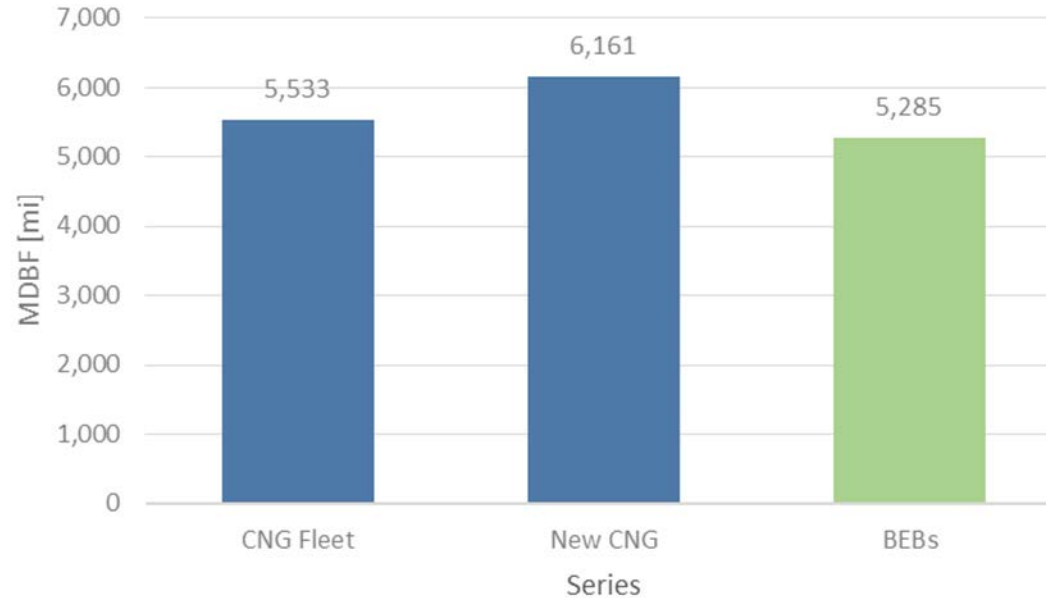
- Stations 1-6 came online in January; Stations 7-12 came online in May
- Data from MTS for Jan 2020 – Jan 2021
- South Bay chargers have been offline due to a circuit breaker issue since May 2020
- Annual Avg = 87%

Bus Availability-

- Data from MTS for Jan 2020 – Jan 2021
- Annual Avg for BEBs = 84%



Mean Distance Between Failures



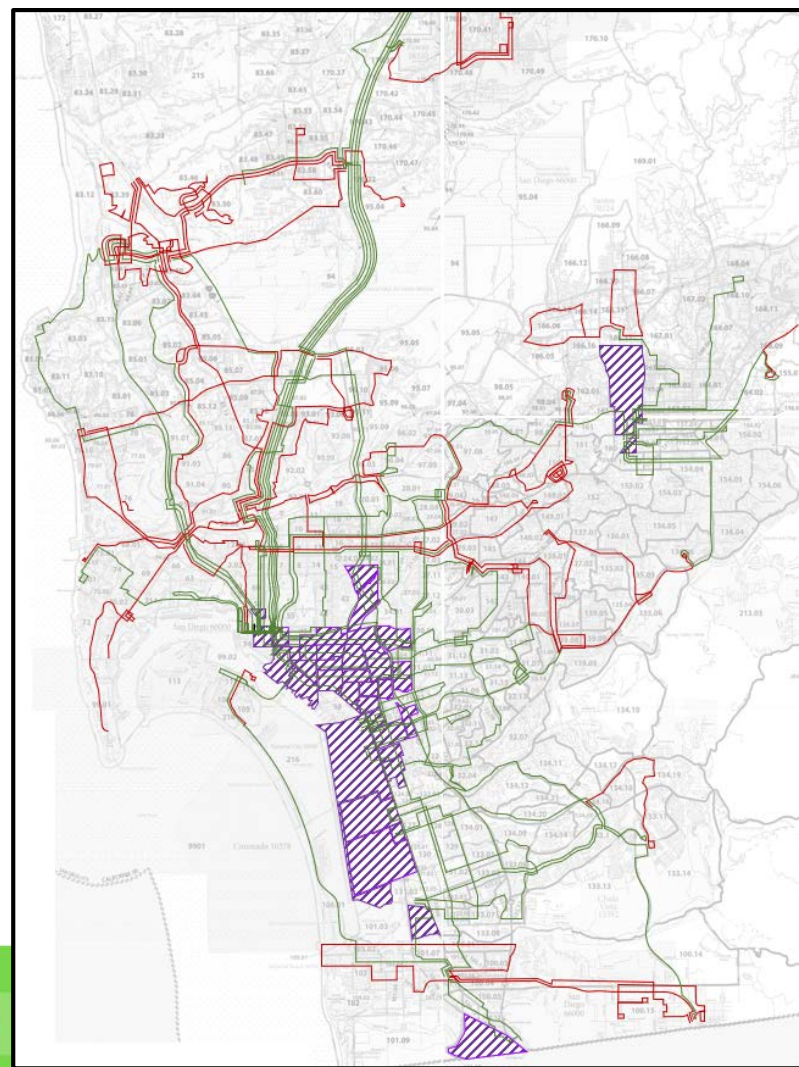
Note:

- Data from MTS for Jan 2020 – Jan 2021

ZEB Deployment

MTS Bus Network Map All Routes, all bus types

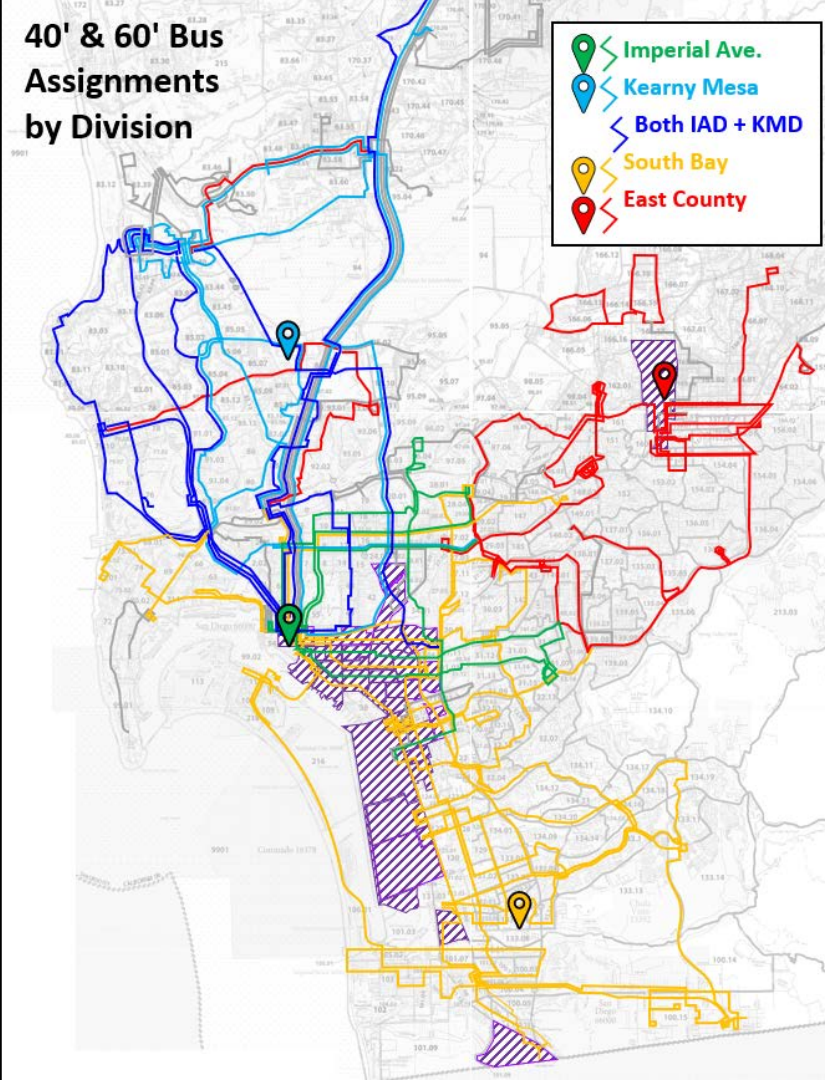
- Green Lines = DAC Routes
(at least one stop in an SB 535 DAC)
- Red Lines = Non-DAC Routes
(no stops in an SB 535 DAC)



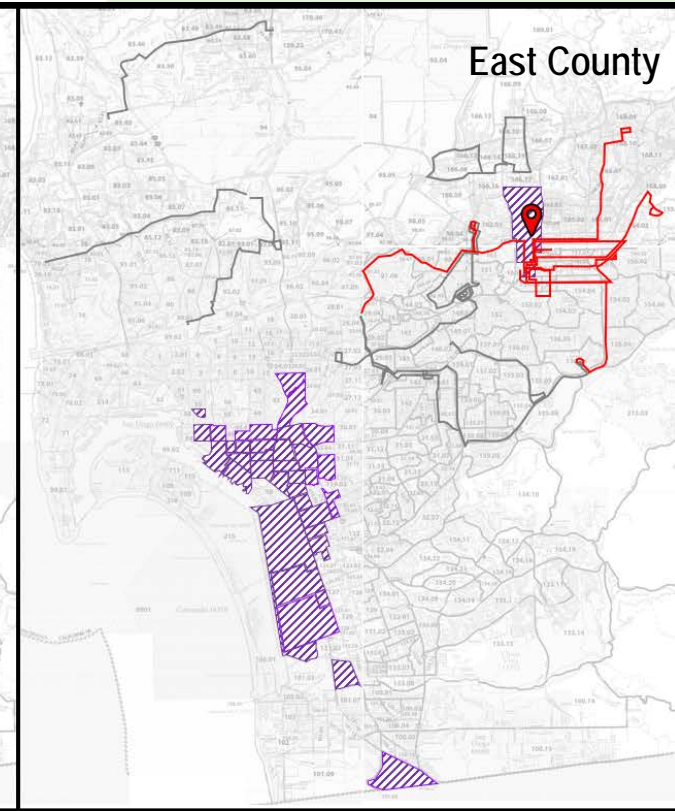
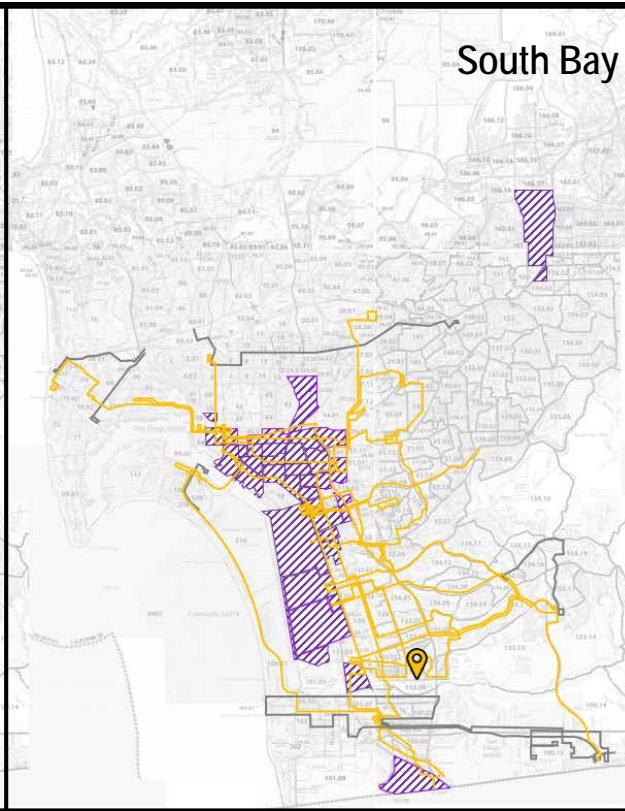
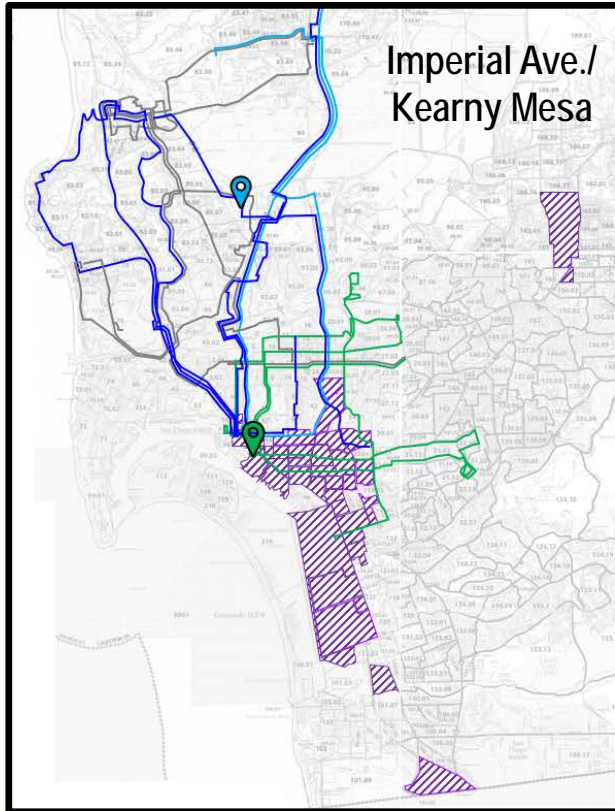
ZEB Deployment

- Four divisions for 40'/60' buses
 - Imperial Ave. (Downtown)
 - Kearny Mesa
 - South Bay (Chula Vista)
 - East County (El Cajon)
- Divisions require charging infrastructure
 - Prioritize charging infrastructure
 - How many DAC-serving routes operate from each division?

