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### **Agenda**

## MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

9:00 a.m.

\*Meeting will be held via webinar\*

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Para solicitar la agenda en un formato alternativo o para solicitar acomodaciones de participación, por favor mande un correo a la Secretaria de la Junta, <u>dalia.gonzalez@sdmts.com</u> al menos dos días hábiles antes de la reunión. Instrucciones para ingresar a la junta virtual están disponibles bajo 'Additional Materials.' Use este enlace para acceder la reunión virtual: https://zoom.us/j/98288032362

ACTION RECOMMENDED

- 1. Roll Call
- 2. Approval of Minutes May 13, 2021

Approve

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

Please SILENCE electronics during the meeting



#### CONSENT ITEMS

6. <u>Stormwater Management Services - Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc.
No. PWG332.0-21, with SoCal Stormwater Runoff Solution Services, Inc.
(SoCal), for the provision of stormwater management services for a period of five

Approve

(5) years, and one (1) optional five-year extension for a total contract value of \$1,177,200.18.

7. <u>Traction Power Substations (TPSS) Buildings Repair – Construction Change</u> Orders (CCO) Approve

Action would 1) Ratify CCO 01 to Work Order MTSJOC312-01, under Job Order Contract (JOC) MTS Doc No. PWL312.0-20 with HMS Construction, Inc. (HMS), totaling \$11,042.92 for sealing, caulking, and painting of the siding panels of the substations; and 2) Authorize the Chief Executive Officer (CEO) to execute CCO 02 to Work Order MTSJOC312-02, under JOC MTS Doc No. PWL312.0-20 with HMS, totaling \$146,341.65 for the repair of an additional seven (7) TPSS locations on the Green Line.

8. <u>Design Services For South Bay Maintenance Facility (SBMF) Electric Bus</u> Charging Project – Work Order Amendment Approve

Action would 1) Ratify Work Order WOA2075-AE-50.02 under MTS Doc No. G2075.0-18 with Dokken Engineering (Dokken) totaling \$88,412.96, to support Phase 2 battery electric bus (BEB) improvements, charging to dispenser ratio changes, as well as the application and processing of a Building Permit package through the City of Chula Vista Development Services Department; and 2) Authorize the Chief Executive Officer (CEO) to execute Work Order WOA2075-AE-50.03 under MTS Doc. No. G2075.0-18 with Dokken in the amount of \$36,896.94 for additional design services to add a permanent natural gas generator to the project.

9. Rail Replacement - America Plaza and Kettner Grade Crossing - Work Order Agreement

Approve

Action would authorize the Chief Executive Officer (CEO) to execute Work Order No. MTSJOC269-11, under Job Order Contract (JOC) to MTS Doc. No. PWG269.0-19, with Herzog Contracting Corp. (Herzog), in the amount of \$698,473.76 for the replacement of the rail at America Plaza Trolley Station and the replacement of the adjacent grade crossing located at Kettner Boulevard.

10. On-Call Plumbing Repair Services - Contract Award

Approve

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG331.0-21, with Drain Medic, Inc., (Drain Medic), a Woman Owned Business Enterprise (WBE) and Small Business (SB), for on-call plumbing repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of \$341,849.61.

11. <u>Amendment to Codified San Diego Metropolitan Transit System (MTS) Fare</u>
Ordinance No.4

Approve

Action would approve the revisions to MTS Fare Ordinance No.4 to comply with the San Diego Association of Governments (SANDAG) recently adopted Regional Comprehensive Fare Ordinance revisions (as described in Attachment A) generated by the Fare Study, and other non-substantive changes.

12. Supply 115RE Head Hardened Steel Rail – Contract Award
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc.
No. L1575.0-21 (in substantially the same format as Attachment A), with
Progress Rail Services Corporation, for the one-time supply of 106 tons of
115RE head hardened steel rail, in the amount of \$132.375.19.

Approve

13. Fare Collection Change Orders – Amendment
Action would authorize the Chief Executive Officer (CEO) to execute
Amendment No. 7 to MTS Doc. No. G2091.0-18, with Innovations in
Transportation, Inc. (INIT), for a total contract increase of \$270,050.09.

Approve

14. Closed-Circuit Television (CCTV) System Installation for The Mid-Coast Trolley
 <u>Extension Project – Change Orders</u>
 Action would 1) Ratify Construction Change Order (CCO) 1 under MTS Doc No.
 PWL320.0-21 with Electro Specialty Systems (ESS) totaling \$52,939.53; and 2)
 Authorize the Chief Executive Officer (CEO) to execute CCO 2 under MTS Doc

Approve

No. PWL320.2-21 with ESS in the amount of \$92,252.16 for additional camera coverage at all Mid-Coast Stations and Parking Lots/Structures.

<u>Kearny Mesa Division (KMD) Hoists Construction – Contract Award</u>
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc.

Approve

No. PWB317.0-20, with Western Pump Inc., a Small Business (SB), for KMD Hoists Construction in the amount of \$4,213,648 plus 10% contingency, for a total of \$4,635,012.80.

Approve

(LRVs) – Sole Source
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc.
No. L1572.0-21, a Sole Source award to Siemens Mobility Inc., to provide PCBs and Electronic Components for LRVs as further described in the attached list, in the amount of \$14,600,000 for a seven (7) year period from July 1, 2021 to June

Printed Circuit Boards (PCBs) and Electronic Components for Light Rail Vehicles

17. <u>Semiannual Uniform Report of Disadvantaged Business Enterprise (DBE)</u>
Awards and Payments

Informational

18. <u>Disadvantaged Business Enterprise (DBE) Overall Goal for Federal Fiscal Years 2022-2024</u>

Adopt / Approve

Action would adopt a 6.3% Overall DBE Goal for DBE-participation in federally funded contracts for Federal Fiscal Years (FFY) 2022 to 2024.

#### **CLOSED SESSION**

30, 2028.

15.

16.

a. CLOSED SESSION – CONFERENCE WITH REAL PROPERTY
 NEGOTIATORS Pursuant to California Government Code Section 54956.8
 Property: The San Diego and Arizona Eastern Railway Company (SD&AE)
 Desert Line from approximate Mile Post 60 to approximate Mile Post 130
 (Division to Plaster City) in San Diego and Imperial Counties
 Agency Negotiators: Sharon Cooney, Chief Executive Officer; Karen Landers,

Possible Action

General Counsel

Negotiating Parties: Baja California Railroad, Inc. (BJRR)

Under Negotiation: Price and Terms of Payment under Desert Line Lease and

**Operating Agreement** 

CLOSED SESSION - CONFERENCE WITH LEGAL COUNSEL -

ANTICIPATED LITIGATION Pursuant to California Government Code Section 54959.9(d)(4) (One potential case – Baja California Railroad, Inc.)

b. CLOSED SESSION - PUBLIC EMPLOYEE PERFORMANCE EVALUATION/ CONFERENCE WITH LABOR NEGOTIATORS – CHIEF EXECUTIVE OFFICER Pursuant to California Government Code Sections 54957 and 54957.6;

Agency-Designated Representative: Nathan Fletcher, Chair

Employee: Sharon Cooney, CEO

Possible Action

#### NOTICED PUBLIC HEARINGS

25. None.

#### **DISCUSSION ITEMS**

30. Riverwalk Station Agreement (Karen Landers)

Approve

Action would 1) In compliance with CEQA Guidelines 15096: (a) independently review the environmental effects of the project as shown in Final Environmental Impact Report No. 581984/State Clearing House No. 2018041028 certified by the City of San Diego on November 17, 2020 (EIR), and find that none of the conditions described in CEQA Guidelines 15162 or 15163 exist as there has been no substantial change in the project, change in circumstances, or new information regarding a new impact or significant increase in the severity of an environmental impact in the months since the EIR was certified so no subsequent or supplemental EIR is required; (b) independently review the CEQA Guidelines Section 15091 and 15093 findings for the Riverwalk EIR, incorporated by reference herein, and adopt the findings as its own; (c) consider the EIR as prepared by the City; (d) find that, consistent with the CEQA Guidelines Section 15091 and 15093 findings, there are no feasible alternatives or feasible mitigation measures within MTS's powers that would substantially lessen or avoid any significant effect the project would have on the environment; and (e) order MTS staff to file a notice of determination. 2) Authorize the Chief Executive Officer (CEO) to execute the Riverwalk Station Agreement, and effectuate the property rights transfers set forth therein. 3) Declare the Triangle Parcel (Exhibit I to the Agreement) and the Fashion Valley Road Dedication Parcel (Exhibit H to the Agreement) to be "Exempt Surplus Land" pursuant to Government Code section 54221(f)(1)(C), (D), and (E).

#### 31. Ridership Recovery Action Plan (Rob Schupp)

Action would approve a PRONTO promotional event providing free rides during September 2021 to any customer that registers with a new PRONTO account.

Approve

#### REPORT ITEMS

65.

<u>Adjournment</u>

45.	<u>Draft 2021 Regional Plan Update (Hasan Ikhrata, Coleen Clementson and Jennifer Williamson)</u>	Informational
46.	Non-Fare Operating Revenue Report (Sharon Cooney)	Informational
47.	Operations Budget Status Report for April 2021 (Gordon Meyer)	Informational
OTHER	RITEMS	
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: July 29, 2021.	

## MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

1255 Imperial Avenue, Suite 1000 San Diego, CA 92101

#### **MINUTES**

May 13, 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

Board Member Goble moved to approve the minutes of the April 8, 2021, MTS Board of Directors meeting. Board Member Moreno seconded the motion, and the vote was 12 to 0 in favor with Board Member Montgomery Steppe, Vice Chair Sotelo-Solis and Board Member Arapostathis absent.

#### 3. Public Comment

Peter Zschiesche – Representing the United Taxi Workers of San Diego made a verbal statement to the Board during the meeting. Zschiesche noted the hardships in the industry; and highlighted the demographics of the drivers who are low wage and drivers' out of pocket payment for commercial insurance, along with permit fee increases causing drivers to leave the industry. Zschiesche urged the Board to create a relief fund for the agency on driver permits and presented a proposal fund.

#### **CONSENT ITEMS**

#### 6. Title VI Triennial Program Update Submittal

Action would adopt Resolution No. 21-6 approving the Title VI Program, including the plans, notices, records, maps, and data that demonstrate MTS's compliance with requirements of Title VI of the Civil Rights Act of 1964 (Title VI), for submittal to the Federal Transit Administration (FTA).

- 7. California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2021 Federal Transit Administration (FTA) Section 5311 Formula Funding Action would approve Resolution No. 21-7 authorizing the use of and application for \$207,000 of FFY 2021 Section 5311 funds for operating assistance in rural areas.
- 8. <u>California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2021 Federal Transit Administration (FTA) Intercity Bus Program 5311(f) Competitive Funding</u>

Action would approve Resolution No. 21-8 authorizing the use of and application for \$300,000 of FFY 2021 Section 5311 (f) – competitive funding for operating assistance in non-urbanized areas.

## 9. <u>Heliox Technology, Inc (Heliox) Fast Dc 180 kW High Powered Electric Chargers (HPC) Chargers – Sole Source Award</u>

Action would authorize the Chief Executive Officer (CEO) to issue a Purchase Order to Heliox for eight (8) Fast DC 180 kW Electric Chargers, and twenty-four (24) overhead inverted pantographs through a sole source procurement in the amount of \$1,275,595.50.

#### 10. Investment Report – Quarter Ending March 31, 2021

#### 11. Las Chollas Bridge Repair – Contract Award

authorize the Chief Executive Officer (CEO) to execute PWL334.0-21, with Blue Pacific Engineering and Construction, a Small Business (SB), for the Las Chollas Bridge Repair in the amount of \$623,100.00 plus 20% contingency.