40' & 60' Bus Assignments by Division



DAC Routes by Division



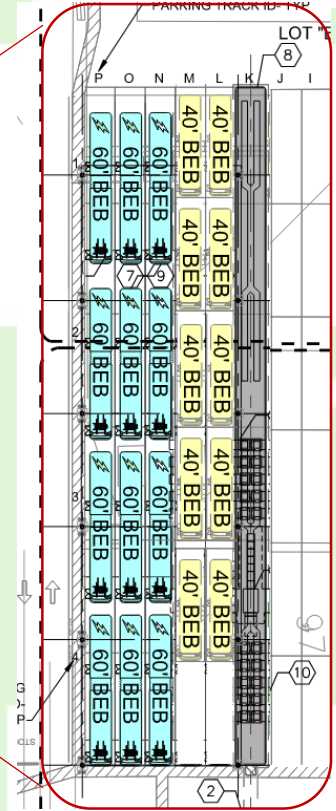
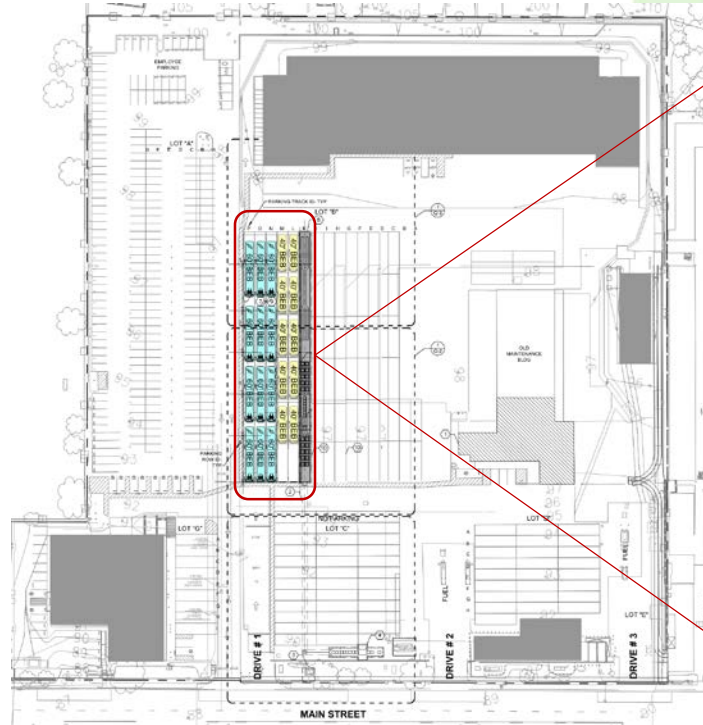
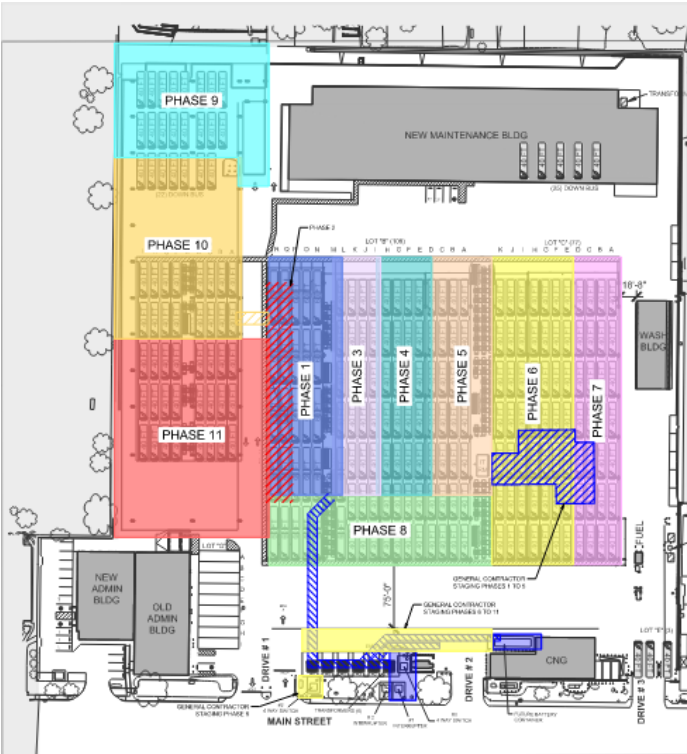
ZEB Deployment

- Proposed Charging Infrastructure Priority
 1. South Bay
 2. Imperial Ave.
 3. Kearny Mesa
 4. East County
- Proposed Route Assignment Priority
 - Buses assigned on a daily basis: “Ready lanes” for CNG buses and BEBs
 - BEBs prioritized to DAC routes
 - DAC route listing kept updated for Operations Divisions (route changes, ridership, CalEnviroscreen updates)
 - Bus assignment tracking for accountability
 - Constraints
 - BEB range limitations vs. route block lengths
 - Bus types & availability (40' vs. 60')
 - 60' BEB buses purchased specifically for Iris Rapid (non-DAC route) per grant requirements
 - Other considerations: interlines mix DAC and non-DAC routes; standbys and unplanned events require flexibility

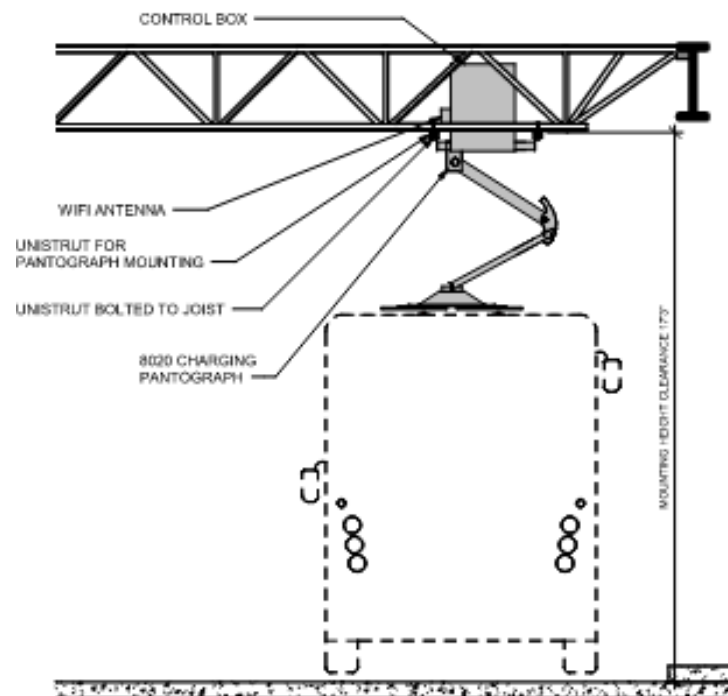
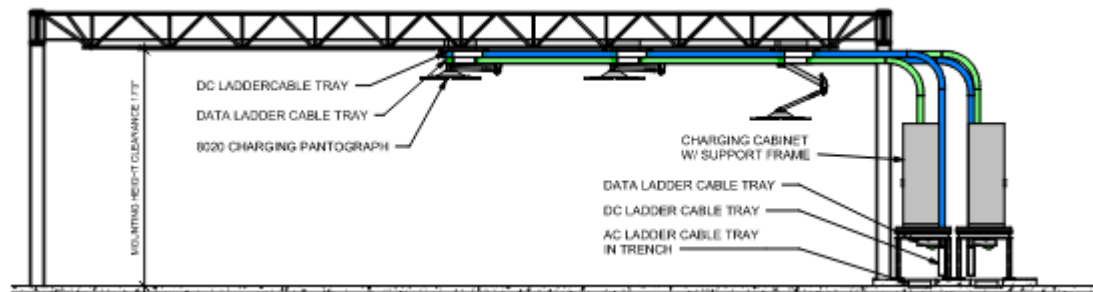
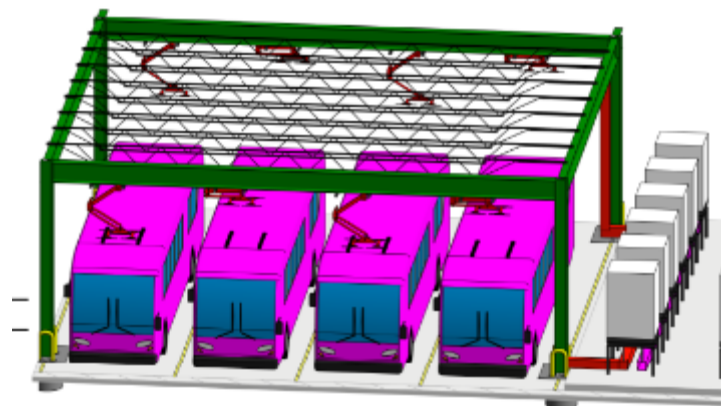
Charging Infrastructure

- Iris Rapid:
 - Articulated sixty-foot electric bus pilot scheduled to begin late 2022
 - Buses will operate from South Bay Bus Maintenance Facility
 - First scalable overhead charging infrastructure
- South Bay Overhead Charging Infrastructure Master Plan conducted 2020
 - Developed Phased approach to construct overhead charging infrastructure while maintaining current division operations
 - Total of 11 phases to support potential 240 BEBs at SBMF
 - Phase 1 of Master Plan provides overhead structure to support charging
 - 12, 60' BEB buses, online late 2022 for the IRIS Rapid Project
 - 10 additional 40' BEB busses, in 2023

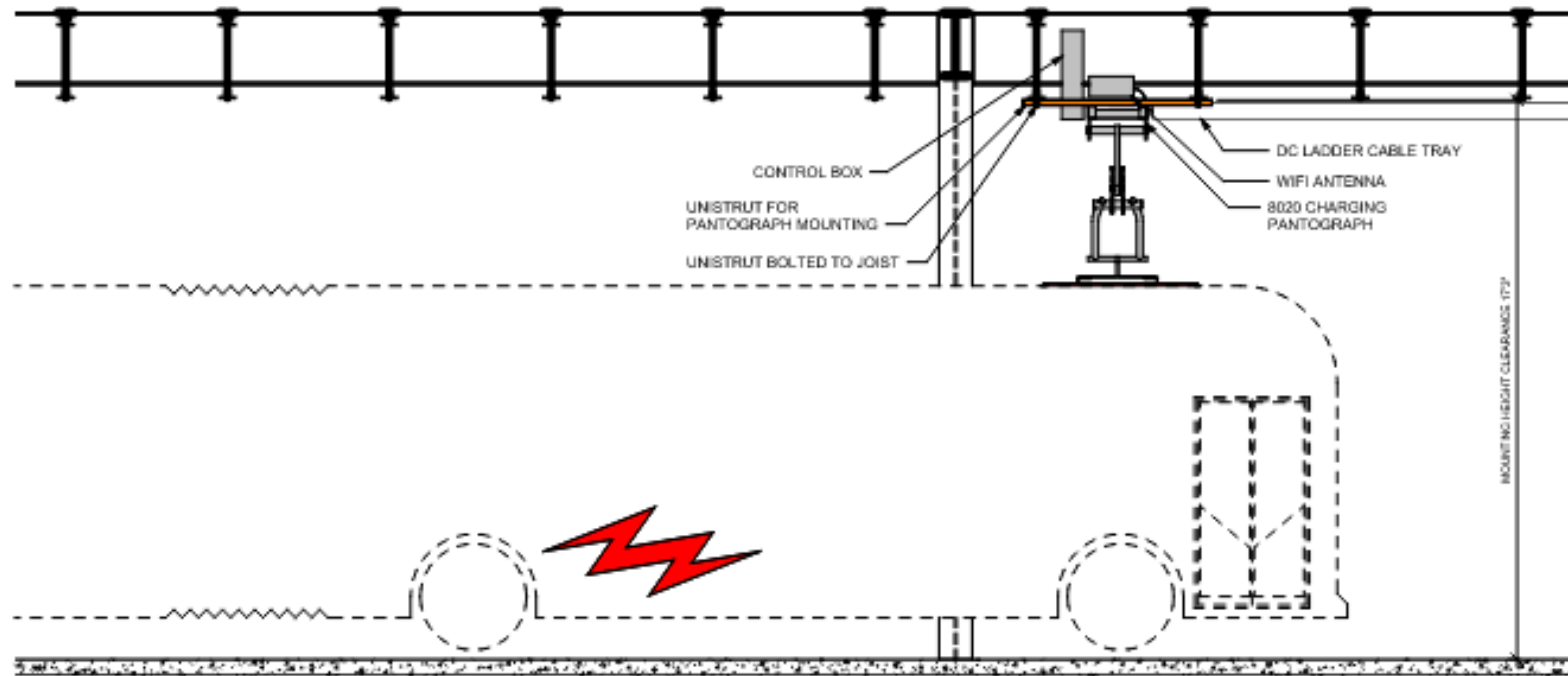
Charging Infrastructure



Charging Infrastructure



Charging Infrastructure



Charging Infrastructure

- Installation Timeline:

- 60% Design - Complete
- 100% Design – Summer 2021
- Begin Charger Procurement – 3/2021
- Begin Construction Procurement – 7/2021
- Phase 1 Construction – 1/2022 thru 4/2023*

* First 12 positions complete Fall 2022 to support Iris Rapid

Funding

- What we received:

- Low Carbon Transit Operations Program (LCTOP) = \$9 Million
- Hybrid and Zero Emission Truck and Bus Voucher Incentive Program (HVIP) = \$1.1 Million (only received for the six (6) buses and six (6) chargers)
 - HVIP budget was depleted in October 2019. Application were put on hold.
 - FY20/21 budgeted \$25 million from AQIP. CARB assumes as much as \$400 million in requests
 - Allocation modifications were made to limit how funding is dispersed per applicant.
- Transit Intercity Rail Capital Program (TIRCP) = \$22 Million

Funding

- Opportunities:

- California Energy Commission Grants
- VW Mitigation Fund = Requested \$720k
- SB 350 (Power Your Drive Fleets – SDG&E)
 - Iris Rapid Phase I is part of this program
- Low/No (ZEB Program – Federal)
 - Applied twice and denied. Majority of awards have been outside California
- Governors new budget may provided additional money for ZEB and HVIP

Transition Costs

	Baseline	\$6 : 25% Accelerated
Fleet	\$ 808,294,000	\$ 1,190,130,000
Fuel	\$ 252,569,000	\$ 328,618,000
Infrastructure	\$ -	\$ 165,483,000
Maintenance	\$ 762,263,000	\$ 806,232,000
Total	\$ 1,823,126,000	\$ 2,490,464,000
Incremental over Baseline		\$ 667,338,000
ZEB % in 2040	2%	94%

Note: Transition assume that the fleet cannot be expanded and require 1:1 replacement of vehicles

Upcoming Milestones

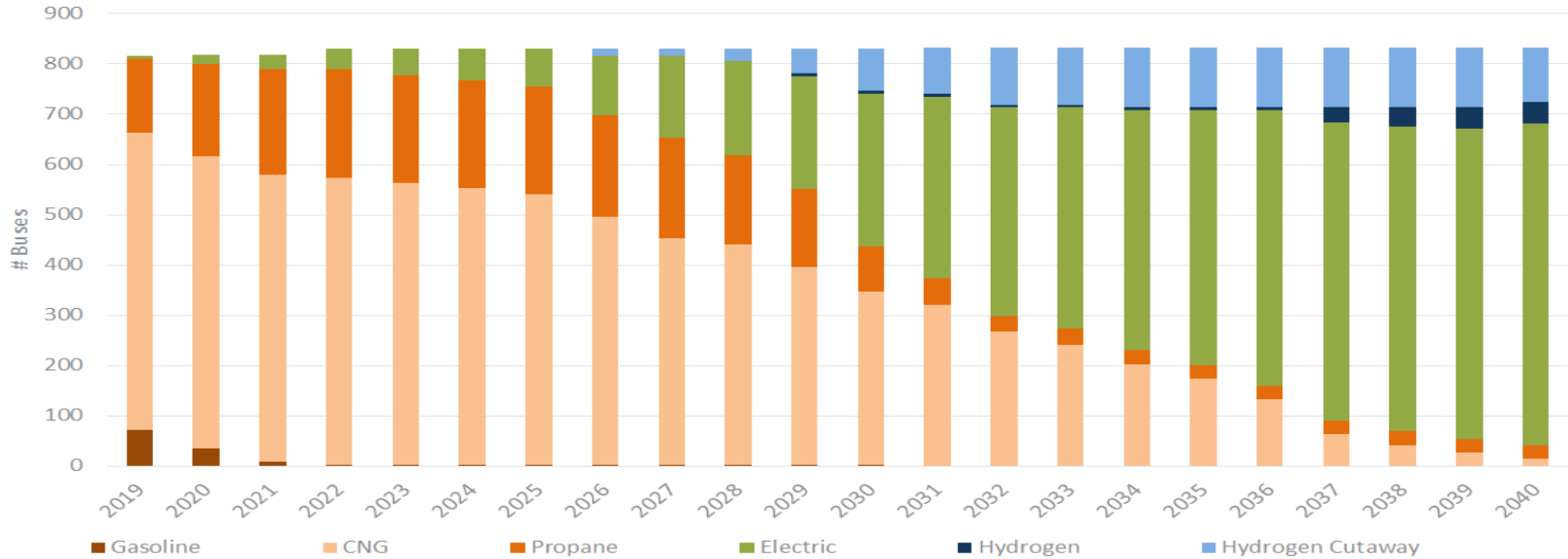
- Gillig Battery Electric Buses (2 buses) to begin service February 2021
 - Part of pilot program
 - Will utilize pilot charging infrastructure (plug-in)
- Purchased five (5) Gillig Battery Electric Buses
 - Will utilize pilot charging infrastructure (plug-in)
 - Used for part of the pilot program
- Purchasing twelve (12) sixty-foot battery electric buses
 - Will be the first scalable overhead charging infrastructure
- CARB ICT annual reporting to be submitted March 2021
- Annual Board Update (may include earlier updates *if*):
 - Program modification opportunities arise
 - Structural changes are required



MTS ZEB Procurement Timeline

- 2019: Six (6) battery electric buses (New Flyer)
 - 2019: Six (6) electric chargers (Chargepoint)
 - 2020: Six (6) electric chargers at KMD, East County and South Bay divisions (Chargepoint)
- 2020: Two (2) battery electric buses (Gillig)
- 2021: Five (5) battery electric buses (Gillig)
- 2022: Overhead gantry and inverted pantographs charging infrastructure (South Bay division)
- 2022: Twelve (12) artic battery electric buses (New Flyer)
- 2023 – 2025: 25% ZEB of bus procurement (expected avg. = 10 ZEBs annually)
- 2026 – 2028: 50% ZEB of bus procurement (expected avg. = 25 ZEBs annually)
- 2029 and on: 100% ZEB procurement (approximately 50 ZEBs annually)

25% Early Adoption Pathway



Assumes purchase of 25% ZEBs 2020-2022 prior to CARB ICT mandate; only applicable to 40' bus purchases

Questions



IN - MEETING PUBLIC COMMENT

Carolina Martinez provided a live public comment for agenda item #45. Martinez's statement will be reflected in the minutes.

IN - MEETING PUBLIC COMMENT

Gretchen Newsome provided a live public comment for agenda item #45. Newsome's statement will be reflected in the minutes.



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Agenda Item No. 61

Chief Executive Officer's Report

March 11, 2021

In accordance with Board Policy No. 52, "Procurement of Goods and Services", attached are listings of contracts, purchase orders, and work orders that have been approved within the CEO's authority (up to and including \$100,000) for the period January 29, 2021 through March 3, 2021.

*Please note additional reporting of purchase orders that is now possible with the new SAP Enterprise Resource Planning system.

CEO Travel Report (since last Board meeting)

N/A

Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACTS				
Doc #	Organization	Subject	Amount	Day
G2386.1-20	DARKTRACE	ADDT'L CYBERSECURITY EIS LICENSING	\$87,700.00	2/1/2021
PWL235.0-177506-05.4	HMS CONSTRUCTION	CCO 4	\$54,366.11	2/3/2021
G2449.0-21	JAMISON	OILS & LUBRICANTS	\$52,901.28	2/3/2021
G2075.5-18	DOKKEN ENGINEERING	ADD REVISED NEG RATES	\$0.00	2/8/2021
PWG275.0-19275-21	ABC CONSTRUCTION	IAD WATER LINE LEAK	\$16,399.20	2/8/2021
G1950.4-17	KIMLEY-HORN AND ASSOC	ADD REVISED NEG RATES	\$0.00	2/8/2021
PWL287.2-19	METRO BUILDERS	CCO4 ZERO COST TIME EXTENSION	\$0.00	2/8/2021
PWL289.4-20	CONAN CONSTRUCTION	CCO4	\$25,291.78	2/8/2021
PWG275.0-19275-17	ABC CONSTRUCTION	ACE PARKING BUMPERS	\$5,275.33	2/8/2021
G1949.4-17	JACOBS	ADDS REVISED NEG RATES	\$0.00	2/10/2021
B0724.0-21	CALIFORNIA FUELS	OILS & LUBRICANTS	\$85,480.86	2/11/2021
G1946.6-17	GLOBAL SIGNALS CORP	ADD REVISED RATES	\$0.00	2/12/2021
B0725.0-21	SC FUELS	OILS & LUBRICANTS	\$44,195.54	2/16/2021
G1951.6-17	MOTT MACDONALD	ADD REVISED NEG RATES	\$0.00	2/16/2021
PWL271.2-19	GLOBAL POWER	NO COST TIME EXTENSION	\$0.00	2/17/2021
G1953.4-17	PACIFIC RAILWAYS	ADD REVISED NEG RATES	\$0.00	2/18/2021
G1947.5-17	HDR	ADD REVISED NEG RATES	\$0.00	2/22/2021
G1948.5-17	HNTB	ADD REVISED NEG RATES	\$0.00	2/25/2021
PWG253.4-18	ACM LIGHTING	ADD LOCATION AND FUNDS	\$25,568.00	2/25/2021

REVENUE CONTRACTS & MOUs				
Doc #	Organization	Subject	Amount	Day
S200-20-726	ORION CONSTRUCTION CORP	ROE -EL-7900	\$2,436.87	2/1/2021
L1437.1-18	BOSA DEVELOPMENT CALIFORNIA	TIME EXTENSION	\$750.00	2/1/2021
B0700.2-19	MCTR CALIFORNIA CONST	ROE TIME EXTENSION	\$750.00	2/2/2021
L1565.0-21	HP COMMUNICATION	CC-ROE-11680	\$1,049.58	2/8/2021
G2421.0-21	DIVERSIFIED UTILITY	SL-ROE-13060	\$2,511.01	2/10/2021
L1573.0-21	MICHELS PACIFIC ENERGY	ROE MTS CORRIDOR	\$1,500.00	2/12/2021
S200-21-753	OMEGA LAND SURVEYING	SL ROE-15880	\$0.00	2/12/2021
G2457.0-21	PATH	COMPASS CARD SALES AGREEMENT	\$0.00	2/16/2021
L5832.0-21	HOUSE OF AUTOMATION	ROE-OT-JROE-15140-2-10-21	\$1,311.87	2/26/2021