#### 12. <u>On-Call Electrical Repair Services – Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG330.0-21, with ACM Artistic Neon, Inc., dba ACM Lighting Services (ACM), a Disadvantaged Business Enterprise (DBE), for on-call electrical repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of \$227,414.04.

## 13. <u>Copley Park Division (CPD) Maintenance Shop Flooring Rehabilitation – Work Order</u> Agreement

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTSJOC275-19 under Job Order Contract (JOC) to MTS Doc. No. PWG275.0-19, with ABC Construction Co., Inc. (ABC), in the amount of \$131,013.55 for the rehabilitation to the maintenance shop flooring at the CPD.

#### 14. <u>Portable Toilet Services – Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2452.0-21 with United Site Services of California, Inc., for portable toilet services, for three (3) base years with two (2) option years, for a total of five (5) years effective July 1, 2021, at a cost of \$840,462.29.

#### 15. Pest Control Services – Contract Award

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2454.0-21, with Pestmaster Services, L.P., a Small Business (SB), for pest control services totaling \$277,865.24 for five (5) years effective June 8, 2021.

#### 16. Bus Subcomponents – Contract Awards

Action would authorize the Chief Executive Officer (CEO):1) Execute MTS Doc. No. B0731.0-21, with Mohawk Manufacturing & Supply (Mohawk), in the amount of \$166,134.17 plus 20% contingency for the provision of bus brake and planetary kits, and air brake parts for a five-year term; and 2) Execute MTS Doc. No. B0732.0-21, with Vehicle Maintenance Program [a Women's Business Enterprise (WBE)], in the amount of \$118,811.83 plus 20% contingency for the provision of and disc brake parts for a five-year contract term.

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## 17. <u>Payment Card Industry Data Security Standards (PCI-DSS) Professional Consulting Services – Contract Award</u>

Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2444.0-21, with CampusGuard LLC, for the PCI-DSS Professional Consultancy Services for a three (3) year base term with two (2) one-year options in the amount of \$684,000.00.

## 18. <u>Communication Equipment Heating Ventilation Air Conditioning (HVAC) Maintenance Services</u> – Amendment

Action would: 1) Ratify Amendments 1-3, 5 and 6 (4 was not used) under MTS Doc. No. PWG225.0-17 (Attachments B – F) with Comfort Mechanical, a Small Business (SB), for a total of \$98,919.00; and 2) Authorize the Chief Executive Officer (CEO) to exercise Amendment 7, inclusive of option years 3 and 4, and increase the number of locations for the additional Mid-Coast stations under MTS Doc. No. PWG225.7-17 with Comfort Mechanical for a total of \$98,948.50.

#### 19. Amendments to County and MTS Sublease (Mills Building)

Action would authorize the Chief Executive Officer (CEO) to execute an Amendment to Sublease between MTS and the County of San Diego (County) related to the Mills Building located at 1255 Imperial Avenue in San Diego, in substantially the same format as Attachment A.

#### PUBLIC COMMENT

Gretchen Newsom – Representing IBEW 569 made a verbal statement to the Board during the meeting. Newsom noted agenda item 12 being awarded to an out of county contractor. Newsom continued that with a project labor agreement, the agency could ensure the county taxpayers that the labor used for this project is sourced to local construction skilled and trained workforce.

#### Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 to 19. Board Member Sandke seconded the motion, and the vote was 12 to 0 in favor with Vice Chair Sotelo-Solis, Board Member Montgomery Steppe and Board Member Arapostathis absent.

#### NOTICED PUBLIC HEARINGS

#### 25. Proposed Fiscal Year (FY) 2022 Operating Budget (Mike Thompson)

Mike Thompson, MTS Director of Financial Planning and Analysis, presented on: Fiscal Year 2022 Operating Budget. Mr. Thompson outlined the following: Revenue Assumptions - Passenger Levels, Passenger Revenue, Other Operating Revenues, Revenue Summary, Final Adjustments, Expenses Summary, Consolidated Revenues less Expenses, Reserve Balance, 5 Year Projection, Major Initiatives and Staff Recommendation.

#### **PUBLIC COMMENT**

Carolina Martinez – Representing the Environmental Health Coalition made a verbal statement to the Board during the meeting. Martinez asked the Board for a more detailed report on the stimulus funding utilization. Martinez was interested in understanding the allotment of the stimulus for both CARES and American Rescue Plan funds that would advance solutions for environmental justice communities.

#### **BOARD COMMENTS**

Board Member Goble was concerned about the 1-million-dollar shortfall and was concerned about lending convenience.

Mr. Thompson clarified the allocations was exclusively a contingency reserve.

Board Member Goble asked how tourism and hospitality would affect ridership.

Sharon Cooney, MTS Chief Executive Officer, replied tourism and education are industries that make up large portions of ridership. She stated the agency was conservative in its ridership forecast and will be closely and constantly monitoring ridership levels.

Chair Fletcher noted, the ridership projections are very conservative. He continued, there is an anticipated spike in vacation demand, which may lead to increased tourism and hospitality numbers throughout the reopening. He was conscious that the convention center business would be slow to attract tourism, but he was optimistic to revise the conservative ridership projection. He was hopeful the data could be revised this summer to show a faster than expected recover.

Board Member Goble agreed with the Chair's comment. He also asked if the agency felt comfortable in its protection of investments in workers and infrastructure and not creating deferred maintenance.

Mr. Thompson noted the agency is utilizing CARES Act funding to balance spending during this time.

Chair Fletcher acknowledged that the Boards' prerogative is to increase ridership which will require marketing investment. He acknowledged the agency's financial strength, coupled with the federal funds creates optimism for the agency's financial recovery.

Board Member Sandke validated the pent-up demand in tourism statement made by the Chair. He acknowledged transit as a common form of transportation for some foreign countries. He highlighted tourism as an opportunity for increasing ridership because visitors pay the full fare amount. He noted the increasing dependence on subsidies and expense growth causes him concern. He was concerned some programs, such as youth opportunity passes, could hurt the agency's revenue in the long term. He commented on MTS's push for housing development and noted missed opportunity with long-term land lease revenue. He acknowledged the balance between programs and policies with fiscal reality is a fragile one and encouraged the Board to look at the long-term financial health of the agency.

Board Member Moreno highlighted the challenges the agency faces as ridership remains at half of pre-pandemic levels. She urged the Board to focus on ridership recovery to avoid service cuts once federal stimulus money runs out. She asked staff where in the budget it showed ridership as a metric.

Mr. Thompson referred to page 114 of the proposed budget for FY 20, FY 21 and FY 22.

Board Member Moreno urged the Board to refer to passenger ridership as a predominant matrix and was concerned about passenger revenue projections since it predicts a five-year recovery to reach pre-pandemic levels. She urged staff to boost ridership by conducting market research to understand ways to convince previous riders to use the system again. She asked staff to pursue a ridership recovery action plan.

Ms. Cooney noted numerous efforts in place and confirmed that staff would provide a report at the upcoming MTS Board meeting. She explained ridership data is closely monitored and presented annually. She stated ridership isn't only important to the agency for attaining revenue, but also to meeting environmental goals. The focus on revenue is a key metric, because that is how the agency balances the budget. She highlights the agency's intentionality with offsetting the costs of inflation in ways beyond raising fares for over 12 years. She stated the upcoming COVID-19 presentation would show data on passenger impacts.

Board Member Moreno supported the budget cautiously and restated the importance of having a recovery action plan.

Chair Fletcher encouraged the creativity of ideas to increase ridership. He listed growing frequency, partnerships, youth opportunity passes, and employee pass programs that could entice ridership.

Board Member Elo-Rivera commended staff for their work in balancing the budget with so many shifting variables. He agreed with concerns to increase revenue as an essential part of balancing the budget. He noted particular support to achieve this with youth opportunity passes as an investment to create long-term ridership. He asked staff if the mid-year adjustment allowed the agency to provide a plan for youth opportunity passes.

Ms. Cooney confirmed it allows staff to review the feedback being made today. She noted there would need to be communication with stakeholders to make sure the process is done in an equitable fashion.

Board Member Elo-Rivera agreed with Mr. Sandke's thoughts on maximizing revenue wherever possible and using tourists who visit the city as a mode of revenue.

Board Member Whitburn commended the agency's involvement in regional solutions for homelessness. He noted the primary benefits as humanitarian and the latter economically. He noted the concern to retain an incentive to continue visiting the downtown area and using transit.

Chair Fletcher made an amendment to the motion to direct staff to present a ridership recovery plan to the Board, and to conduct an analysis related to youth opportunity passes and bring the findings back to the Board during the mid-year budget process. He asked Board Member Moreno if she agreed to add these stipulations to her motion.

Board Member Moreno updated her initial motion to reflect the summarized points by Chair Fletcher.

Board Member Goble noted a relationship opportunity with the attainment of youth opportunity passes. He compared it to coupons, as a way of reducing the risk of trial and create a relationship with the customer. He continued with the comparison and explained raising prices for existing customers has less marketing appealing compared to finding new customers.

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Board Member Galvez asked if a marketing campaign was in place to utilize space on the system to promote ridership.

Ms. Cooney replied, these initiatives already exist, the latest campaigns being the Eat Shop Play and Clean Ride campaigns.

#### PUBLIC COMMENT

Chris Sotomayor – Representing Mid-City CAN made a verbal statement to the Board during the meeting. They commended the Board for supporting youth opportunity passes. They noted that student or employment status is a form of discrimination through classism.

#### **Action Taken**

Board Member Moreno moved to 1) Hold a public hearing, receive testimony, and review and comment on the FY 2022 budget information presented in this report; 2) Enact Resolution No. 21-5 adopting the FY 2022 operating budget for MTS and approving the operating budgets for San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services and the Coronado Ferry; 3) Direct MTS staff to present a ridership recovery plan to the Board; and 4) Direct staff to conduct an analysis for youth opportunity passes and present the findings to the Board during the mid-year budget process. Vice Chair Sotelo-Solis seconded the motion, and the vote was 13 to 0 in favor with Board Member Montgomery Steppe and Board Member Arapostathis absent.

#### **DISCUSSION ITEMS**

30. None.

#### REPORT ITEMS

#### 45. Policy 18 – Joint Development Program Status (Tim Allison)

Tim Alison, MTS Manager of Real Estate Assets, and Karen Landers, General Counsel, presented on Policy 18 – Joint Development Program status. They outlined the following items: previous Policy 18 changes; Morena Vista development; Smart Corner; Grossmont Trolley Station; Villa Encantada; development locations in the City of San Diego, City of National City, City of Chula Vista, and development locations in East County; AB 1486 noticing requirements; E Street Trolley Station; 12th & Imperial Transit Center; Grantville Trolley Station; Palm Avenue Station; Beyer Boulevard Trolley Station and Rancho Bernardo Transit Center; El Cajon Transit Center; City of La Mesa TOD feasibility study; Spring Street Station; Amaya Drive Station; 24th Street Trolley Station; Palomar Trolley Station; H Street Trolley Station; Riverwalk property; and the Mid-Coast – Clairemont Drive Trolley Station.

Ms. Cooney elaborated on the Mid-Coast extension with the developer's thoughts on parking limitations at the Clairemont Drive Trolley Station, because the site is targeted for transit oriented development (TOD). She noted since this agreement is federally funded, parking needs to be provided as part of NEPA (National Environmental Policy Act) requirements. This is important since the federal government uses this as a demand estimate.

As it relates to the 12<sup>th</sup> & Imperial Transit Center expansion/TOD project, Board Member Elo-Rivera asked staff to clarify the density housing options and whether these housing estimates were plausible. Mr. Allison noted that architectural and financial analysis was conducted and the Board at the time gave direction to staff to seek out the highest possible density.