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400001321	1/29/2021	Office Depot		G200-OFFICE SUPPLIES	\$121.74	-	-
4400001322	2/1/2021	W.W. Grainger Inc		F170-MATL HANDLING EQUIP	\$889.80	-	-
4400001323	2/1/2021	W.W. Grainger Inc		M200-YARD FACILITIES	\$29.76	-	-
4400001324	2/2/2021	Office Depot		G200-OFFICE SUPPLIES	\$57.09	-	-
4400001325	2/3/2021	W.W. Grainger Inc		F150-DOORS, OVERHEAD	\$766.09	-	-
4400001326	2/3/2021	W.W. Grainger Inc		B150-BUS COMM EQUIP.	\$529.49	-	-
4400001327	2/4/2021	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$1,425.70	-	-
4400001328	2/5/2021	Mcmaster-Carr Supply Co		G150-FASTENERS	\$10.16	-	-
4400001329	2/5/2021	Office Depot		G200-OFFICE SUPPLIES	\$75.30	-	-
4400001330	2/8/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$92.51	-	-
4400001331	2/8/2021	Office Depot		G200-OFFICE SUPPLIES	\$134.54	-	-
4400001332	2/8/2021	Office Depot		G200-OFFICE SUPPLIES	\$8.77	-	-
4400001333	2/9/2021	Office Depot		G200-OFFICE SUPPLIES	\$217.92	-	-
4400001334	2/10/2021	Office Depot		G200-OFFICE SUPPLIES	\$54.14	-	-
4400001335	2/10/2021	Office Depot		G200-OFFICE SUPPLIES	\$96.97	-	-
4400001336	2/11/2021	Office Depot		G200-OFFICE SUPPLIES	\$19.07	-	-
4400001337	2/11/2021	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$1,366.60	-	-
4400001338	2/12/2021	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$228.43	-	-
4400001339	2/12/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$77.84	-	-
4400001340	2/17/2021	Office Depot		G200-OFFICE SUPPLIES	\$49.96	-	-
4400001341	2/18/2021	Office Depot		G200-OFFICE SUPPLIES	\$186.39	-	-
4400001342	2/19/2021	Mcmaster-Carr Supply Co		G150-FASTENERS	\$28.08	-	-
4400001343	2/19/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$70.60	-	-
4400001344	2/22/2021	Mcmaster-Carr Supply Co		F230-METALS/FERROUS	\$64.73	-	-
4400001345	2/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$102.56	-	-
4400001346	2/23/2021	Office Depot		G200-OFFICE SUPPLIES	\$83.94	-	-
4400001347	2/23/2021	Mcmaster-Carr Supply Co		G150-FASTENERS	\$19.14	-	-
4400001348	2/24/2021	Office Depot		G200-OFFICE SUPPLIES	\$71.84	-	-
4400001349	2/24/2021	Office Depot		G200-OFFICE SUPPLIES	\$147.84	-	-
4400001350	2/25/2021	Mcmaster-Carr Supply Co		G150-FASTENERS	\$84.93	-	-
4400001351	2/26/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$450.93	-	-
4400001352	2/27/2021	Office Depot		G200-OFFICE SUPPLIES	\$117.96	-	-
4400001353	2/27/2021	Office Depot		G200-OFFICE SUPPLIES	\$67.51	-	-
4400001354	3/2/2021	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$908.58	-	-
4400001355	3/3/2021	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$1,758.32	-	-
4400001356	3/3/2021	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$66.97	-	-
4500037028	1/29/2021	A-Z Bus Sales		P280-GENERAL SVC AGRMNTS	\$12,606.75	-	-
4500037029	1/29/2021	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$241.36	-	-
4500037030	1/29/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$4,135.29	-	-
4500037031	1/29/2021	Data Hardware Depot LP		I110-INFORMATION TECH	\$3,394.07	-	-
4500037032	1/29/2021	Mission Janitorial Supplies		G140-SHOP SUPPLIES	\$2,639.88	-	-
4500037033	1/29/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$499.42	-	-
4500037034	1/29/2021	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$1,519.86	-	-
4500037035	1/29/2021	Freeby Signs		B130-BUS BODY	\$108.64	-	-
4500037036	1/29/2021	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$303.43	-	-
4500037037	1/29/2021	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	\$2,241.21	-	-
4500037038	1/29/2021	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	\$252.19	-	-
4500037039	1/29/2021	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$10.22	-	-
4500037040	1/29/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$409.67	-	-
4500037041	1/29/2021	Genuine Parts Co		B250-BUS REPAIR PARTS	\$181.95	-	-
4500037042	1/29/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,088.16	-	-
4500037043	1/29/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$784.72	-	-
4500037044	1/29/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$161.90	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037045	1/29/2021	CDW LLC		I110-INFORMATION TECH	\$1,428.76	-	-
4500037046	1/29/2021	American Battery Corporation	Small Business	B160-BUS ELECTRICAL	\$8,543.03	-	-
4500037047	1/29/2021	Powerstride Battery Co. Inc.		B160-BUS ELECTRICAL	\$25,984.65	-	-
4500037048	1/31/2021	Home Depot USA Inc		G130-SHOP TOOLS	\$318.52	-	-
4500037049	1/31/2021	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$1,863.67	-	-
4500037050	1/31/2021	Daniels Tire Service		P210-NON-REV VEH REPAIRS	\$766.82	-	-
4500037051	1/31/2021	Mcmaster-Carr Supply Co		M140-WAYSIDE SIGNALS	\$3,122.51	-	-
4500037052	1/31/2021	Graybar Electric Co Inc		M140-WAYSIDE SIGNALS	\$1,147.01	-	-
4500037053	1/31/2021	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$2,139.42	-	-
4500037054	2/1/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,841.98	-	-
4500037055	2/1/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,538.93	-	-
4500037056	2/1/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$9,463.30	-	-
4500037057	2/1/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,293.38	-	-
4500037058	2/1/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$81.20	-	-
4500037059	2/1/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,768.73	-	-
4500037060	2/1/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$244.05	-	-
4500037061	2/1/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$265.82	-	-
4500037062	2/1/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$7.93	-	-
4500037063	2/1/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$5,113.90	-	-
4500037064	2/1/2021	R.S. Hughes Co Inc		B130-BUS BODY	\$533.56	-	-
4500037065	2/1/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,618.39	-	-
4500037066	2/1/2021	Jeyco Products Inc		G150-FASTENERS	\$174.03	-	-
4500037067	2/1/2021	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$852.74	-	-
4500037068	2/1/2021	Freeby Signs		B130-BUS BODY	\$101.29	-	-
4500037069	2/1/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$591.24	-	-
4500037070	2/1/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$103.12	-	-
4500037071	2/1/2021	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	\$143.53	-	-
4500037072	2/1/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$1,243.55	-	-
4500037073	2/1/2021	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$110.87	-	-
4500037074	2/1/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$349.91	-	-
4500037075	2/1/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$32.78	-	-
4500037076	2/1/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,527.17	-	-
4500037077	2/1/2021	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$33.08	-	-
4500037078	2/1/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$159.84	-	-
4500037080	2/1/2021	HI-TEC Enterprises	Small Business	F110-SHOP/BLDG MACHINERY	\$1,551.60	-	-
4500037081	2/1/2021	Waxie's Enterprises Inc.		G190-SAFETY/MED SUPPLIES	\$1,137.84	-	-
4500037082	2/2/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$19,318.60	-	-
4500037083	2/2/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$1,223.18	-	-
4500037084	2/2/2021	Golden Star Technology Inc	Small Business	I110-INFORMATION TECH	\$3,028.63	-	-
4500037085	2/2/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$1,947.69	-	-
4500037086	2/2/2021	TK Services Inc		P190-REV VEHICLE REPAIRS	\$666.03	-	-
4500037087	2/2/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$698.43	-	-
4500037088	2/2/2021	Transit Holdings Inc		B130-BUS BODY	\$238.39	-	-
4500037089	2/2/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$392.73	-	-
4500037090	2/2/2021	Airgas Inc		R160-RAIL/LRV ELECTRICAL	\$2,021.60	-	-
4500037091	2/2/2021	Air & Lube Systems Inc	DBE	P210-NON-REV VEH REPAIRS	\$678.57	-	-
4500037092	2/2/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$3,856.75	-	-
4500037093	2/2/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$6,727.91	-	-
4500037094	2/2/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$9.87	-	-
4500037095	2/2/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$139.26	-	-
4500037096	2/2/2021	Muncie Transit Supply		B140-BUS CHASSIS	\$47.20	-	-
4500037097	2/2/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$43.96	-	-
4500037098	2/2/2021	Gillig LLC		B160-BUS ELECTRICAL	\$90.98	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037099	2/2/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,208.18	-	-
4500037101	2/2/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$280.66	-	-
4500037102	2/2/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$804.57	-	-
4500037103	2/3/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$2,456.70	-	-
4500037104	2/3/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,472.87	-	-
4500037105	2/3/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$29,392.22	-	-
4500037106	2/3/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$78.29	-	-
4500037107	2/3/2021	MS Electrical Distribution Inc		M180-STATION ELECTRICAL	\$1,162.63	-	-
4500037108	2/3/2021	HD Supply Construction Supply, LTD.		M180-STATION ELECTRICAL	\$2,777.37	-	-
4500037109	2/3/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$51.85	-	-
4500037110	2/3/2021	Applied Industrial Technologies-CA		G160-PAINTS & CHEMICALS	\$189.04	-	-
4500037111	2/3/2021	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$563.11	-	-
4500037112	2/3/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$370.93	-	-
4500037113	2/3/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$40.03	-	-
4500037115	2/3/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$26.40	-	-
4500037116	2/3/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$539.17	-	-
4500037117	2/3/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$766.97	-	-
4500037118	2/3/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$72.21	-	-
4500037119	2/3/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$360.64	-	-
4500037120	2/3/2021	Mcmaster-Carr Supply Co		P190-REV VEHICLE REPAIRS	\$105.54	-	-
4500037121	2/3/2021	Gillig LLC		G140-SHOP SUPPLIES	\$475.49	-	-
4500037122	2/3/2021	Home Depot USA Inc		F180-BUILDING MATERIALS	\$368.98	-	-
4500037123	2/3/2021	Sherwin Williams Company		B130-BUS BODY	\$726.99	-	-
4500037124	2/3/2021	Taoglas USA Inc		I110-INFORMATION TECH	\$246.33	-	-
4500037125	2/3/2021	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$71.44	-	-
4500037126	2/3/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$179.88	-	-
4500037128	2/3/2021	Willy's Electronic Supply Co	Small Business	R150-RAIL/LRV COMM EQUIP	\$172.19	-	-
4500037129	2/3/2021	Airgas Inc		G140-SHOP SUPPLIES	\$32.28	-	-
4500037130	2/3/2021	Fastenal Company		G130-SHOP TOOLS	\$351.82	-	-
4500037131	2/3/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$594.51	-	-
4500037133	2/3/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$36.26	-	-
4500037134	2/3/2021	Mcmaster-Carr Supply Co		G210-OFFICE FURNITURE	\$271.98	-	-
4500037135	2/3/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$245.50	-	-
4500037137	2/3/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$27.46	-	-
4500037138	2/3/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$62.10	-	-
4500037139	2/3/2021	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$315.81	-	-
4500037140	2/3/2021	Data Alliance Inc		R150-RAIL/LRV COMM EQUIP	\$56.41	-	-
4500037141	2/3/2021	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$156.41	-	-
4500037142	2/3/2021	Transit Holdings Inc		B130-BUS BODY	\$14.68	-	-
4500037143	2/3/2021	S & C Distribution Company		M140-WAYSIDE SIGNALS	\$6,547.97	-	-
4500037144	2/3/2021	The Carpenter Group Inc		M120-OVRHEAD CATENARY SYS	\$1,228.35	-	-
4500037145	2/3/2021	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$559.32	-	-
4500037146	2/3/2021	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	\$221.64	-	-
4500037147	2/3/2021	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$247.79	-	-
4500037148	2/3/2021	Jankovich Company		G170-LUBRICANTS	\$3,457.98	-	-
4500037149	2/3/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$773.20	-	-
4500037150	2/3/2021	Total Filtration Services Inc		R230-RAIL/LRV MECHANICAL	\$1,797.72	-	-
4500037151	2/4/2021	NASG Holding Inc		R120-RAIL/LRV CAR BODY	\$7,758.00	-	-
4500037152	2/4/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$20,992.28	-	-
4500037153	2/4/2021	Synco Chemical Corporation		G170-LUBRICANTS	\$11,838.71	-	-