Ms. Cooney replied that during the Request for Qualification (RFQ) process, the agency did not limit developers on parking requirements. She clarified the parking allotment was not based on the request of the agency, rather developer's ability to receive financing to build a project of this size.

Board Member Elo-Rivera was under the perception that parking availability would incentivize housing financing.

Ms. Cooney noted that this incentive was true for market-based housing only.

Board Member Elo-Rivera acknowledged that before he joined the Board, affordability would be prioritized above the money the Agency would be able to financially secure from a project. He hopes the objective remains to be affordability and ridership incentive.

Board Member Whitburn asked for clarity on the illegal activity and solutions noted in the presentation related to 12<sup>th</sup> and Imperial.

Ms. Cooney stated that the crime rate impact is the highest in this block. She noted issues with staff and passengers being threatened and riders being unable to stand on the sidewalk due to tents and encampments. She noted the areas are alleviated at times during Padres games and police intervention.

Ms. Landers explained the TOD plan also includes an expansion of the transit center. She noted the agency would expand the bus and transit center and leave room for the developer to build above the structure. This would allow for more bus space and true passenger amenities and platforms. She stated the transit center expansion efforts will continue with TOD opportunities later on.

Board Member Mendoza asked about the Massachusetts Trolley Station property. She noted the project was not listed and asked staff if that was due to lack of developer interest or property constraints.

Mr. Allison clarified the site did not have obstacles and that the City was undergoing land use and density planning.

Board Member Goble asked about the agency's analysis of the Morena Vista 2006 and Grossmont 2010 data monitoring after its 2010 goals.

Mr. Allison replied that an analysis has not been conducted.

Board Member Goble emphasized that capturing the data was important to allow the agency to make improvements, informed recommendations and strategies.

Board Member Sandke asked for the 12<sup>th</sup> and Imperial site to be thought of as a mobility hub.

#### **PUBLIC COMMENT**

Chris Sotomayor – Representing Mid-City CAN made a verbal statement to the Board during the meeting. They were concerned about the criminalization of the unhoused community and the potential effects of gentrification. They urged the Board to receive staff training on the

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unhoused community or contract out services to support the needs of the community being served.

Ms. Cooney clarified the people threatening parking attendants were drivers and not unhoused individuals.

#### Action Taken

No action taken. Informational item only.

#### 46. Report on Activities Related to COVID-19 (Sharon Cooney)

Sharon Cooney, MTS Chief Executive Officer, reported on activities related to COVID-19. She outlined the following information: COVID-19 response measures, passenger safety/confidence measures, ridership level results, passenger survey results, employee safety/confidence measures, and next steps.

Board Member Elo-Rivera gave his condolence to the employee lives lost during the pandemic. He praised the agency on the protocols adopted. He asked what permanent protocols will remain after the pandemic.

Ms. Cooney responded the bus barriers, high level of filtration and cleaning protocols that were enacted during the Hepatitis A outbreak and COVID-19 testing along with COVID-19 and flu vaccinations would remain as editions to the agency's protocol.

Board Member Elo-Rivera was pleased with the reply as these protocols help keep the community safe.

Chair Fletcher stated that encouraging employees to stay home when they feel sick is important to protecting community health, along with a COVID-19 booster shot to be released in the fall.

Board Member Hall asked for the count of employees who are vaccinated.

Ms. Cooney replied that at a minimum there have been 800 employees that received a vaccine administered by the agency along with most of the management departments on the 9<sup>th</sup> and 10<sup>th</sup> floor.

Board Member Goble commended the confidence they instilled in the riders through its recovery of service during the pandemic.

Vice Chair Sotelo-Solis echoed sentiments of continued good work MTS staff achieves. She noted with reopening, there are conflicting messages which may pose an obstacle for the agency, however keeping a consistent message about mask requirements is important.

Chair Fletcher acknowledged the agency's successes are quantifiable enough to claim to be the best transit system in America. He commended the agency for doing the best it could do during the pandemic.

#### Action Taken

No action taken. Informational item only.

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#### OTHER ITEMS

#### 60. Chair Report

There was no Chair report.

#### 61. Chief Executive Officer's Report

Ms. Cooney noted the SANDAG Regional Transportation Plan (RTP) draft will be released the 21<sup>st</sup> of May, and SANDAG will provide a report to the Board in June to review the RTP.

#### 62. Board Member Communications

There were no Board Member communications.

#### 63. Additional Public Comments on Items Not on the Agenda

Craig Monday – Made a public comment to the Board during the meeting. Monday referred the written comment submitted to the Board. Monday was concerned about overcapacity on the buses on the Super Loop and asked for priority boarding for Compass and cash fares ahead of UCSD student passes.

#### 64. Next Meeting Date

The next regularly scheduled Board meeting is June 17, 2021.

#### 65. Adjournment

Chair Fletcher adjourned the meeting at 11:27 a.m. He acknowledged the passing of Paul Jablonski and the legacy he left in the agency and in the transit industry overall.

/3/ Nathan Fletcher	
Chairperson	
San Diego Metropolitan Transit System	
	Approved as to form:
Filed by:	
•	
/S/ Dalia Gonzalez	/S/ Karen Landers
Clerk of the Board	General Counsel
San Diego Metropolitan Transit System	San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

/S/ Nathan Flatcher

#### SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS ROLL CALL

MEETING OF (DATE):		May 13, 2021	С	CALL TO ORDER (TIME): 9:00 am					
RECESS:			R	ECONVENE:					
CLOSED SESSION:			R	ECONVENE:					
PUBLIC HEARING:		9:07am	R	ECONVENE:	10:00	:00am			
ORDINANCES ADOPT	ED:		A	DJOURN:	11:27	am			
BOARD MEMBE	R	(Alternate)		PRESENT		ABSENT			
				(TIME ARRIVED	D)	(TIME LEFT)			
FLETCHER	$\boxtimes$	(Vargas)		9:00 am		11:27 am			
SOTELO-SOLIS	$\boxtimes$	(Bush)		9:20 am		11:27 am			
AGUIRRE	$\boxtimes$	(Leyba-Gonzalez)		9:00 am		11:27 am			
ELO-RIVERA	$\boxtimes$	(LaCava)		9:00 am		11:27 am			
FRANK	$\boxtimes$	(Mullin)		9:00 am		11:27 am			
GALVEZ	$\boxtimes$	(Cardenas)		9:00 am		11:27 am			
GASTIL		(Mendoza)	$\boxtimes$	9:00 am		11:27 am			
GLORIA		(Whitburn)	$\boxtimes$	9:00 am		11:27 am			
GOBLE	$\boxtimes$	(Ortiz)		9:00 am		11:27 am			
HALL	$\boxtimes$	(McNelis)		9:00 am		11:27 am			
MONTGOMERY STEPPE		(Von Wilpert)							
MORENO	$\boxtimes$	(Campillo)		9:00 am		11:27 am			
SALAS		(Cardenas)		9:00 am		11:27 am			
SANDKE	$\boxtimes$	(Bailey)		9:00 am		11:27 am			
VACANT		(Arapostathis)							

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

June 17, 2021

SUBJECT:

STORMWATER MANAGEMENT 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. PWG332.0-21 (in substantially the same format as Attachment A), with SoCal Stormwater Runoff Solution Services, Inc. (SoCal), for the provision of stormwater management services for a period of five (5) years, and one (1) optional five-year extension for a total contract value of \$1,177,200.18.

#### **Budget Impact**

The total budget for this project shall not exceed \$1,177,200.18. This project is funded by the Storm Water Operations Budget 122010 – 571140.

#### **DISCUSSION:**

MTS has been mandated by State Resources Water Quality Control Board (SRWQCB) to protect navigational waterways. As part of this mandate, MTS is required to enroll its three (3) impacted facilities under the Industrial General Permit (IGP). These facilities include Imperial Avenue Division (IAD), Kearny Mesa Division (KMD), and Trolley Yard, resulting in the issuance of three separate permits from the SRWQCB. The permits require storm water inspections, monitoring, sampling, Best Management Practices (BMP) optimization, facility audits, training, Storm Water Pollution Prevention Plans (SWPPP) updates and preparation of required reports each year to the SRWQCB.

Additionally, the SWRQCB has identified surface waters that are considered impaired, which means the surface water does not meet water quality standards. The SWRQCB has summarized these impaired surface waters to identify those requiring monitoring for Total Maximum Daily Load (TMDL). A TMDL establishes a water quality target intended



to restore the water body and allocates the available pollutant loading to point and non-point source discharges into that waterbody, natural background sources, and a margin of safety. Within MTS's jurisdictional area, two (2) TMDLs have been incorporated into the National Pollutant Discharge Elimination System (NPDES) permits that cover MTS.

To ensure compliance with these requirements, MTS requires a contractor to provide stormwater management services for the successful implementation and execution of the agency's three (3) facilities SWPPP, and the monitoring for TMDL of impaired surface waters identified by the agency's TMDL Compliance Plan. The SWPPPs have been developed to comply with the statewide NPDES IGP.

On January 27, 2021, MTS issued a Request for Proposal (RFP) for Stormwater Management Services. MTS staff advertised on the San Diego Daily Transcript and posted the RFP on PlanetBids.

On March 16, 2021, MTS received a total of three (3) proposals from SoCal, KMEA and TRC Solutions, Inc. (TRC).

A selection committee consisting of representatives from various MTS departments met and rated the proposals. The ratings were based on the following criteria:

Qualifications of Firm or Individual	20%
2. Staffing, Organization and Management Plan	n 30%
3. Work Plan	20%
4. Cost/Price	30%
Te	otal 100%

After the initial evaluations, the selection committee determined that only SoCal and TRC were within the competitive range. The committee interviewed both firms, and reevaluated their respective proposals.

After the second evaluation, the selection committee determined that only SoCal remained in the competitive range and requested a Best and Final Offer (BAFO) from the firm. SoCal reduced their proposed pricing by \$195,575.10 from the original offer of \$1,445,280.03 to a revised offer of \$1,249,704.93.

Staff then entered into negotiations with SoCal. As a result of the negotiations, SoCal reduced their pricing by an additional \$72,504.75. to a revised offer of \$1,177,200.18.

After considering the technical and price factors and price analysis, the selection committee deemed that SoCal provided the best value to MTS.

Proposer Name	Technical	Cost	Total	Proposed Cost	Ranking
	(max	(max	(max 100%)		
	65%)	35%)			
SoCal	53.80	30.00	83.80	\$1,177,200.18	1
TRC	51.20	18.50	69.70	\$1,908,751.45	2
KMEA (Disabled	52.20	11.87	64.07	\$2,975,227.00	3
Veteran Business					
Enterprise (DVBE))					

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWG332.0-21 (in substantially the same format as Attachment A), with SoCal, for the provision of stormwater management services for a period of five (5) years, and one (1) optional five-year extension for a total contract value of \$1,177,200.18.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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

Attachments: A. Draft Standard Services Agreement MTS Doc. No. PWG332.0-21

B. SoCal Cost Proposal Form MTS Doc. No. PWG332.0-21



### STANDARD AGREEMENT

#### **FOR**

#### MTS DOC. NO. PWG332.0-21

THIS AGREEMENT is entered into this California by and between San Diego Metropolitan and the following, hereinafter referred to as "Contraction of the contraction of the contrac	ransit Syst								
Name: SoCal Stormwater Runoff Solution Services, Inc.	Address	: 15030 Ventura Blvd., #669							
Form of Business: Corporation (Corporation, Partnership, Sole Proprietor, etc.) Telephone: 310.343.8313	Emai	Sherman Oaks, CA 91403 City State Zip eng@socalstormwatersolutions.com							
	lohseni	CEO							
Nam	ie	Title							
The Contractor agrees to provide services with goods as specified in the conformed Scope of Work/Technical Specification (Exhibit A), Contractor's Cost/Pricing Form (Exhibit B), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit C), and Policy 44C Travel Guidelines for Contractors (Exhibit F).  The contract term is for up to 5 base years and one optional 5-year extension, exercisable at MTS's sole discretion, for a total of 10 years. Base period shall be effective July 1, 2021 through June 30,									
2026 and option years shall be effective July 1, 2026 Payment terms shall be net 30 days from invoice da \$547,211.78 for the base years and \$629,988.40 for \$1,177,200.18 without the express written consent of	ate. The total the option	al cost of this contract shall not exceed							
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SOCAL STO	RMWATER RUNOFF SOLUTION SERVICES, INC.							
By: Sharon Cooney, Chief Executive Officer Approved as to form:	Ву								
By:	Title:								
Karen Landers, General Counsel									



Table I:	SCHEDULE	D SERVICES			Y	ear One	7/1/21 - 6/30/22	Year Two	7/1/22-6	6/30/23	Year Three	7/1/23 - 6/30/24	Year Four	7/1/24 - 6/30/25	Year Five	7/1/25 - 6/30/26
	Item	Description		Annual Service Frequency	U	nit Price	Item Total	Unit Price	Item 1	Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
	1	Monthly Inspections (All Three Locations)	EA	12	\$	1,350.00	\$ 16,200.00	\$ 1,390.50	\$ 16	6,686.00	\$ 1,432.22	\$ 17,186.58	\$ 1,475.18	\$ 17,702.18	\$ 1,519.44	\$ 18,233.24
	2	Monthly Reporting (All Three Locations)	EA	12	\$	150.00	\$ 1,800.00	\$ 154.50	\$ 1	1,854.00	\$ 159.14	\$ 1,909.62	\$ 163.91	\$ 1,966.91	\$ 168.83	\$ 2,025.92
	3	Annual SWPPP Review/Revision (All Three Locations)	EA	1	\$	2,400.00	\$ 2,400.00	\$ 2,472.00	\$ 2	2,472.00	\$ 2,546.16	\$ 2,546.16	\$ 2,622.54	\$ 2,622.54	\$ 2,701.22	\$ 2,701.22
	4	Annual Comprehensive Site Compliance Eval (All Three Locations)	EA	1	\$	2,000.00	\$ 2,000.00	\$ 2,060.00	\$ 2	2,060.00	\$ 2,121.80	\$ 2,121.80	\$ 2,185.45	\$ 2,185.45	\$ 2,251.02	\$ 2,251.02
	5	Annual Storm Water Training (All Three Locations)	EA	1	\$	1,650.00	\$ 1,650.00	\$ 1,699.50	\$ 1	1,699.50	\$ 1,750.49	\$ 1,750.49	\$ 1,803.00	\$ 1,803.00	\$ 1,857.09	\$ 1,857.09
	6	BMP Monthly Maintenance (Trolley location only/20 filters)	EA	12	\$	1,575.00	\$ 18,900.00	\$ 1,622.25	\$ 19	9,467.00	\$ 1,670.92	\$ 20,051.01	\$ 1,721.05	\$ 20,652.54	\$ 1,772.68	\$ 21,272.12
	7	Annual Inspection Contech Vault (IAD Location Only)	EA	1	\$	475.00	\$ 475.00	\$ 489.25	\$	489.25	\$ 503.93	\$ 503.93	\$ 519.05	\$ 519.05	\$ 534.62	\$ 534.62
	8	Annual Report (All Three Locations)	EA	1	\$	1,350.00	\$ 1,350.00	\$ 1,390.50	\$ 1	1,390.50	\$ 1,432.22	\$ 1,432.22	\$ 1,475.18	\$ 1,475.18	\$ 1,519.44	\$ 1,519.44
	9	BMP Monthly Maintenance (KMD location only - located at the northern boundary of the property, adjacent Opportunity Road/6 filters)	EA	12	\$	341.25	\$ 4,095.00	\$ 351.49	\$ 4	4,217.85	\$ 362.03	\$ 4,344.39	\$ 372.89	\$ 4,474.72	\$ 384.08	\$ 4,608.96
			Tab	le I Subtotals	5		\$ 48,870.00		\$ 50	0,336.10		\$ 51,846.18		\$ 53,401.57		\$ 55,003.62

Table I: SCHEDULED SERVICES O						al Year One	7/1/26 - 6/30/27	Optional Year Two	7/1/27 - 6/30/2	28	Optional Year Three 7	7/1/27 - 6/30/29	Optional Year Four 7/1/27 - 6/30/30		Optional Year Five	7/1/27 - 6/30/31
	Item	Description	MOU	Annual	Un	nit Price	Item Total	Unit Price	Item Total		Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
	1	Monthly Inspections (All Three Locations)	EA	12	\$	1,565.02	\$ 18,780.24	\$ 1,611.97	\$ 19,343	3.65	\$ 1,660.33	\$ 19,923.96	\$ 1,710.14	\$ 20,521.68	\$ 1,761.44	\$ 21,137.33
	2	Monthly Reporting (All Three Locations)	EA	12	\$	173.89	\$ 2,086.69	\$ 179.11	\$ 2,149	9.29	\$ 184.48	\$ 2,213.77	\$ 190.02	\$ 2,280.19	\$ 195.72	\$ 2,348.59
	3	Annual SWPPP Review/Revision (All Three Locations)	EA	1	\$	2,782.26	\$ 2,782.26	\$ 2,865.73	\$ 2,865	5.73	\$ 2,951.70	\$ 2,951.70	\$ 3,040.25	\$ 3,040.25	\$ 3,131.46	\$ 3,131.46
	4	Annual Comprehensive Site Compliance Eval (All Three Locations)	EA	1	\$	2,318.55	\$ 2,318.55	\$ 2,388.10	\$ 2,388	3.10	\$ 2,459.75	\$ 2,459.75	\$ 2,533.54	\$ 2,533.54	\$ 2,609.55	\$ 2,609.55
	5	Annual Storm Water Training (All Three Locations)	EA	1	\$	1,912.80	\$ 1,912.80	\$ 1,970.19	\$ 1,970	0.19	\$ 2,029.29	\$ 2,029.29	\$ 2,090.17	\$ 2,090.17	\$ 2,152.88	\$ 2,152.88
	6	BMP Monthly Maintenance (Trolley location only/20 filters)	EA	12	\$	1,825.86	\$ 21,910.28	\$ 1,880.63	\$ 22,567	7.59	\$ 1,937.05	\$ 23,244.62	\$ 1,995.16	\$ 23,941.95	\$ 2,055.02	\$ 24,660.21
	7	Annual Inspection Contech Vault (IAD Location Only)	EA	1	\$	550.66	\$ 550.66	\$ 567.17	\$ 567	7.17	\$ 584.19	\$ 584.19	\$ 601.72	\$ 601.72	\$ 619.77	\$ 619.77
	8	Annual Report (All Three Locations)	EA	1	\$	1,565.02	\$ 1,565.02	\$ 1,611.97	\$ 1,611	1.97	\$ 1,660.33	\$ 1,660.33	\$ 1,710.14	\$ 1,710.14	\$ 1,761.44	\$ 1,761.44
	9	BMP Monthly Maintenance (KMD location only - located at the northern	EA	12	\$	395.60	\$ 4,747.23	\$ 407.47	\$ 4,889	9.64	\$ 419.69	\$ 5,036.33	\$ 432.29	\$ 5,187.42	\$ 445.25	\$ 5,343.05
			Tab	le I Subtotals	5		\$ 56,653.72		\$ 58,353	3.34		\$ 60,103.94		\$ 61,907.05		\$ 63,764.27

able I: SCHEDULED SERVICES										
	Item	Description		Grand Total						
	1	Monthly Inspections (All Three Locations)	EA	12	\$	185,714.84				
	2	Monthly Reporting (All Three Locations)	EA	12	\$	20,634.98				
	3	Annual SWPPP Review/Revision (All Three Locations)	EA	1	\$	27,513.31				
	4	Annual Comprehensive Site Compliance Eval (All Three Locations)	EA	1	\$	22,927.76				
	5	Annual Storm Water Training (All Three Locations) EA 1		1	\$	18,915.40				
	6	BMP Monthly Maintenance (Trolley location only/20 filters)	EA	12	\$	216,667.32				
	7	Annual Inspection Contech Vault (IAD Location Only)	EA	1	\$	5,445.34				
	8	Annual Report (All Three Locations)	EA	1	\$	15,476.24				
	9	BMP Monthly Maintenance (KMD location only - located at the northern	EA	12	\$	46,944.59				
			Tab	le I Subtotals	\$	560,239.78				