4500037154	2/4/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$101.82	-	-
4500037155	2/4/2021	HD Supply Facilities Maintenance		R160-RAIL/LRV ELECTRICAL	\$452.12	-	-
4500037156	2/4/2021	Sid Tool Co		G180-JANITORIAL SUPPLIES	\$406.22	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037157	2/4/2021	West End Holdings Inc		P280-GENERAL SVC AGRMNTS	\$840.00	-	-
4500037158	2/4/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$156.94	-	-
4500037159	2/4/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$50.86	-	-
4500037160	2/4/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$5,610.07	-	-
4500037162	2/4/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$1,502.59	-	-
4500037163	2/4/2021	Home Depot USA Inc		G140-SHOP SUPPLIES	\$301.32	-	-
4500037164	2/4/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,632.64	-	-
4500037165	2/4/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$2,024.73	-	-
4500037166	2/4/2021	CDW LLC		I110-INFORMATION TECH	\$318.87	-	-
4500037167	2/4/2021	Graybar Electric Co Inc		M120-OVRHEAD CATENARY SYS	\$2,741.38	-	-
4500037168	2/4/2021	Don Oleson Inc	Small Business	G140-SHOP SUPPLIES	\$156.24	-	-
4500037169	2/4/2021	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$688.13	-	-
4500037170	2/4/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$95.18	-	-
4500037171	2/4/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$261.95	-	-
4500037172	2/4/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$93.31	-	-
4500037173	2/4/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$153.06	-	-
4500037174	2/4/2021	Transit Holdings Inc		B130-BUS BODY	\$1,062.57	-	-
4500037175	2/4/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,770.55	-	-
4500037176	2/4/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$1,962.53	-	-
4500037177	2/4/2021	R.S. Hughes Co Inc		G190-SAFETY/MED SUPPLIES	\$110.75	-	-
4500037178	2/4/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$107.10	-	-
4500037179	2/4/2021	Freeby Signs		B130-BUS BODY	\$20.20	-	-
4500037180	2/4/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$979.50	-	-
4500037181	2/4/2021	US Mobile Wireless		A140-AUTO/TRUCK REPAIR	\$415.23	-	-
4500037182	2/4/2021	Aimee Partners Inc		P260-TESTING & ANALYSIS	\$2,235.00	-	-
4500037183	2/4/2021	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$1,395.25	-	-
4500037184	2/4/2021	Schunk Carbon Technology LLC		G170-LUBRICANTS	\$591.77	-	-
4500037185	2/4/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$15.13	-	-
4500037186	2/4/2021	Chromate Industrial Corporation		G150-FASTENERS	\$1,464.85	-	-
4500037187	2/4/2021	Genuine Parts Co		R180-RAIL/LRV LIGHTING	\$2,999.93	-	-
4500037188	2/4/2021	General Signals Inc		M130-CROSSING MECHANISM	\$2,844.60	-	-
4500037189	2/4/2021	Franklin Covey Client Sales Inc		P490-MANAGEMENT TRAINING	\$22,363.00	-	-
4500037190	2/4/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$1,575.19	-	-
4500037191	2/4/2021	National Electric Gate Co., Inc.		M130-CROSSING MECHANISM	\$3,911.33	-	-
4500037192	2/4/2021	Business Printing Company, Inc.		G220-OFFICE EQUIPMENT	\$311.98	-	-
4500037193	2/4/2021	Steven Timme		G230-PRINTED MATERIALS	\$70.04	-	-
4500037194	2/4/2021	Professional Sports		P310-ADVERTISING SERVICES	\$3,499.00	-	-
4500037195	2/4/2021	Schuko LLC		P310-ADVERTISING SERVICES	\$469.94	-	-
4500037196	2/4/2021	Inland Kenworth (US) Inc		B140-BUS CHASSIS	\$2,597.00	-	-
4500037197	2/5/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$685.50	-	-
4500037198	2/5/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$847.95	-	-
4500037199	2/5/2021	Trolley Support LLC		B250-BUS REPAIR PARTS	\$3,006.23	-	-
4500037200	2/5/2021	Meritor, Inc.		B140-BUS CHASSIS	\$118.63	-	-
4500037201	2/5/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$85.05	-	-
4500037202	2/5/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$334.88	-	-
4500037203	2/5/2021	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$67.64	-	-
4500037204	2/5/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$224.59	-	-
4500037205	2/5/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$105.75	-	-
4500037206	2/5/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$77.37	-	-
4500037207	2/5/2021	Muncie Transit Supply		B130-BUS BODY	\$162.59	-	-
4500037208	2/5/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$30.03	-	-
4500037209	2/5/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$14.12	-	-
4500037210	2/5/2021	Kaman Industrial Technologies		G170-LUBRICANTS	\$38.58	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037211	2/5/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$437.78	-	-
4500037212	2/5/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$82.36	-	-
4500037213	2/5/2021	IDSC Holdings LLC		G130-SHOP TOOLS	\$457.76	-	-
4500037214	2/5/2021	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$1,132.65	-	-
4500037215	2/5/2021	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$3,035.02	-	-
4500037216	2/5/2021	Siemens Mobility, Inc.		M140-WAYSIDE SIGNALS	\$2,264.05	-	-
4500037217	2/5/2021	AFL Telecommunications, Inc.		M120-OVRHEAD CATENARY SYS	\$2,424.38	-	-
4500037218	2/5/2021	Sid Tool Co		G130-SHOP TOOLS	\$3,350.81	-	-
4500037219	2/5/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$120.04	-	-
4500037220	2/5/2021	B&H Photo & Electronics Corp		B150-BUS COMM EQUIP.	\$107.73	-	-
4500037221	2/5/2021	Cubic Transportation Systems		B190-BUS FARE EQUIP	\$8,889.38	-	-
4500037222	2/5/2021	Merrimac Petroleum Inc	Woman Owned Business	A120-AUTO/TRUCK GASOLINE	\$23,581.44	-	-
4500037223	2/8/2021	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$1,619.05	-	-
4500037224	2/8/2021	Home Depot USA Inc		P120-BLDG/FACILITY REPRS	\$896.67	-	-
4500037225	2/8/2021	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	\$1,605.48	-	-
4500037226	2/8/2021	Allied Electronics Inc		P120-BLDG/FACILITY REPRS	\$57.46	-	-
4500037227	2/8/2021	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$405.18	-	-
4500037228	2/8/2021	W.W. Grainger Inc		G120-SECURITY	\$510.32	-	-
4500037229	2/8/2021	Office Solutions		G280-FARE MATERIALS	\$93.09	-	-
4500037230	2/8/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$11,651.88	-	-
4500037231	2/8/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,324.21	-	-
4500037232	2/8/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,490.94	-	-
4500037233	2/8/2021	Schunk Carbon Technology LLC		G170-LUBRICANTS	\$30.76	-	-
4500037234	2/8/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$1,215.92	-	-
4500037235	2/8/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$235.98	-	-
4500037236	2/8/2021	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,040.00	-	-
4500037237	2/8/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$6,111.85	-	-
4500037238	2/8/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$465.25	-	-
4500037239	2/8/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$146.21	-	-
4500037240	2/8/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$24.52	-	-
4500037241	2/8/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$6,363.73	-	-
4500037242	2/8/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$141.14	-	-
4500037243	2/8/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,694.63	-	-
4500037244	2/8/2021	R.S. Hughes Co Inc		B130-BUS BODY	\$159.24	-	-
4500037245	2/8/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$1,241.51	-	-
4500037246	2/8/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$52.40	-	-
4500037247	2/8/2021	Genuine Parts Co		A140-AUTO/TRUCK REPAIR	\$1,382.13	-	-
4500037248	2/8/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$32.63	-	-
4500037249	2/8/2021	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$59.22	-	-
4500037250	2/8/2021	Gillig LLC		B130-BUS BODY	\$95.49	-	-
4500037251	2/8/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$115.51	-	-
4500037252	2/8/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$10.24	-	-
4500037253	2/8/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$314.97	-	-
4500037254	2/8/2021	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	\$517.21	-	-
4500037255	2/8/2021	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$30.06	-	-
4500037256	2/8/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,740.99	-	-
4500037257	2/8/2021	Mithril Enterprises	Small Business	G200-OFFICE SUPPLIES	\$184.26	-	-
4500037258	2/8/2021	Jacobs Engineering Group Inc		I110-INFORMATION TECH	\$268.00	-	-
4500037259	2/8/2021	Robcar Corporation	Woman Owned Business	F180-BUILDING MATERIALS	\$2,768.97	-	-
4500037260	2/9/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$216.88	-	-
4500037261	2/9/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,123.29	-	-
4500037262	2/9/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$182.91	-	-
4500037263	2/9/2021	City Treasurer		P180-LEASES, OTHER	\$2,576.48	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037264	2/9/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$276.05	-	-
4500037265	2/9/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$15.91	-	-
4500037266	2/9/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,844.38	-	-
4500037267	2/9/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$370.93	-	-
4500037268	2/9/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,014.03	-	-
4500037269	2/9/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$529.44	-	-
4500037270	2/9/2021	Gillig LLC		B130-BUS BODY	\$1,313.53	-	-
4500037271	2/9/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$202.03	-	-
4500037272	2/9/2021	Mcmaster-Carr Supply Co		P190-REV VEHICLE REPAIRS	\$108.41	-	-
4500037273	2/9/2021	Ahlee Backflow Service	Small Business	F110-SHOP/BLDG MACHINERY	\$876.32	-	-
4500037274	2/9/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,336.80	-	-
4500037275	2/9/2021	W.W. Grainger Inc		G160-PAINTS & CHEMICALS	\$54.82	-	-
4500037276	2/9/2021	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$429.89	-	-
4500037277	2/9/2021	OneSource Distributors, LLC		G180-JANITORIAL SUPPLIES	\$472.59	-	-
4500037278	2/9/2021	Daniels Tire Service		A110-AUTO/TRUCK TIRES	\$727.67	-	-
4500037279	2/9/2021	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$445.17	-	-
4500037280	2/9/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$1,061.53	-	-
4500037281	2/9/2021	Laird Plastics, Inc		G290-FARE REVENUE EQUIP	\$414.84	-	-
4500037282	2/9/2021	General Signals Inc		M130-CROSSING MECHANISM	\$8,447.67	-	-
4500037283	2/9/2021	Sid Tool Co		G130-SHOP TOOLS	\$262.96	-	-
4500037284	2/9/2021	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$785.02	-	-
4500037285	2/10/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,116.31	-	-
4500037286	2/10/2021	Mission Janitorial Supplies		G140-SHOP SUPPLIES	\$447.73	-	-
4500037287	2/10/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$3,499.02	-	-
4500037288	2/10/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$125.55	-	-
4500037289	2/10/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$502.59	-	-
4500037290	2/10/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$498.46	-	-
4500037291	2/10/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,206.00	-	-
4500037292	2/10/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,731.88	-	-
4500037293	2/10/2021	Meritor, Inc.		B140-BUS CHASSIS	\$94.91	-	-
4500037294	2/10/2021	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$36.21	-	-
4500037295	2/10/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$10.56	-	-
4500037296	2/10/2021	Kaman Industrial Technologies		G130-SHOP TOOLS	\$53.63	-	-
4500037297	2/10/2021	Kiel NA LLC		B130-BUS BODY	\$1,047.30	-	-
4500037298	2/10/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$1,391.48	-	-
4500037299	2/10/2021	David Glen Bond		G120-SECURITY	\$280.00	-	-
4500037300	2/10/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,632.73	-	-
4500037301	2/10/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$194.08	-	-
4500037302	2/10/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$140.16	-	-
4500037303	2/10/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$57.97	-	-
4500037304	2/10/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$17.71	-	-
4500037305	2/10/2021	R.S. Hughes Co Inc		B130-BUS BODY	\$64.26	-	-
4500037306	2/10/2021	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$248.91	-	-
4500037307	2/11/2021	California Sheet Metal Works	Small Business	R160-RAIL/LRV ELECTRICAL	\$11,771.63	-	-
4500037308	2/11/2021	Comfort Mechanical Inc	Small Business	M140-WAYSIDE SIGNALS	\$993.00	-	-
4500037309	2/11/2021	Graybar Electric Co Inc		M140-WAYSIDE SIGNALS	\$1,378.72	-	-