7/1/24 - 6/30/25 Year Five

Item	Description	иом	Estimated Quantities	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
1	Rain Event Monitoring	EA	4							\$ 491.73	\$ 1,966.91	\$ 506.48 \$	2,025.92
2	Rain Event Sampling	EA	4		\$ 1,800.00		\$ 1,854.00			\$ 491.73	\$ 1,966.91	\$ 506.48	2,025.92
3	Lab Sampling Fees	EA	4							\$ 2,698.60	\$ 10,794.39	\$ 2,779.56	
4	ERA Technical Report - Level 1, or Level 2 (per location)	EA	1							\$ 1,803.00	\$ 1,803.00		
5		EA	1										1,857.09
6		EA	2					'					1,012.96
7		EA	2										5,613.48
8		EA	6	\$ 389.79	\$ 2,338.74	\$ 401.48	\$ 2,408.90	\$ 413.53	\$ 2,481.17	\$ 425.93	\$ 2,555.60	\$ 438.71	2,632.27
9	only)	EA	22		, ,,,			1		*		-	*
10	BMP Replacement - 2x Sediment Traps (Trolley Location only)	EA	2	\$ 727.60							\$ 1,590.14	\$ 818.92	1,637.84
11	BMP Replacement - ZPG Cartridges (IAD Location only)	EA	35	\$ 418.43							\$ 16,003.04	\$ 470.95	
12	As-Needed Repairs - Single Person Crew - Straight Time	HR	16								\$ 1,285.05	\$ 82.72	1,323.60
13	As-Needed Repairs - Two Person Crew - Straight Time	HR	16								\$ 2,570.09	\$ 165.45	2,647.20
14	As-Needed QISP Consulting Services - Straight Time	HR	20	\$ 90.00		\$ 92.70		\$ 95.48		\$ 98.35	, ,,,,,,	\$ 101.30	
		Tab	e II Subtotals:		\$ 49,020.09		\$ 50,490.69		\$ 52,005.41		\$ 53,565.58	Ş	55,172.54
							-1.1	I	-1.1		-1.1		1. 1 1 1
				Optional Year One		Optional Year Two		Optional Year Three		Optional Year Four		Optional Year Five 7	
Item	Description	UOM	Estimated	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total	Unit Price	Item Total
Item	Rain Event Monitoring	EA	Estimated 4	Unit Price \$ 521.67	Item Total   \$ 2,086.69	Unit Price \$ 537.32	Item Total	Unit Price \$ 553.44	Item Total	<b>Unit Price</b> \$ 570.05	Item Total	Unit Price \$ 587.15 \$	Item Total 2,348.59
Item 1 2	Rain Event Monitoring Rain Event Sampling	EA EA	Estimated 4 4	Unit Price \$ 521.67 \$ 521.67	Item Total   \$ 2,086.69   \$ 2,086.69	Unit Price \$ 537.32 \$ 537.32	Item Total   \$ 2,149.29   \$ 2,149.29	Unit Price \$ 553.44 \$ 553.44	Item Total   \$ 2,213.77   \$ 2,213.77	Unit Price \$ 570.05 \$ 570.05	tem Total   \$ 2,280.19   \$ 2,280.19	Unit Price \$ 587.15 \$ \$ 587.15 \$	Item Total
1 2 3	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees	EA EA	Estimated 4 4 4	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94	\$ 2,086.69 \$ 2,086.69 \$ 11,451.77	\$ 537.32 \$ 537.32 \$ 2,948.83	Item Total   \$ 2,149.29   \$ 2,149.29   \$ 11,795.33	\$ 553.44 \$ 553.44 \$ 3,037.30	tem Total   \$ 2,213.77   \$ 2,213.77   \$ 12,149.19	\$ 570.05 \$ 570.05 \$ 3,128.42	\$ 2,280.19 \$ 2,280.19 \$ 2,280.19 \$ 12,513.66	Unit Price \$ 587.15 \$ \$ 587.15 \$ \$ 3,222.27 \$	Item Total
1 2 3 4	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location)	EA EA EA	Estimated 4 4	\$ 521.67 \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80	\$ 2,086.69 \$ 2,086.69 \$ 11,451.77 \$ 1,912.80	\$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19	Item Total   \$ 2,149.29   \$ 2,149.29   \$ 11,795.33   \$ 1,970.19	\$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29	tem Total   \$ 2,213.77   \$ 2,213.77   \$ 12,149.19   \$ 2,029.29	\$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17	\$ 2,280.19 \$ 2,280.19 \$ 12,513.66 \$ 2,090.17	Unit Price \$ 587.15 \$ \$ 587.15 \$ \$ 3,222.27 \$ \$ 2,152.88 \$	Item Total
1 2 3 4 5 5	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location)	EA EA EA EA	4 4 4 1 1	\$ 521.67 \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 1,912.80	\$ 2,086.69 \$ 2,086.69 \$ 2,086.69 \$ 11,451.77 \$ 1,912.80 \$ 1,912.80	Unit Price  \$ 537.32  \$ 537.32  \$ 2,948.83  \$ 1,970.19  \$ 1,970.19	Item Total   \$ 2,149.29   \$ 2,149.29   \$ 11,795.33   \$ 1,970.19   \$ 1,970.19	\$ 553.44 \$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29	Item Total	\$ 570.05 \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17	\$ 2,280.19 \$ 2,280.19 \$ 2,280.19 \$ 12,513.66 \$ 2,090.17 \$ 2,090.17	\$ 587.15 \$ 587.15 \$ 587.15 \$ 587.15 \$ \$ 3,222.27 \$ \$ 2,152.88 \$ \$ 2,152.88 \$	Item Total
1 2 3 4 5 6 6 7	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees LBA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling	EA EA EA EA EA	4 4 4 1 1 1 2	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 1,912.80 \$ 521.67	\$ 2,086.69 \$ 2,086.69 \$ 11,451.77 \$ 1,912.80 \$ 1,912.80 \$ 1,043.35	\$ 537.32 \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32	tem Total   \$ 2,149.29   \$ 2,149.29   \$ 11,795.33   \$ 1,970.19   \$ 1,970.19   \$ 1,074.65	Unit Price \$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29 \$ 553.44	tem Total   \$ 2,213.77   \$ 2,213.77   \$ 12,149.19   \$ 2,029.29   \$ 2,029.29   \$ 1,106.89	\$ 570.05 \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17 \$ 570.05	\$ 2,280.19 \$ 2,280.19 \$ 2,280.19 \$ 12,513.66 \$ 2,090.17 \$ 2,090.17 \$ 1,140.09	\$ 587.15 \$ 587.15 \$ 587.15 \$ 3,222.27 \$ 2,152.88 \$ \$ 2,152.88 \$ \$ 587.15 \$	Item Total
1 2 3 4 5 6 7 7	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee	EA EA EA EA EA	4 4 4 1 1 1 2 2 2	Unit Price   \$ 521.67   \$ 521.67   \$ 521.67   \$ 2,862.94   \$ 1,912.80   \$ 1,912.80   \$ 521.67   \$ 2,890.94	Item Total   \$ 2,086.69   \$ 2,086.69   \$ 11,451.77   \$ 1,912.80   \$ 1,912.80   \$ 1,043.35   \$ 5,781.88	\$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32 \$ 2,977.67	Item Total   \$ 2,149.29   \$ 2,149.29   \$ 11,795.33   \$ 1,970.19   \$ 1,074.65   \$ 5,955.34	Unit Price \$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29 \$ 553.44 \$ 3,067.00	Item Total   \$ 2,213.77   \$ 2,213.77   \$ 12,149.19   \$ 2,029.29   \$ 2,029.29   \$ 1,106.89   \$ 6,134.00   \$ 6,134.00	\$ 570.05 \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17 \$ 570.05 \$ 3,159.01	tem Total   \$   2,280.19   \$   2,280.19   \$   2,280.19   \$   12,513.66   \$   2,090.17   \$   2,090.17   \$   1,140.09   \$   6,318.02	\$ 587.15 \$ 587.15 \$ \$ 587.15 \$ \$ 3,222.27 \$ \$ 2,152.88 \$ \$ 2,152.88 \$ \$ 587.15 \$ \$ 587.15 \$ \$ 3,253.78 \$	Item Total
1 2 3 4 5 6 7 7 8 8	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee BMP Replacement - Fabco Cartridges (KMD Location only)	EA EA EA EA EA EA EA EA EA	4 4 4 1 1 2 2 2 6	\$ 521.67 \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 521.67 \$ 2,890.94 \$ 451.87	Item Total   \$ 2,086.69   \$ 2,086.69   \$ 11,451.77   \$ 1,912.80   \$ 1,043.35   \$ 5,781.88   \$ 2,711.24	Unit Price \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 537.32 \$ 2,977.67 \$ 465.43	ttem Total   \$ 2,149.29   \$ 2,149.29   \$ 11,795.33   \$ 1,970.19   \$ 1,074.65   \$ 5,955.34   \$ 2,792.58	Unit Price \$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29 \$ 553.44 \$ 3,067.00 \$ 479.39	Item Total	\$ 570.05 \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 570.05 \$ 3,159.01 \$ 493.77	Item Total	\$ 587.15 \$ 587.15 \$ 587.15 \$ 587.15 \$ \$ 3,222.27 \$ \$ 2,152.88 \$ \$ 2,152.88 \$ \$ 587.15 \$ \$ 3,253.78 \$ \$ 508.59 \$ \$	Item Total
1 2 3 4 5 6 7 8 9	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees LERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 3, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee BMP Replacement - Faboc Cartridges (KMD Location only) BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations	EA	Estimated  4  4  1  1  2  6  22	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 1,912.80 \$ 521.67 \$ 2,890.94 \$ 136.33	Item Total	Unit Price \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32 \$ 2,977.67 \$ 465.43 \$ 140.42	Item Total	Unit Price \$ 553.44 \$ 553.45 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29 \$ 553.44 \$ 3,067.00 \$ 479.39 \$ 144.63	Item Total	Unit Price \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17 \$ 570.05 \$ 3,159.01 \$ 493.77 \$ 148.97	Item Total	Unit Price \$ 587.15	Item Total
1 2 3 4 5 6 7 8 9	Rain Event Monitoring Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee BMP Replacement - Fabco Cartridges (KMD Location only) BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations BMP Replacement - 2x Sediment Traps (Trolley Location only)	EA	Estimated  4 4 4 1 1 2 6 6 22 2	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 1,912.80 \$ 521.67 \$ 2,890.94 \$ 451.87 \$ 136.33 \$ 843.49	Item Total	Unit Price \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32 \$ 2,977.67 \$ 465.43 \$ 140.42 \$ 868.79	Item Total	Unit Price  \$ 553.44  \$ 3,037.30  \$ 2,029.29  \$ 2,029.29  \$ 3,067.00  \$ 479.39  \$ 144.63  \$ 894.86	Item Total	Unit Price \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17 \$ 570.05 \$ 3,159.01 \$ 493.77 \$ 148.97 \$ 921.70	Rem Total	Unit Price \$ 587.15   \$ 587.15   \$ 3,222.27   \$ 2,152.88   \$ 2,152.88   \$ 587.15   \$ 3,253.78   \$ 508.59   \$ 153.44   \$ 949.35	ttem Total 5 2,348.59 5 2,348.59 5 12,889.07 6 2,152.88 6 1,174.30 6 6,507.56 6 3,051.53 6 3,375.71 1,898.71
1 2 3 4 5 6 7 8 9 10	Rain Event Monitoring Rain Event Sampling Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee BMP Replacement - Fabo Cartridges (KMD Location only) BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations BMP Replacement - 2x Sediment Traps (Trolley Location only) BMP Replacement - 2FG Cartridges (IAD Location only)	EA	Estimated 4 4 4 1 1 2 2 6 6 22 2 35	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 1,912.80 \$ 521.67 \$ 2,890.94 \$ 451.87 \$ 136.33 \$ 843.49 \$ 485.08	Item Total	Unit Price \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32 \$ 2,977.67 \$ 465.43 \$ 140.42 \$ 868.79 \$ 499.63	Item Total	Unit Price \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29 \$ 553.44 \$ 3,067.00 \$ 479.39 \$ 144.63 \$ 894.86 \$ 514.62	Item Total     \$ 2,213.77     \$ 2,213.77     \$ 12,149.19     \$ 2,029.29     \$ 2,029.29     \$ 1,106.89     \$ 6,134.00     \$ 2,876.36     \$ 3,181.93     \$ 1,789.71     \$ 18,011.56	Unit Price \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17 \$ 5,570.05 \$ 3,159.01 \$ 493.77 \$ 148.97 \$ 921.70 \$ 530.05	temTotal	Unit Price \$ 587.15   \$ 587.15   \$ 3,222.27   \$ 2,152.88   \$ 2,152.88   \$ 5 87.15   \$ 3,253.78   \$ 508.59   \$ 153.44   \$ 949.35   \$ 949.35	Item Total   2,348.59   5
1 2 3 4 5 6 7 8 9 10 11	Rain Event Monitoring Rain Event Sampling Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee BMP Replacement - Fabco Cartridges (KMD Location only) BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations BMP Replacement - Zx Sediment Traps (Trolley Location only) BMP Replacement - ZPG Cartridges (IAD Location only) As-Needed Repairs - Single Person Crew - Straight Time	EA E	Estimated  4  4  1  1  2  2  6  22  2  35  16	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 521.67 \$ 2,880.94 \$ 451.87 \$ 136.33 \$ 485.88 \$ 485.08 \$ 83.49	Item Total	Unit Price \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32 \$ 2,977.67 \$ 465.43 \$ 140.42 \$ 868.79 \$ 499.63 \$ 87.76	Item Total	Unit Price \$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 553.44 \$ 3,067.00 \$ 479.39 \$ 144.63 \$ 894.86 \$ 514.62 \$ 90.40	Item Total	Unit Price \$ 570.05 \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 570.05 \$ 3,159.01 \$ 493.77 \$ 148.97 \$ 921.70 \$ 530.05 \$ 93.11	RemTotal	Unit Price \$ 587.15   \$ 587.15   \$ 3,222.7   \$ 2,152.88   \$ 577.15   \$ 3,253.78   \$ 508.59   \$ 153.44   \$ 949.35   \$ 545.96   \$ 95.90	Item Total
1 2 3 4 5 6 7 8 9 10	Rain Event Monitoring Rain Event Sampling Rain Event Sampling Lab Sampling Fees ERA Technical Report - Level 1, or Level 2 (per location) ERA Action Plan - Level 1, or Level 2 (per location) TMDL Sampling - Rain Event Sampling TMDL Sampling - Rain Event Sampling TMDL Sampling - Lab Fee BMP Replacement - Fabo Cartridges (KMD Location only) BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations BMP Replacement - 2x Sediment Traps (Trolley Location only) BMP Replacement - 2FG Cartridges (IAD Location only)	EA	Estimated 4 4 4 1 1 2 2 6 6 22 2 35	Unit Price \$ 521.67 \$ 521.67 \$ 2,862.94 \$ 1,912.80 \$ 1,912.80 \$ 521.67 \$ 2,890.94 \$ 451.87 \$ 136.33 \$ 843.49 \$ 485.08	Item Total	Unit Price \$ 537.32 \$ 537.32 \$ 2,948.83 \$ 1,970.19 \$ 1,970.19 \$ 537.32 \$ 2,977.67 \$ 465.43 \$ 140.42 \$ 868.79 \$ 499.63 \$ 87.76 \$ 175.53	tlem Total	Unit Price \$ 553.44 \$ 553.44 \$ 3,037.30 \$ 2,029.29 \$ 2,029.29 \$ 553.44 \$ 3,067.00 \$ 479.39 \$ 144.63 \$ 894.86 \$ 514.62 \$ 90.40 \$ 180.79	them Total	Unit Price \$ 570.05 \$ 570.05 \$ 3,128.42 \$ 2,090.17 \$ 2,090.17 \$ 700.05 \$ 3,159.01 \$ 493.77 \$ 148.97 \$ 921.70 \$ 530.05 \$ 33.11 \$ 186.22	RemTotal	Unit Price \$ 587.15   \$ 587.15   \$ 3,222.27   \$ 2,152.88   \$ 2,152.88   \$ 587.15   \$ 587.15   \$ 587.15   \$ 3,253.78   \$ 508.59   \$ 153.44   \$ 949.35   \$ 949.35   \$ 95.90   \$ 151.80	ItemTotal   2,348.59   5
	1 2 3 4 5 5 6 7 8 9 10 11 12 13	1 Rain Event Monitoring 2 Rain Event Sampling 3 Lab Sampling Fees 4 ERA Technical Report - Level 1, or Level 2 (per location) 5 ERA Action Plan - Level 1, or Level 2 (per location) 6 TMDL Sampling - Rain Event Sampling 7 TMDL Sampling - Lab Fee 8 BMP Replacement - Fabco Cartridges (KMD Location only) 9 BMP Replacement - Edit Cartridges (KMD Location only) 10 BMP Replacement - Zey Sediment Traps (Trolley Location only) 11 BMP Replacement - Zey Sediment Traps (Trolley Location only) 12 As-Needed Repairs - Single Person Crew - Straight Time 13 As-Needed Repairs - Two Person Crew - Straight Time	1 Rain Event Monitoring EA 2 Rain Event Sampling EA 3 Lab Sampling Fees EA 4 ERA Technical Report - Level 1, or Level 2 (per location) EA 5 ERA Action Plan - Level 1, or Level 2 (per location) EA 6 TMDL Sampling - Rain Event Sampling EA 7 TMDL Sampling - Lab Fee EA 8 BMP Replacement - Fabo Coartridges (KMD Location only) EA 9 BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations only) 10 BMP Replacement - ZPS Gentridges (MD Location only) EA 11 BMP Replacement - ZPS Gentridges (MD Location only) EA 12 As-Needed Repairs - Single Person Crew - Straight Time HR 13 As-Needed Repairs - Two Person Crew - Straight Time HR 14 As-Needed Dist Consulting Services - Straight Time HR	Table   Description   Countities	Table	Table	Table	Rain Event Monitoring	Table	Table   Description   Countries   Countr	Table   Description   Descri	Rain Event Monitoring	Rain Event Monitoring   EA   4   \$   450.00   \$   1,800.00   \$   463.50   \$   1,854.00   \$   477.41   \$   1,909.62   \$   491.73   \$   1,966.91   \$   506.48   \$   3   1,854.00   \$   1,854.00   \$   1,854.00   \$   1,854.00   \$   1,754.99   \$   1,854.00   \$   1,750.49   \$   1,750.49   \$   1,750.49   \$   1,803.00   \$   1,857.09   \$   1,854.00   \$   1,854.00   \$   1,750.49   \$   1,750.49   \$   1,803.00   \$   1,857.09   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,854.00   \$   1,854.00   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,854.00   \$   1,854.00   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,750.49   \$   1,854.00   \$   1,8

 Year One
 7/1/21 - 6/30/22
 Year Two
 7/1/22-6/30/23
 Year Three
 7/1/23 - 6/30/24
 Year Four

able II: AS-NEEDED SERVICES						
	Item	Description	UOM	Estimated		
	1	Rain Event Monitoring	EA	4	\$	20,634.98
	2	Rain Event Sampling	EA	4	\$	20,634.98
	3	Lab Sampling Fees	EA	4	\$	113,244.79
	4	ERA Technical Report - Level 1, or Level 2 (per location)	EA	1	\$	18,915.40
	5	ERA Action Plan - Level 1, or Level 2 (per location)	EA	1	\$	18,915.40
	6	TMDL Sampling - Rain Event Sampling	EA	2	\$	10,317.49
	7	TMDL Sampling - Lab Fee	EA	2	\$	57,176.10
	8	BMP Replacement - Fabco Cartridges (KMD Location only)	EA	6	\$	26,811.03
	9	BMP Replacement - LIDMIX (Media pillow only, IAD and Trolley Locations	EA	22	\$	29,659.35
	10	BMP Replacement - 2x Sediment Traps (Trolley Location only)	EA	2	\$	16,682.24
	11	BMP Replacement - ZPG Cartridges (IAD Location only)	EA	35	\$	167,889.09
	12	As-Needed Repairs - Single Person Crew - Straight Time	HR	16	\$	13,481.52
	13	As-Needed Repairs - Two Person Crew - Straight Time	HR	16	\$	26,963.04
	14	As-Needed QISP Consulting Services - Straight Time	HR	20	\$	20,634.98
			Tabl	o II Cubtotale:	Ċ	E61 060 40

Table II: AS-NEEDED SERVICES

			Year One	7/1/21 - 6/30/22	Year Two	7/1/22-6/30/23	Year Three	7/1/23 - 6/30/24	Year Four	7/1/24 - 6/30/25	Year Five	7/1/25 - 6/30/26
Table III: AS-NEEDED REPLACEME	Item	Description	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total	% Mark Up	Item Total
	1	Annual Materials/Parts Allowance	10.00%	\$ 5,000.00	10.00%	\$ 5,000.00	10.00%	\$ 5,000.00	10.00%	\$ 5,000.00	10.00%	\$ 5,000
	2	Materials markup	10.00%	\$ 500.00	10.00%	\$ 500.00	10.00%	\$ 500.00	10.00%	\$ 500.00	10.00%	\$ 500
				\$ 5,500.00		\$ 5,500.00		\$ 5,500.00		\$ 5,500.00		\$ 5,500
Table III Subtotals:				\$ 103,390.09		\$ 106,326.79		\$ 109,351.60		\$ 112,467.14		\$ 115,676
			Ontional Voor One	7/1/26 6/20/27	Ontional Voor Two	7/1/27 6/20/20	Ontional Voor Thro	7/1/27 6/20/20	Ontional Voor Four	7/1/27 6/20/20	Ontional Voor Five	7/1/27 6/20/21

			Optional Year One	7/1/2	6 - 6/30/27	Optional Year Two	7/1/	27 - 6/30/28	Optional Year Three	7/1/2	7 - 6/30/29	Optional Year Four	7/1/2	7 - 6/30/30	Optional Year Five	7/1/27	- 6/30/31
Table III: AS-NEEDED REPLACEME	Item	Description	% Mark Up	It	em Total	% Mark Up		Item Total	% Mark Up	It	tem Total	% Mark Up		Item Total	% Mark Up	F	tem Total
	1	Annual Materials/Parts Allowance	10.00%	\$	5,000.00	10.00%	\$	5,000.00	10.00%	\$	5,000.00	10.00%	\$	5,000.00	10.00%	\$	5,000.00
	2	Materials markup	10.00% \$ \$	500.00	10.00%	\$	500.00	10.00%	\$	500.00	10.00%	\$	500.00	10.00%	\$	500.00	
·				\$	5,500.00		\$	5,500.00		\$	5,500.00		\$	5,500.00		\$	5,500.00
Table III Subtotals:				\$	118,981.44		\$	122,385.89		\$	125,892.46		\$	129,504.24		\$	133,224.36

Table III: AS-NEEDED REPLACEME	Item	Description	1	
	1	Annual Materials/Parts Allowance	\$	50,000.00
	2	Materials markup	\$	5,000.00
			\$	55,000.00
Table III Subtotals:			\$	1,177,200.18



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

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

## MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

#### SUBJECT:

TRACTION POWER SUBSTATIONS (TPSS) BUILDINGS REPAIR – CONSTRUCTION CHANGE ORDERS (CCO)

#### RECOMMENDATION:

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

- Ratify CCO 01 to Work Order MTSJOC312-01, under Job Order Contract (JOC) MTS Doc No. PWL312.0-20 (Attachment A) with HMS Construction, Inc. (HMS), totaling \$11,042.92 for sealing, caulking, and painting of the siding panels of the substations; and
- 2) Authorize the Chief Executive Officer (CEO) to execute CCO 02 to Work Order MTSJOC312-02, under JOC MTS Doc No. PWL312.0-20 (in substantially the same format as Attachment B) with HMS, totaling \$146,341.65 for the repair of an additional seven (7) TPSS locations on the Green Line.

#### **Budget Impact**

The total cost of this project will be increased to \$292,377.35. Under separate contract, MTS Doc No. L1282.0-16, with The Gordian Group, MTS will pay a 1.95% JOC software license fee in the amount of \$3,069.00 for CCOs 01 and 02. Work Order and CCO 01 are funded by MTS Capital Improvement Project (CIP) 2006112301 - Traction Power Substations Building Repair, and CCO 02 is funded by Maintenance of Wayside operating account number 360016-571142.

MTS Doc No.	Purpose	Amount	Board Approval Date
PWL312.0-20	Seven (7) Traction Power Substations (TPSS) Building Repair	\$134,992.78	10/15/20, Item 8
CCO 01	Sealing, Caulking, and Painting of the side panels	\$11,042.92	CEO approval 3/24/21 per Board Policy No. 41
CCO 02	Additional 7 TPSS Building Repair	\$146,341.65	Today's Proposed Action
	TOTAL	\$292,377.35	



#### **DISCUSSION:**

There are thirty-two (32) TPSS along the Green and Orange Trolley lines that have been in service for more than 20 years. Currently, the exterior and roofs of many TPSS are leaking water and require repairs. The work is necessary to eliminate safety hazards for maintenance employees and reduce system downtime caused by electric shortages due to water leakage.

On October 15, 2020 (AI 8), the MTS Board approved the original Work Order (using MTS's master Job Order Contract with HMS) to repair the seven (7) highest priority TPSS structures Front A, Front B, Morena, Fashion Valley, Mission Valley, Stadium West TPSS, and Stadium East TPSS located along the Green Line.

On March 24, 2021, MTS authorized CCO 01 to HMS for additional caulk and paint for the TPSS structures.

Today's proposed action would issue CCO 2 to HMS, adding repair of the next seven (7) TPSS to the open Work Order MTSJOC312-01:

- Bean
- Congress
- Las Cumbres
- I-805
- Grossmont
- Gillespie
- Airport Vista

The work includes roof repairing, sealing, caulking, and painting the structures in the same manner as the other stations prior to the Fall rainy season. Pricing for this repair work order was reviewed and determined to be fair and reasonable. HMS will be providing all materials, labor, and equipment necessary for the repairs. The work is scheduled to be completed by October 2021. The pricing provided by HMS was determined to be fair and reasonable in comparison to the existing contract and the independent cost estimate (ICE).