4500037310	2/11/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$2,197.84	-	-
4500037311	2/11/2021	Transit Holdings Inc		B130-BUS BODY	\$516.04	-	-
4500037312	2/11/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$2,049.23	-	-
4500037313	2/11/2021	Transit Holdings Inc		B130-BUS BODY	\$948.96	-	-
4500037314	2/11/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$326.59	-	-
4500037315	2/11/2021	Prudential Overall Supply		G140-SHOP SUPPLIES	\$3,445.85	-	-
4500037316	2/11/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$1,184.40	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037317	2/11/2021	R.B. Hornberger Co Inc		T110-TRACK, RAIL	\$622.26	-	-
4500037318	2/11/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$612.23	-	-
4500037319	2/11/2021	Newegg Business, Inc.		G290-FARE REVENUE EQUIP	\$711.04	-	-
4500037320	2/11/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$760.98	-	-
4500037321	2/11/2021	W.W. Grainger Inc		G170-LUBRICANTS	\$431.24	-	-
4500037322	2/11/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$79.37	-	-
4500037323	2/11/2021	LTK Consulting Services, Inc.		P280-GENERAL SVC AGRMNTS	\$9,472.00	-	-
4500037324	2/11/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$2,447.19	-	-
4500037325	2/11/2021	Bricehouse Starboard LLC		P310-ADVERTISING SERVICES	\$3,480.00	-	-
4500037326	2/11/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$735.16	-	-
4500037327	2/11/2021	Uline		G110-BUS/TROLLEY SIGNAGE	\$3,565.81	-	-
4500037328	2/11/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$284.67	-	-
4500037329	2/11/2021	Gillig LLC		B160-BUS ELECTRICAL	\$1,505.22	-	-
4500037330	2/11/2021	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$150.74	-	-
4500037331	2/11/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,838.64	-	-
4500037332	2/11/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,632.73	-	-
4500037333	2/11/2021	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$984.39	-	-
4500037334	2/11/2021	Alarm Center Group Inc		P280-GENERAL SVC AGRMNTS	\$2,518.20	-	-
4500037335	2/11/2021	Airgas Inc		G140-SHOP SUPPLIES	\$21.55	-	-
4500037336	2/11/2021	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$332.32	-	-
4500037337	2/11/2021	Fastenal Company		G140-SHOP SUPPLIES	\$1,316.79	-	-
4500037338	2/11/2021	Cox Communications Inc		P280-GENERAL SVC AGRMNTS	\$1,700.00	-	-
4500037339	2/11/2021	Gillig LLC		B120-BUS MECHANICAL PARTS	\$1,023.00	-	-
4500037340	2/11/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,212.42	-	-
4500037341	2/11/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$172.28	-	-
4500037342	2/11/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$997.00	-	-
4500037343	2/11/2021	Cubic Transportation Systems		B190-BUS FARE EQUIP	\$3,232.50	-	-
4500037344	2/11/2021	Cubic Transportation Systems		B190-BUS FARE EQUIP	\$3,232.50	-	-
4500037345	2/11/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$991.00	-	-
4500037346	2/11/2021	G & A Auto Air Conditioning		F110-SHOP/BLDG MACHINERY	\$230.66	-	-
4500037347	2/11/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$377.75	-	-
4500037348	2/11/2021	TESSCO Technologies Incorporated		B250-BUS REPAIR PARTS	\$215.51	-	-
4500037350	2/11/2021	CDW LLC		I110-INFORMATION TECH	\$869.30	-	-
4500037351	2/11/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$97.78	-	-
4500037352	2/11/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$4,063.12	-	-
4500037353	2/11/2021	JKL Cleaning Systems	Small Business	F110-SHOP/BLDG MACHINERY	\$145.47	-	-
4500037354	2/11/2021	Mouser Electronics Inc		B250-BUS REPAIR PARTS	\$149.21	-	-
4500037355	2/11/2021	CloudSDS Inc.		P280-GENERAL SVC AGRMNTS	\$12,700.00	-	-
4500037356	2/11/2021	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$689.70	-	-
4500037357	2/12/2021	ABC Construction Co., Inc.		C110-GENERAL CONTRACTORS	\$16,399.20	-	14,482.13
4500037358	2/12/2021	ABC Construction Co., Inc.		C110-GENERAL CONTRACTORS	\$5,275.33	-	-
4500037359	2/12/2021	TAKKT America Holding Inc		G210-OFFICE FURNITURE	\$2,541.34	-	-
4500037360	2/12/2021	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	\$1,147.34	-	-
4500037361	2/12/2021	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	\$456.63	-	-
4500037362	2/12/2021	R.B. Hornberger Co Inc		G130-SHOP TOOLS	\$2,968.52	-	-
4500037364	2/12/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$17.56	-	-
4500037365	2/12/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$21,456.75	-	-
4500037366	2/12/2021	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$2,451.35	-	-
4500037367	2/12/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$145.46	-	-
4500037368	2/12/2021	Soapy Joe's PH, Inc		P210-NON-REV VEH REPAIRS	\$1,500.00	-	-
4500037369	2/12/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$7,633.01	-	-
4500037370	2/12/2021	Wesco Distribution Inc		G140-SHOP SUPPLIES	\$371.57	-	-
4500037371	2/12/2021	Gillig LLC		B110-BUS HVAC SYSTEMS	\$490.61	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037372	2/12/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$387.69	-	-
4500037373	2/12/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$347.40	-	-
4500037374	2/12/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$147.06	-	-
4500037375	2/12/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$58.96	-	-
4500037376	2/12/2021	Kaman Industrial Technologies		G130-SHOP TOOLS	\$26.22	-	-
4500037377	2/12/2021	B & S Graphics Inc		B130-BUS BODY	\$43.10	-	-
4500037378	2/12/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$9,710.40	-	-
4500037379	2/12/2021	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$981.88	-	-
4500037380	2/16/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$38.43	-	-
4500037381	2/16/2021	Daniels Tire Service		A110-AUTO/TRUCK TIRES	\$744.00	-	-
4500037382	2/16/2021	Kenneth Place		F190-LANDSCAPING MAT'LS	\$574.83	-	-
4500037383	2/16/2021	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$154.81	-	-
4500037384	2/16/2021	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$21,058.89	-	-
4500037385	2/16/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$7,718.60	-	-
4500037386	2/16/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,324.21	-	-
4500037387	2/16/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$8,958.58	-	-
4500037388	2/16/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$402.72	-	-
4500037389	2/16/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500037390	2/16/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$61.28	-	-
4500037391	2/16/2021	Steven Timme		G230-PRINTED MATERIALS	\$46.94	-	-
4500037392	2/16/2021	Steven Timme		G230-PRINTED MATERIALS	\$1,919.94	-	-
4500037393	2/16/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$35.45	-	-
4500037394	2/16/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$6,283.17	-	-
4500037395	2/16/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$3,207.33	-	-
4500037396	2/16/2021	Jeyco Products Inc		G160-PAINTS & CHEMICALS	\$91.37	-	-
4500037397	2/16/2021	Gillig LLC		B160-BUS ELECTRICAL	\$2,564.85	-	-
4500037398	2/16/2021	Waxie's Enterprises Inc.		G130-SHOP TOOLS	\$55.00	-	-
4500037399	2/16/2021	Willy's Electronic Supply Co	Small Business	B160-BUS ELECTRICAL	\$218.77	-	-
4500037400	2/16/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$656.04	-	-
4500037401	2/16/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$34.53	-	-
4500037402	2/16/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,794.80	-	-
4500037403	2/16/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,692.07	-	-
4500037404	2/16/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$275.86	-	-
4500037405	2/16/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$21,725.64	-	-
4500037406	2/16/2021	Sportworks Northwest Inc		B130-BUS BODY	\$93.75	-	-
4500037407	2/16/2021	Gillig LLC		B160-BUS ELECTRICAL	\$731.95	-	-
4500037408	2/16/2021	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$13,294.68	-	-
4500037409	2/16/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$9,008.68	-	-
4500037410	2/16/2021	Industrial Maintenance Supply LLC	DBE	G130-SHOP TOOLS	\$40.69	-	-
4500037411	2/16/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,119.86	-	-
4500037412	2/16/2021	Thompson Building Materials		R230-RAIL/LRV MECHANICAL	\$3,067.54	-	-
4500037413	2/16/2021	Pacific Rigging Loft Inc		G130-SHOP TOOLS	\$294.51	-	-
4500037414	2/16/2021	Steven Timme		G230-PRINTED MATERIALS	\$2,212.72	-	-
4500037415	2/16/2021	Soapstone Media, Inc.		G230-PRINTED MATERIALS	\$2,820.00	-	-
4500037416	2/16/2021	Southwest Lift & Equipment Inc.	Small Business	F130-VEH HOISTS, JACKS	\$1,700.50	-	-
4500037417	2/16/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$795.96	-	-
4500037418	2/16/2021	Home Depot USA Inc		G210-OFFICE FURNITURE	\$3,835.72	-	-
4500037419	2/16/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$302.24	-	-
4500037420	2/16/2021	HD Supply Construction Supply, LTD		M180-STATION ELECTRICAL	\$2,777.37	-	-
4500037421	2/16/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$751.49	-	-
4500037422	2/17/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$577.54	-	-
4500037423	2/17/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$525.44	-	-
4500037424	2/17/2021	Knorr Brake Holding Corporation		R230-RAIL/LRV MECHANICAL	\$915.54	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037425	2/17/2021	Allied Electronics Inc		P540-MAINTENANCE TRAINING	\$811.60	-	-
4500037426	2/17/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$270.00	-	-
4500037427	2/17/2021	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$1,970.39	-	-
4500037428	2/17/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$118.95	-	-
4500037429	2/17/2021	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$832.83	-	-
4500037430	2/17/2021	Transit Holdings Inc		B130-BUS BODY	\$134.15	-	-
4500037431	2/17/2021	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$3,326.19	-	-
4500037432	2/17/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$267.16	-	-
4500037433	2/17/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$1,446.33	-	-
4500037434	2/17/2021	Industrial Maintenance Supply LLC	DBE	G130-SHOP TOOLS	\$37.88	-	-
4500037435	2/17/2021	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$509.87	-	-
4500037436	2/17/2021	Gillig LLC		B160-BUS ELECTRICAL	\$97.19	-	-
4500037437	2/17/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$17.84	-	-
4500037438	2/17/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$102.65	-	-
4500037439	2/17/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$242.44	-	-
4500037440	2/17/2021	Kaman Industrial Technologies		G170-LUBRICANTS	\$29.30	-	-
4500037441	2/17/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$997.50	-	-
4500037442	2/17/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$465.48	-	-
4500037443	2/17/2021	Willy's Electronic Supply Co	Small Business	R160-RAIL/LRV ELECTRICAL	\$138.44	-	-
4500037444	2/17/2021	Professional Contractors Supplies		G190-SAFETY/MED SUPPLIES	\$183.40	-	-
4500037445	2/17/2021	Golden State Supply LLC		G140-SHOP SUPPLIES	\$84.50	-	-
4500037446	2/17/2021	Chromate Industrial Corporation		G150-FASTENERS	\$1,369.35	-	-
4500037447	2/17/2021	Knorr Brake Holding Corporation		R140-RAIL/LRV DOORS/RAMP	\$13,132.03	-	-
4500037448	2/17/2021	Mcmaster-Carr Supply Co		R220-RAIL/LRV TRUCKS	\$1,015.20	-	-
4500037449	2/17/2021	Home Depot USA Inc		G140-SHOP SUPPLIES	\$782.26	-	-
4500037450	2/17/2021	Transit Products and Services		B130-BUS BODY	\$19,395.00	-	-
4500037451	2/17/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$202.54	-	-
4500037452	2/17/2021	Mouser Electronics Inc		B250-BUS REPAIR PARTS	\$105.60	-	-
4500037453	2/17/2021	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$76.88	-	-
4500037454	2/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$452.39	-	-
4500037455	2/17/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$33.38	-	-
4500037456	2/17/2021	Clear Sign & Design Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$379.64	-	-
4500037457	2/17/2021	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	\$20,741.88	-	-
4500037458	2/17/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$945.23	-	-
4500037459	2/17/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,355.03	-	-
4500037460	2/18/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,624.87	-	-
4500037461	2/18/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$1,655.04	-	-
4500037462	2/18/2021	Transit Holdings Inc		B130-BUS BODY	\$1,738.15	-	-
4500037463	2/18/2021	SC Commercial, LLC		G170-LUBRICANTS	\$1,911.22	-	-