Additional CIP funding requests for FY 22–26 are needed to address the remaining locations.

Therefore, staff recommends that the MTS Board:

1) Ratify CCO 01 to Work Order MTSJOC312-01, under JOC MTS Doc No. PWL312.0-20 (Attachment A) with HMS, totaling \$11,042.92 for sealing, caulking, and painting of the siding panels of the substations; and

2) Authorize the CEO to execute CCO 02 to Work Order MTSJOC312-01, under JOC MTS Doc No. PWL312.0-20 (in substantially the same format as Attachment B) with HMS, totaling \$146,341.65 for the repair of an additional seven (7) TPSS locations on the Green Line.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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

Attachments: A. Work Order Contract MTSJOC312-01.01, MTS Doc No. PWL312.0-20

B. Draft Work Order Contract MTSJOC312-01.02, MTS Doc No. PWL312.0-20



Project Name: TPSS Roof Repairs	Date: 3.15.21								
o: MTS	Contract Number: N	TSJOC312.01							
rom (Contractor): HMS Construction Inc.	CCO Number: 0	1							
Description of Work Fieldwork Directive Issued	ı. T								
	Changes and Extra W	ork of the Contra	ct Document						
a. Contractor Cost Proposal									
	\$ 11,042.92 L.S.								
S. Subcontractors Costs	_	Subtotal A: _\$	11,042.92						
, oursellingstors costs	<u>\$</u>								
		Subtotal B: \$	1.						
. Contractor Credits	Fieldwork Directive Issued:  accordance with and incorporates Section Changes and Extra Work ainting the siding panels of the substations.  State of the substations								
		Subtotal C: \$	•						
	Total = (A + B + C)	Total: _\$	11,042.92						
riginal Contract value:		\$	134,992.78						
djustment by Change Order No. <mark>X</mark> through Change Order <mark>X (if applicable)</mark>		\$							
djustment by this Change Order		\$	11,042.92						
ew Contract Amount	Total:	\$	146,035.70						
	☐ Unchanged	by 60	days						
riginal Completion Date: ljustment by Change Order No. <mark>X</mark> through Change Order <u>X (if applicable)</u>	_	2/21/21							
djustment by this Change Order		60							
ew Completion Date		4/22/21							
lestones Affected:	•								
	uer andler	for 3-24-2	021						
MIC.	omer Executive Officer	Date.							

EXHIBIT A (Scope of Work)

#### San Diego Metropolitan Transit System

1255 Imperial Ave San Diego, CA 92101



Date: 3/15/2021

Job Order Contracting

#### Final Scope of Work

To: From:

Contract No: PWL312.0-20

Job Order No: MTSJOC312-01.01

Job Order Title: TPSS Roof Repairs - CCO # 1

**Location:** Green Line ROW

1255 Imperial Ave San Diego, CA 92101

**Brief Scope:** Scope of work:The Contractor shall be responsible for the complete inspection,

material supply, delivery, installation, and all required hardware and equipment, and Contract coordination with SDTI, to support an integrated construction during all phases of the work. The work shall consist of procuring and painting panels, gasket material, caulking basic cleaning and primer and coating to the vertical surfaces of seven (7) existing substations. The vertical surfaces have seam's approximately every 18 inches that will need to be filled with sealant. The paint should be ANSI 61 Gray and should be painted on the vertical surface from the Drip edge to the foundation I beams where they attach to the concrete pad. The Building anchors should also be painted. The ground pad and the Grounding cable should not be painted. The work shall consist of, but is not limited to: The Contractor shall furnish all labor, equipment, materials and accessories required to make repairs to substations In addition, the Contractor shall provide all required support and services, including from their equipment and material suppliers. covering all Contract materials and equipment manufacture, shop and field fabrication. This includes any manufacturer's field engineering assistance deemed necessary during the system installation and for all necessary changes to the system and equipment resulting from manufacturing discrepancies identified during the installation, at no additional cost to SDTI. Contractor shall be responsible for providing all required support for equipment manufacturers during

#### Scope of work:

- The Contractor shall be responsible for the complete inspection, material supply, delivery, installation, and all required hardware and equipment, and Contract coordination with SDTI, to support an integrated construction during all phases of the work.
- 2. The work shall consist of procuring and painting panels, gasket material, caulking basic cleaning and primer and coating to the vertical surfaces of seven (7) existing substations. The vertical surfaces have seam's approximately every 18 inches that will need to be filled with sealant. The paint should be ANSI 61 Gray and should be painted on the vertical surface from the Drip edge to the foundation I beams where they attach to the concrete pad. The Building anchors should also be painted. The ground pad and the Grounding cable should not be painted.
- 3. The work shall consist of, but is not limited to:
- 4. The Contractor shall furnish all labor, equipment, materials and accessories required to make repairs to substations
- 5. In addition, the Contractor shall provide all required support and services, including from their equipment and material suppliers, covering all Contract materials and equipment manufacture, shop and field fabrication. This includes any manufacturer's field engineering assistance deemed necessary during the system installation and for all necessary changes to the system and equipment resulting from manufacturing discrepancies identified during the installation, at no additional cost to SDTI.
- 6. Contractor shall be responsible for providing all required support for equipment manufacturers during field assembly, installation of each traction power substation.

Thang Nguyen, Systems Engineer	Date

## EXHIBIT B (Cost Breakdown)



## Att. Price Proposal Detail

**By Division Report** 

Version: 2.0

Approved 03/11/2021 02:45:28 PM PST

**JOC Name (Contractor):** HMS Construction Inc.

Contract Name: RAILROAD SIGNALS, Overhead Catenary Systems and Track

Contract Number: PWL312.0-20

Job Order Number: MTSJOC312-01.01

Job Order Title: TPSS Roof Repairs - CCO # 1

Location: Green Line ROW

Cost Proposal Date: March 11, 2021

Proposal Value: \$11,042.92

Division		<b>Division Totals</b>
01	General Requirements	-\$18,107.18
07	Thermal And Moisture Protection	\$8,481.90
09	Finishes	\$20,668.20
	Proposal Total(Filtered):	\$11,042.92
	The Percentage of Non Pre-Priced on this Proposal:	0.00%



Att. Price Proposal Detail

**By Division Report** 

Version: 2.0

Approved 03/11/2021 02:45:28 PM PST

JOC Name (Contractor): HMS Construction Inc.

Contract Name: RAILROAD SIGNALS, Overhead Catenary Systems and Track

Contract Number: PWL312.0-20

Job Order Number MTSJOC312-01.01

Job Order Title TPSS Roof Repairs - CCO # 1

**Location:** Green Line ROW

Cost Proposal Date: March 11, 2021

Proposal Value: \$11,042.92

Record #	CSI Number	MOD	UOM	Description		<b>Unit Price</b>		Factor		Total
01 Genera	l Requirements									-\$18,107.18
1	012223000053		WK	17' Electric, Scissor Pl	atfo	m Lift				
	Accepted	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	WK	-14.00	Х	\$292.86	Х	1.0000	=	-\$4,100.04
Labor Exclu	ded Equ	ipment Exclud	ed						-	-\$4,100.04
	User Note:									
	Item Note:									
	Owner Comments:									
Co	ntractor Comments:	V:1.1-Not requ	iired							
2	017113000004	_	EA	First 25 Miles, Equipm Tractor Trailer With Up			ір, Мо	bilization And	d Demo	bilization Using A
	Accepted	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	EA	-14.00	Х	\$725.51	Χ	1.0000	=	-\$10,157.14
	Mate	rials Excluded							_	-\$10,157.14
	User Note:									
	Item Note:	for return and gradalls, road finishers, strai	transpo graders ght mas	lown of equipment, deliverting away. For equipment, loader-backhoes, heat to construction forklifts, to man lifts with >40' boor	ent s vy d eles	such as bulldozuty construction coping boom r	zers, r n load	notor scraper ders, tractors,	s, hydra pavers	aulic excavators, , rollers, bridge
	Owner Comments:									
Co	ntractor Comments:	V:1.1-Not Req	uired							
3	017419000012		EA	10 CY Dumpster (1.5	Γon)	"Construction	Debr	is"		
	Accepted	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	EA	-7.00	Х	\$550.00	Χ	1.0000	=	-\$3,850.00
Labor Exclu	ded Equ	ipment Exclud	ed						-	-\$3,850.00
	User Note:									
	Item Note:	Includes delive	ery of d	umpster, rental cost, pic	k-up	cost, hauling,	and o	disposal fee.	Non-haz	zardous material.
	Owner Comments:									
Co	ntractor Comments:	V:1.1-Not Req	uired							

Price Proposal Details Report Page 2 of 4



## Att. A ALT. 06/17/2021 Detail

**By Division Report** 

Version: 2.0

Approved 03/11/2021 02:45:28 PM PST

Record #	CSI Number	MOD	UOM	Description		<b>Unit Price</b>		Factor		Total
07 Therma	l And Moisture Pro	tection								\$8,481.90
4	079213000005		CLF	3/8" x 3/8" Joint, Silicor	ne S	Sealant And Ca	aulkin	9		
	Accepted	,		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	CLF	21.00	Х	\$321.77	Χ	1.0000	=	\$6,757.17
		Demo	CLF	21.00	Х	\$82.13	Х	1.0000	=	\$1,724.73
										\$8,481.90
	User Note:	This option is	to remo	ve and install all new ca	aulk	ing BEFORE	finish	paint		
	Item Note:									
	Owner Comments:									
Cor	ntractor Comments: \	V:1.1-This ren	noves th	ne amount noted in 01 Ba	ase	Proposal for c	aulkin	g "as needed	d"	

Re	cord#	CSI Number	MOD	UOM	Description	Unit Price	Factor	Total						
09	Finishes							\$20,668.20						
	5	099653000005		SF	Paint, Airless Spray, Elaste	int, Airless Spray, Elastomeric, Per Coat								
		Accepted	,		Quantity x	Unit Price x	Factor =	LineTotal						
			Installation	SF	15,540.00 x	\$1.33 x	1.0000 =	\$20,668.20						
								\$20,668.20						
		User Note:												
		Item Note:												
	(	Owner Comments:												
	Cont	ractor Comments:												
							Total	\$11,042.92						
	Proposal Total(Filtered):													
	0.00%													

# EXHIBIT C (Subcontractor Listing)

#### San Diego Metropolitan Transit System

1255 Imperial Ave San Diego, CA 92101



Date: 3/16/2021

**Job Order Contracting** 

**Subcontractor Report** 

**Contract #:** PWL312.0-20

Job Order #: MTSJOC312-01.01

Job Order Title: TPSS Roof Repairs - CCO # 1

**Location:** Green Line ROW

**Contractor:** HMS Construction Inc.

**Subcontractor:** General Coatings

Subcontractor Name		Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
General Coatings 6711 Nancy Ridge Rd, San Diego, CA 92120	527547	Waterproofer		\$11,000.00	99.61%