4500037464	2/18/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$13.68	-	-
4500037465	2/18/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$5,073.81	-	-
4500037466	2/18/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,111.04	-	-
4500037467	2/18/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$233.28	-	-
4500037468	2/18/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$815.02	-	-
4500037469	2/18/2021	Gillig LLC		B130-BUS BODY	\$585.45	-	-
4500037470	2/18/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$66.35	-	-
4500037471	2/18/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$72.14	-	-
4500037472	2/18/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$44.80	-	-
4500037473	2/18/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$59.64	-	-
4500037474	2/18/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$8.71	-	-
4500037475	2/18/2021	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$212.11	-	-
4500037476	2/18/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$325.11	-	-
4500037477	2/18/2021	Freeby Signs		B130-BUS BODY	\$22.90	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037479	2/18/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$82.40	-	-
4500037481	2/18/2021	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$9,194.53	-	-
4500037482	2/18/2021	Zep Vehicle Care Inc		G180-JANITORIAL SUPPLIES	\$901.22	-	-
4500037483	2/18/2021	Schunk Carbon Technology LLC		G170-LUBRICANTS	\$410.01	-	-
4500037484	2/18/2021	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	\$3,695.83	-	-
4500037485	2/18/2021	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$1,378.60	-	-
4500037486	2/18/2021	Simmons Boardman Books Inc		P540-MAINTENANCE TRAINING	\$2,858.00	-	-
4500037487	2/18/2021	OneSource Distributors, LLC		G140-SHOP SUPPLIES	\$2,216.64	-	-
4500037488	2/18/2021	Home Depot USA Inc		G210-OFFICE FURNITURE	\$657.11	-	-
4500037489	2/18/2021	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$476.27	-	-
4500037490	2/18/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$31.25	-	-
4500037491	2/18/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$812.01	-	-
4500037492	2/18/2021	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$969.75	-	-
4500037493	2/18/2021	W.W. Grainger Inc		R210-RAIL/LRV TIRES	\$248.91	-	-
4500037494	2/18/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$2,214.48	-	-
4500037495	2/18/2021	Cubic Transportation Systems		B190-BUS FARE EQUIP	\$40,591.42	-	-
4500037496	2/18/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$72.02	-	-
4500037497	2/19/2021	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$1,619.05	-	-
4500037498	2/19/2021	Anderson & Brabant, Inc.		P410-CONSULTING	\$8,750.00	-	-
4500037499	2/19/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,194.70	-	-
4500037500	2/19/2021	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$7,603.43	-	-
4500037501	2/19/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$728.48	-	-
4500037502	2/19/2021	Muncie Transit Supply		B130-BUS BODY	\$2.13	-	-
4500037503	2/19/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$3,912.13	-	-
4500037504	2/19/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,123.29	-	-
4500037505	2/19/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$6,426.70	-	-
4500037506	2/19/2021	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$215.50	-	-
4500037507	2/19/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$116.32	-	-
4500037508	2/19/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$695.74	-	-
4500037509	2/19/2021	W.W. Grainger Inc		G150-FASTENERS	\$926.88	-	-
4500037510	2/19/2021	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$3.28	-	-
4500037511	2/19/2021	Transit Holdings Inc		B130-BUS BODY	\$354.50	-	-
4500037512	2/19/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$319.00	-	-
4500037513	2/19/2021	Prizm Janitorial Services Inc	Small Business	P280-GENERAL SVC AGRMNTS	\$275.00	-	-
4500037514	2/19/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,412.64	-	-
4500037515	2/22/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$2,251.98	-	-
4500037516	2/22/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$7,644.87	-	-
4500037517	2/22/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$21.85	-	-
4500037518	2/22/2021	San Diego Community		P540-MAINTENANCE TRAINING	\$240.00	-	-
4500037519	2/22/2021	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	\$203.82	-	-
4500037520	2/22/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$10,295.55	-	-
4500037521	2/22/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,480.00	-	-
4500037522	2/22/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,447.51	-	-
4500037523	2/22/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$131.56	-	-
4500037524	2/22/2021	Transit Holdings Inc		B130-BUS BODY	\$934.90	-	-
4500037525	2/22/2021	Mcmaster-Carr Supply Co		P190-REV VEHICLE REPAIRS	\$100.85	-	-
4500037526	2/22/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$697.10	-	-
4500037527	2/22/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$2,468.10	-	-
4500037528	2/22/2021	Gillig LLC		B130-BUS BODY	\$1,270.90	-	-
4500037529	2/22/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,169.74	-	-
4500037530	2/22/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$633.98	-	-
4500037531	2/22/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$493.28	-	-
4500037532	2/22/2021	Muncie Transit Supply		B110-BUS HVAC SYSTEMS	\$331.10	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037533	2/22/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$76.89	-	-
4500037534	2/22/2021	Transit Products and Services		B130-BUS BODY	\$14,007.50	-	-
4500037535	2/22/2021	Mcmaster-Carr Supply Co		B160-BUS ELECTRICAL	\$17.13	-	-
4500037536	2/22/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$156.03	-	-
4500037537	2/22/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$53.73	-	-
4500037538	2/22/2021	Badger Daylighting Corp.		P280-GENERAL SVC AGRMNTS	\$21,131.25	-	-
4500037539	2/22/2021	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$35.02	-	-
4500037540	2/22/2021	HI-TEC Enterprises	Small Business	R220-RAIL/LRV TRUCKS	\$75,963.75	-	-
4500037541	2/22/2021	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$718.42	-	-
4500037542	2/22/2021	General Information Systems Ltd		G120-SECURITY	\$3,312.00	-	-
4500037543	2/22/2021	Fastenal Company		G140-SHOP SUPPLIES	\$2,040.87	-	-
4500037544	2/22/2021	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$161.45	-	-
4500037546	2/23/2021	VCA Animal Hospitals, Inc.		G120-SECURITY	\$275.87	-	-
4500037547	2/23/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$139.54	-	-
4500037548	2/23/2021	Schunk Carbon Technology LLC		R160-RAIL/LRV ELECTRICAL	\$95,788.24	-	-
4500037549	2/23/2021	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$5,133.21	-	-
4500037550	2/23/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,253.44	-	-
4500037551	2/23/2021	Transit Holdings Inc		B190-BUS FARE EQUIP	\$161.20	-	-
4500037552	2/23/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,853.31	-	-
4500037553	2/23/2021	Jeyco Products Inc		G140-SHOP SUPPLIES	\$9.88	-	-
4500037554	2/23/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$258.08	-	-
4500037555	2/23/2021	Kaman Industrial Technologies		B200-BUS PWR TRAIN EQUIP	\$99.57	-	-
4500037556	2/23/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$75.08	-	-
4500037557	2/23/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$280.66	-	-
4500037558	2/23/2021	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	\$517.21	-	-
4500037559	2/23/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$82.49	-	-
4500037560	2/23/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$39.86	-	-
4500037561	2/23/2021	Hewlett Packard Enterprise Company		I140-IT CAPITAL SOFTWARE	\$1,449.52	-	-
4500037562	2/23/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$67.23	-	-
4500037563	2/23/2021	Erin Yena Lee		P280-GENERAL SVC AGRMNTS	\$6,600.00	-	-
4500037564	2/23/2021	Mission Janitorial Supplies		G190-SAFETY/MED SUPPLIES	\$995.63	-	-
4500037565	2/23/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$72.41	-	-
4500037566	2/23/2021	Kaman Industrial Technologies		G160-PAINTS & CHEMICALS	\$385.84	-	-
4500037567	2/23/2021	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$191.58	-	-
4500037568	2/23/2021	JKL Cleaning Systems	Small Business	G180-JANITORIAL SUPPLIES	\$1,107.25	-	-
4500037569	2/23/2021	Fastenal Company		G140-SHOP SUPPLIES	\$202.48	-	-
4500037570	2/23/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$642.83	-	-
4500037571	2/23/2021	Louis Sardo Upholstery Inc		R200-RAIL/LRV SEATING	\$3,079.92	-	-
4500037572	2/23/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$355.31	-	-
4500037573	2/23/2021	Home Depot USA Inc		G170-LUBRICANTS	\$297.76	-	-
4500037574	2/23/2021	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$1,287.55	-	-
4500037575	2/23/2021	OneSource Distributors, LLC		M140-WAYSIDE SIGNALS	\$1,680.58	-	-
4500037576	2/23/2021	Transit Holdings Inc		INSURANCE-Insurance Stock	\$16,206.05	-	-
4500037577	2/23/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$310.96	-	-
4500037578	2/23/2021	Charter Industrial Supply Inc	Small Business	R220-RAIL/LRV TRUCKS	\$2,080.00	-	-
4500037579	2/23/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$3,334.57	-	-
4500037580	2/23/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$1,514.62	-	-
4500037581	2/23/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$23.32	-	-
4500037582	2/23/2021	NetXperts Inc.	Small Business	I110-INFORMATION TECH	\$56,176.38	-	-
4500037583	2/24/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$910.49	-	-
4500037584	2/24/2021	Grah Safe & Lock Inc	Small Business	P130-EQUIP MAINT REPR SVC	\$217.80	-	-
4500037585	2/24/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$142.62	-	-
4500037586	2/24/2021	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$627.76	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037587	2/24/2021	Schunk Carbon Technology LLC		R190-RAIL/LRV PANTOGRAPH	\$15,300.50	-	-
4500037588	2/24/2021	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$548.16	-	-
4500037589	2/24/2021	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	\$90.74	-	-
4500037590	2/24/2021	MGM Plastics, Inc.		B250-BUS REPAIR PARTS	\$3,017.00	-	-
4500037591	2/24/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,019.40	-	-
4500037592	2/24/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$155.45	-	-
4500037593	2/24/2021	CDW LLC		I110-INFORMATION TECH	\$22,911.17	-	-
4500037594	2/24/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$87.99	-	-
4500037595	2/24/2021	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$137.92	-	-
4500037596	2/24/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$51.66	-	-
4500037597	2/24/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$966.73	-	-
4500037598	2/24/2021	SC Commercial, LLC		G170-LUBRICANTS	\$2,284.30	-	-
4500037599	2/24/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$63.66	-	-
4500037600	2/24/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$260.76	-	-
4500037601	2/24/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$346.75	-	-
4500037602	2/24/2021	Gillig LLC		B130-BUS BODY	\$573.53	-	-
4500037603	2/24/2021	E W Truck & Equipment Co Inc		B140-BUS CHASSIS	\$100.21	-	-
4500037604	2/24/2021	Airgas Inc		G140-SHOP SUPPLIES	\$77.75	-	-
4500037605	2/24/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$121.87	-	-
4500037606	2/24/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$620.20	-	-
4500037607	2/24/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$558.36	-	-
4500037608	2/24/2021	Freeby Signs		B130-BUS BODY	\$241.66	-	-
4500037609	2/24/2021	Muncie Transit Supply		B130-BUS BODY	\$85.40	-	-
4500037610	2/24/2021	TK Services Inc		B110-BUS HVAC SYSTEMS	\$42.20	-	-
4500037611	2/24/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,365.56	-	-
4500037612	2/24/2021	Allied Refrigeration Inc		F110-SHOP/BLDG MACHINERY	\$243.32	-	-
4500037613	2/24/2021	SPX Corporation		B250-BUS REPAIR PARTS	\$183.18	-	-
4500037614	2/24/2021	Baker Electric Inc		C120-SPECIALTY CONTRACTOR	\$3,450.00	-	-
4500037615	2/24/2021	CDW LLC		I110-INFORMATION TECH	\$516.65	-	-
4500037616	2/25/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,997.69	-	-
4500037617	2/25/2021	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$25,928.10	-	-
4500037618	2/25/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$914.78	-	-
4500037619	2/25/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$168.07	-	-
4500037620	2/25/2021	Uline		G110-BUS/TROLLEY SIGNAGE	\$3,566.82	-	-
4500037621	2/25/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,882.68	-	-
4500037622	2/25/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$642.30	-	-
4500037623	2/25/2021	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$431.00	-	-
4500037624	2/25/2021	Univision Radio Stations Group Inc.		P310-ADVERTISING SERVICES	\$3,400.00	-	-
4500037625	2/25/2021	Jeyco Products Inc		G150-FASTENERS	\$189.66	-	-
4500037626	2/25/2021	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	\$43.91	-	-
4500037627	2/25/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$89.43	-	-
4500037628	2/25/2021	Charter Industrial Supply Inc	Small Business	B140-BUS CHASSIS	\$11.31	-	-
4500037629	2/25/2021	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$415.56	-	-
4500037630	2/25/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$499.52	-	-
4500037631	2/25/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$330.43	-	-
4500037632	2/25/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$1,492.91	-	-
4500037633	2/25/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$154.30	-	-
4500037634	2/25/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$1,770.97	-	-
4500037635	2/25/2021	JKL Cleaning Systems	Small Business	G180-JANITORIAL SUPPLIES	\$1,935.16	-	-
4500037636	2/25/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$866.09	-	-
4500037637	2/25/2021	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$327.56	-	-
4500037638	2/25/2021	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$364.54	-	-
4500037639	2/25/2021	Kiel NA LLC		B130-BUS BODY	\$1,954.59	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037641	2/25/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$654.69	-	-
4500037642	2/25/2021	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$989.40	-	-
4500037643	2/25/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$12,865.35	-	-
4500037645	2/25/2021	Willy's Electronic Supply Co	Small Business	G120-SECURITY	\$510.74	-	-
4500037646	2/25/2021	Laird Plastics, Inc		F180-BUILDING MATERIALS	\$3,812.04	-	-
4500037647	2/25/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$194.00	-	-
4500037648	2/25/2021	Jankovich Company		G170-LUBRICANTS	\$3,457.98	-	-
4500037649	2/25/2021	Home Depot USA Inc		F180-BUILDING MATERIALS	\$111.52	-	-
4500037650	2/25/2021	Sandra A Uyeunten		P440-CATERING SERVICES	\$175.00	-	-
4500037651	2/25/2021	A to Z Enterprises, Inc.		P300-TOWING SVCS	\$270.00	-	-
4500037652	2/25/2021	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$130.60	-	-
4500037653	2/25/2021	Fastenal Company		G140-SHOP SUPPLIES	\$2,133.08	-	-
4500037654	2/25/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$919.69	-	-
4500037655	2/25/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$648.04	-	-
4500037656	2/25/2021	Newegg Business, Inc.		I110-INFORMATION TECH	\$206.45	-	-
4500037657	2/26/2021	Citywide Auto Glass Inc		R120-RAIL/LRV CAR BODY	\$1,478.87	-	-
4500037658	2/26/2021	ACM Artistic Neon	DBE	P280-GENERAL SVC AGRMNTS	\$25,000.00	-	-
4500037660	2/26/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,792.58	-	-
4500037662	2/26/2021	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$11,125.55	-	-
4500037663	2/26/2021	Sid Tool Co		F110-SHOP/BLDG MACHINERY	\$212.27	-	-
4500037664	2/26/2021	Smart & Final Holdings Corp.		G190-SAFETY/MED SUPPLIES	\$188.29	-	-
4500037665	2/26/2021	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$61.62	-	-
4500037666	2/26/2021	R.S. Hughes Co Inc		B130-BUS BODY	\$360.73	-	-
4500037667	2/26/2021	Muncie Transit Supply		B130-BUS BODY	\$36.42	-	-
4500037668	2/26/2021	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$188.39	-	-
4500037669	2/26/2021	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$2,867.95	-	-
4500037670	2/26/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$63.03	-	-
4500037671	2/26/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,178.37	-	-
4500037672	2/26/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$47.26	-	-
4500037673	2/26/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,671.94	-	-
4500037674	2/26/2021	Inland Kenworth (US) Inc		B160-BUS ELECTRICAL	\$6,451.38	-	-
4500037675	2/26/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$8.94	-	-
4500037676	2/26/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$322.96	-	-
4500037677	2/26/2021	Docufree Corporation		I120-INFO TECH, SVCS	\$12,900.00	-	-
4500037679	3/1/2021	HI-TEC Enterprises	Small Business	R140-RAIL/LRV DOORS/RAMP	\$11,152.13	-	-
4500037680	3/1/2021	Robcar Corporation	Woman Owned Business	G190-SAFETY/MED SUPPLIES	\$261.28	-	-
4500037681	3/1/2021	W.W. Grainger Inc		G170-LUBRICANTS	\$438.69	-	-
4500037682	3/1/2021	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$153.21	-	-
4500037683	3/1/2021	HD Supply Construction Supply, LTD.		M180-STATION ELECTRICAL	\$2,777.37	-	-
4500037684	3/1/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$3,379.00	-	-
4500037685	3/1/2021	W.W. Grainger Inc		B190-BUS FARE EQUIP	\$685.03	-	-
4500037686	3/1/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$10,449.70	-	-
4500037687	3/1/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,447.51	-	-
4500037688	3/1/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$41.64	-	-
4500037689	3/1/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$13,062.19	-	-
4500037690	3/1/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$3,750.78	-	-
4500037691	3/1/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$13,252.61	-	-
4500037692	3/1/2021	Gillig LLC		B120-BUS MECHANICAL PARTS	\$1,023.00	-	-
4500037693	3/1/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$489.62	-	-
4500037694	3/1/2021	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$12.57	-	-
4500037695	3/1/2021	Sherwin Williams Company		B130-BUS BODY	\$1,244.61	-	-
4500037696	3/1/2021	Wesco Distribution Inc		M140-WAYSIDE SIGNALS	\$4,232.25	-	-
4500037697	3/1/2021	Gillig LLC		B130-BUS BODY	\$2,156.23	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037698	3/1/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,866.66	-	-
4500037699	3/1/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$67.23	-	-
4500037700	3/1/2021	W.W. Grainger Inc		B130-BUS BODY	\$34.09	-	-
4500037701	3/1/2021	Home Depot USA Inc		G210-OFFICE FURNITURE	\$3,592.27	-	-
4500037702	3/1/2021	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$134.21	-	-
4500037703	3/1/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$290.93	-	-
4500037704	3/1/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$21.52	-	-
4500037705	3/1/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$42.03	-	-
4500037706	3/1/2021	CDW LLC		I110-INFORMATION TECH	\$2,501.83	-	-
4500037707	3/2/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,605.81	-	-
4500037708	3/2/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,439.77	-	-
4500037709	3/2/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$158.41	-	-
4500037710	3/2/2021	Citywide Auto Glass Inc		B250-BUS REPAIR PARTS	\$606.74	-	-
4500037711	3/2/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$63,184.03	-	-
4500037712	3/2/2021	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$2,451.35	-	-
4500037713	3/2/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$127.16	-	-
4500037714	3/2/2021	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	\$158.40	-	-
4500037715	3/2/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,134.41	-	-
4500037716	3/2/2021	Gillig LLC		B160-BUS ELECTRICAL	\$7,038.79	-	-
4500037717	3/2/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$21.12	-	-
4500037718	3/2/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$463.96	-	-
4500037719	3/2/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$32.33	-	-
4500037720	3/2/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$486.82	-	-
4500037721	3/2/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$325.05	-	-
4500037722	3/2/2021	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$163.19	-	-
4500037723	3/2/2021	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$165.82	-	-
4500037724	3/2/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$597.49	-	-
4500037725	3/2/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$12.29	-	-
4500037726	3/2/2021	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$146.81	-	-
4500037727	3/2/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,197.08	-	-
4500037728	3/2/2021	Industrial Maintenance Supply LLC	DBE	G130-SHOP TOOLS	\$82.91	-	-
4500037729	3/2/2021	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$443.19	-	-
4500037730	3/2/2021	OneSource Distributors, LLC		G190-SAFETY/MED SUPPLIES	\$387.90	-	-
4500037731	3/2/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$897.37	-	-
4500037732	3/2/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$134.85	-	-
4500037733	3/2/2021	Allied Electronics Inc		M110-SUB STATION	\$117.60	-	-
4500037734	3/2/2021	Applied Industrial Technologies-CA		R140-RAIL/LRV DOORS/RAMP	\$1,112.52	-	-
4500037735	3/2/2021	National Sign and Signal Co.		M140-WAYSIDE SIGNALS	\$1,454.64	-	-
4500037736	3/2/2021	Reid and Clark Screen Arts Co		M130-CROSSING MECHANISM	\$3,081.65	-	-
4500037737	3/2/2021	IPD Packaging Inc.		G140-SHOP SUPPLIES	\$262.85	-	-
4500037738	3/2/2021	Golden Star Technology Inc	Small Business	I110-INFORMATION TECH	\$1,546.37	-	-
4500037739	3/2/2021	Fastenal Company		G130-SHOP TOOLS	\$9.78	-	-
4500037740	3/2/2021	Home Depot USA Inc		G290-FARE REVENUE EQUIP	\$42.99	-	-
4500037741	3/2/2021	San Diego Seal Inc	Small Business	R220-RAIL/LRV TRUCKS	\$525.91	-	-
4500037742	3/2/2021	DoAll Company		R230-RAIL/LRV MECHANICAL	\$2,490.97	-	-
4500037743	3/2/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$52.04	-	-
4500037744	3/3/2021	Digital Map Products, Inc.		C120-SPECIALTY CONTRACTOR	\$23,409.00	-	-
4500037745	3/3/2021	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$1,939.50	-	-
4500037746	3/3/2021	Steven Timme		G230-PRINTED MATERIALS	\$285.07	-	-
4500037747	3/3/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$1,082.72	-	-
4500037748	3/3/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$8,696.51	-	-
4500037749	3/3/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,424.81	-	-
4500037750	3/3/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$250.79	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500037751	3/3/2021	Gillig LLC		B140-BUS CHASSIS	\$289.92	-	-
4500037752	3/3/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$20.53	-	-
4500037753	3/3/2021	Transit Holdings Inc		B130-BUS BODY	\$899.82	-	-
4500037754	3/3/2021	Don Oleson Inc	Small Business	B120-BUS MECHANICAL PARTS	\$2,451.35	-	-
4500037755	3/3/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,793.64	-	-
4500037756	3/3/2021	Jeyco Products Inc		B190-BUS FARE EQUIP	\$130.98	-	-
4500037757	3/3/2021	Jeyco Products Inc		G150-FASTENERS	\$21.44	-	-
4500037758	3/3/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$168.53	-	-
4500037759	3/3/2021	Battery Power Inc.		B160-BUS ELECTRICAL	\$5,924.55	-	-
4500037760	3/3/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$2,166.64	-	-
4500037761	3/3/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$508.25	-	-
4500037762	3/3/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$134.71	-	-
4500037763	3/3/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$717.80	-	-
4500037764	3/3/2021	Simmons Boardman Books Inc		P540-MAINTENANCE TRAINING	\$131.73	-	-
4500037765	3/3/2021	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$2,006.64	-	-
4500037766	3/3/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$17,393.01	-	-
4500037767	3/3/2021	RailPod, Inc.		P280-GENERAL SVC AGRMNTS	\$49,820.00	-	-
4500037768	3/3/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$205.88	-	-
4500037769	3/3/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$695.74	-	-
4500037770	3/3/2021	Cubic Transportation Systems		B190-BUS FARE EQUIP	\$4,848.75	-	-
4500037771	3/3/2021	Norman Industrial Materials		G140-SHOP SUPPLIES	\$77.82	-	-
4500037772	3/3/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$185.67	-	-
4500037773	3/3/2021	Kiel NA LLC		B130-BUS BODY	\$941.43	-	-
4500037774	3/3/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$2,632.73	-	-
4500037775	3/3/2021	Sherwin Williams Company		G150-FASTENERS	\$277.76	-	-
4500037776	3/3/2021	Northwest Pump & Equipment Co		G130-SHOP TOOLS	\$381.98	-	-
4500037777	3/3/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$36.60	-	-