#### **CONSTRUCTION CHANGE ORDER**

Project Name: TPSS Roof Repairs	Date: 6/17/	21
To: MTS	Contract Number: MTS	
From (Contractor): HMS Construction Inc.	CCO Number: 02	
Description of Work Fieldwork Directi	e Issued:	
This CCO is prepared in accordance with and incorporate and consists of: Repair of an additional 7 TPSS locations on the Green L Cumbres, I-805, Grossmont, Gillespie, and Airport Vista		of the Contract Documents
A. Contractor Cost Proposal		
A. Contractor Cost Proposal	0440.044.05   0	
	\$146,341.65 L.S. L.S.	
	<del></del>	Subtotal A. C. 440 044 05
		Subtotal A: \$ 146,341.65
B. Subcontractors Costs	•	
	<u>\$ - </u>	
		Subtotal B: _\$ -
C. Contractor Credits		
	<del></del>	Subtotal C: \$ -
	•	Subtotal C: \$ -
	Total = (A + B + C)	Total: \$ 146,341.65
Driginal Contract value:		\$ 134,992.78
Adjustment by Change Order No. 1 through Change Order 1 <u>(if app</u>	cable)	\$ 11,042.92
Adjustment by this Change Order		\$ 146,341.65
New Contract Amount	Total:	\$ 292,377.35
The Contract Time due to this Change Order will be: ☑ Increased ☐	ecreased 🗆 Unchanged	by 60 days
Original Completion Date:		2/21/21
Adjustment by Change Order No. 1 through Change Order 1 <u>(if app</u> Adjustment by this Change Order	cable)	60 180
New Completion Date	<u> </u>	10/19/21
Allestones Affected:		10/17/21
Contractor Date:	MTS Chief Executive Officer	Date:
Follow all applicable procedures and prov	le all appropriate documentation as requ	ired by
	ct Documents.	B-1

EXHIBIT A (Scope of Work)

#### San Diego Metropolitan Transit System

1255 Imperial Ave San Diego, CA 92101



**Final Scope of Work** 

Date: 5/19/2021

**Job Order Contracting** 

To: From:

Contract No: PWL312.0-20

Job Order No: MTSJOC312-01.02

Job Order Title: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

**Location:** Green Line ROW

1255 Imperial Ave San Diego, CA 92101

Brief Scope: Adding additional 7 TPSS locations on the Green Line: - Bean, Congress, Las

Cumbres, I-805, Grossmont, Gillespie, and Airport Vista

The Contractor shall provide all labor, materials, equipment to complete the work in accordance with the Scope of Work. All work shall be in compliance with all local, state and federal rules and regulations, as applicable. The scope of work consists of the following:

- 1. Inspection, Repair, Seal walls and doors and coat roof
- The Contractor shall be responsible for the complete inspection, material supply, delivery, installation, and all required hardware and equipment, and Contract coordination with SDTI, to support an integrated construction during all phases of the work.
- 3. The work shall consist of procuring and installing repair panels, gasket material, caulking basic cleaning and primer, coating, and painting to the roofs of seven (7) existing substations.
- 4. The work shall consist of, but is not limited to:
- 5. The Contractor shall furnish all labor, equipment, materials and accessories required to make repairs to substations
- 6. In addition, the Contractor shall provide all required support and services, including from their equipment and material suppliers, covering all Contract materials and equipment manufacture, shop and field fabrication. This includes any manufacturer's field engineering assistance deemed necessary during the system installation and for all necessary changes to the system and equipment resulting from manufacturing discrepancies identified during the installation, at no additional cost to SDTI.
- Contractor shall be responsible for providing all required support for equipment manufacturers during field assembly, installation of each traction power substation.
- 8. The second 7 TPSS are listed below:
  - i. Bean
  - ii. Congress
  - iii. Las Cumbres
  - iv. I-805
  - v. Grossmont
  - vi. Gillespie
  - vii. Airport Vista

Submittals: Construction Schedule and Work Plan

Coordination: MOW Supervisor, Arol Trewin

Work Hours: Weekdays 7:00am - 4:00pm

Thang	Nauven	Systems	<b>Engineer</b>
HIIAHY	MUUVEII.	Systems	Engineer

Date

# EXHIBIT B (Cost Breakdown)



By Division Report Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

**JOC Name (Contractor):** HMS Construction Inc.

Contract Name: RAILROAD SIGNALS, Overhead Catenary Systems and Track

Contract Number: PWL312.0-20

Job Order Number: MTSJOC312-01.02

Job Order Title: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

**Location:** 20-Green Line ROW

**Proposal Value:** \$146,341.65

Division		<b>Division Totals</b>
01	General Requirements	\$93,461.55
05	Metals	\$0.00
07	Thermal And Moisture Protection	\$8,481.90
08	Openings	\$6,762.00
09	Finishes	\$37,636.20
10	Specialties	\$0.00
	Proposal Total:	\$146,341.65
	The Percentage of Non Pre-Priced on this Proposal:	0.00%

Price Proposal Details Report

Page 1 of 8

Print Date: 05/03/2021 11:21:25 AM PST

# Att. B AL7 06/17/2021 Detail

**By Division Report Version: Working Version** 

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

JOC Name (Contractor): HMS Construction Inc.

RAILROAD SIGNALS, Overhead Catenary Systems and Track **Contract Name:** 

**Contract Number:** PWL312.0-20

**Job Order Number** MTSJOC312-01.02

**Job Order Title** TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

Location: 20-Green Line ROW

\$146,341.65 **Proposal Value:** 

Record #	CSI Number	MOD	UOM	Description		<b>Unit Price</b>		Factor		Total
01 Genera	al Requirements									\$93,461.55
1	012220000027		HR	Laborer						
	No Change	•		Quantity	×	Unit Price	х	Factor	=	LineTotal
		Installation	HR	392.00	) х	\$73.42	Х	1.0000	=	\$28,780.64
	Equipment Exclude	d	Mate	rials Excluded					-	\$28,780.64
	User Note:	7 TPSS Subst	ations >	c 64 hours each						
	Item Note:	For tasks not i	ncluded	d in the Construction Ta	sk C	atalog® and a	s dire	cted by owne	er only.	
	Owner Comments:									
Co	entractor Comments:									
2	012220000027		HR	Laborer						
	No Change	-		Quantity	Х	Unit Price	х	Factor	=	LineTotal
		Installation	HR	560.00	) х	\$73.42	Х	1.0000	=	\$41,115.20
	Equipment Exclude	d	Mate	rials Excluded					-	\$41,115.20
	User Note:	Roofing Supp	ort (7da	ays) and also weathers	rippi	ng (3 days)= 1	0days	s = 80 hrs x 7	7 each =	= 560hrs
	Item Note:	For tasks not i	ncluded	d in the Construction Ta	sk C	atalog® and a	s dire	cted by owne	er only.	
	Owner Comments:									
Co	entractor Comments:									
3	012220000052		HR	Truck Driver (Group 4	)					
	No Change	-		Quantity	Х	Unit Price	х	Factor	=	LineTotal
		Installation	HR	196.00	) x	\$71.68	Х	1.0000	=	\$14,049.28
	Equipment Exclude	d	Mate	rials Excluded					-	\$14,049.28
	User Note:									
	Item Note:	For tasks not i	ncluded	d in the Construction Ta	sk C	atalog® and a	s dire	cted by owne	er only.	
	Owner Comments:									

Price Proposal Details Report Print Date: 05/03/2021 11:21:25 AM PST

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By Division Report Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

4	012220000052	0001	HR	For Foreman, Add						
	No Change	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	HR	196.00	Х	\$3.58	Х	1.0000	=	\$701.68
	Equipment Excluded	I	Mate	rials Excluded					_	\$701.68
	User Note:									
	Item Note:									
	Owner Comments:									
C	ontractor Comments:									
5	015219000002		WK	Portable Chemical Toil	et					
	No Change	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	WK	14.00	Х	\$63.29	Х	1.0000	=	\$886.06
Labor Excl	uded Equi	pment Exclud	ded						_	\$886.06
	User Note:									
	Item Note:									
	Owner Comments:									
C	ontractor Comments:									
6	015219000007		WK	Service Trailer Restroo	ms,	3 Times Per	Week			
	No Change	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	WK	3.50	Х	\$2,140.62	Х	1.0000	=	\$7,492.17
_abor Excl	uded Equi	pment Exclud	ded						_	\$7,492.17
	User Note:									
	Item Note:									
	Owner Comments:									
C	ontractor Comments:									
7	015219000008		WK	Two Station Portable H	land	dwash				
	No Change	-		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	WK	14.00	Χ	\$31.18	Х	1.0000	=	\$436.52
_abor Excl	uded Equi	pment Exclud	ded						_	\$436.52
	User Note:									
	Item Note:									
	Owner Comments:									
C	ontractor Comments:									

Price Proposal Details Report Page 3 of 8

Print Date: 05/03/2021 P. 81:21:25 AM PST



By Division Report Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

Red	ord#	CSI Number	MOD	UOM	Description	<b>Unit Price</b>		Factor		Total
05	Metals									\$0.00
	8	050523001178		EA	12-24 x 1-1/2", Hex Wasl	ner Head, Teks	® 5 Se	elf Drilling Sc	rew	
		No Change	•		Quantity	Unit Price	х	Factor	=	LineTotal
			Installation	EA	0.00	\$3.05	Х	1.0000	=	\$0.00
									_	\$0.00
		User Note:								
		Item Note:								
		Owner Comments:								
	Co	entractor Comments:								
	9	051223000132		SI	Metal Grinding Up To 1/3	2" Thickness T	o Be F	Removed		
		No Change			Quantity	Unit Price	Х	Factor	=	LineTotal
			Installation	SI	0.00	\$0.70	Х	1.0000	=	\$0.00
		Equipment Excluded	I						_	\$0.00
		User Note:								
		Item Note:	ncludes rust o	or scale	removal on metal and smo	oothing surface				
		Owner Comments:								_
	Co	entractor Comments:								

Price Proposal Details Report Page 4 of 8

Print Date: 05/03/2021 11:21:25 AM PST



**By Division Report** Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

Record #	CSI Number	MOD	UOM	Description		Unit Price		Factor		Total
07 Therma	l And Moisture Pro	tection								\$8,481.90
10	079213000005		CLF	3/8" x 3/8" Joint, Silicon	ne S	Sealant And Ca	aulkino	9		
	No Change	•		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	CLF	21.00	Х	\$321.77	Х	1.0000	=	\$6,757.17
		Demo	CLF	21.00	Х	\$82.13	Х	1.0000	=	\$1,724.73
										\$8,481.90
	User Note:	This option is	to remo	ve and install all new ca	aulk	ing BEFORE	finish	paint		
	Item Note:									
	Owner Comments:									
Cor	ntractor Comments:									

Price Proposal Details Report Page 5 of 8 Print Date: 05/03/202 B-11.21:25 AM PST



By Division Report Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

Record #	CSI Number	MOD	UOM	Description		Unit Price		Factor		Total
08 Opening	gs									\$6,762.00
11	087233000170		LF	1-1/8" Cushion "V", Spr	ing	Bronze Perim	eter G	Basketing We	eather-Strip (Pemk	.o B75)
	No Change	,		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	LF	1,400.00	Х	\$4.83	Х	1.0000	=	\$6,762.00
Labor Exclud	ded									\$6,762.00
	User Note:	Mc Master Ca estimate 200	ırr mater If per TF	rial equivalant PSS x 7ea						
	Item Note:									
	Owner Comments:									
Con	tractor Comments:									

Price Proposal Details Report

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Print Date: 05/03/202 P-11:21:25 AM PST

By Division Report Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

Record #	CSI Number	MOD	UOM	Description		Unit Price		Factor		Total
9 Finishe	es									\$37,636.20
12	099653000004		SF	Paint, Conventional Spi	ay,	Elastomeric,	Per C	oat		
	No Change	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	SF	6,720.00	х	\$1.47	Х	1.0000	=	\$9,878.40
										\$9,878.40
	User Note:	480 sf x 2 coa	ts = 960	osf ea x 7 tpss = 6720 sf						
	Item Note:									
	Owner Comments:									
Co	ontractor Comments:									
13	099653000005		SF	Paint, Airless Spray, Ela	asto	omeric, Per Co	oat			
	No Change	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	SF	15,540.00	х	\$1.33	Х	1.0000	=	\$20,668.20
										\$20,668.20
	User Note:									
	Item Note:									
	Owner Comments:									
Co	ontractor Comments:									
14	099713230013		SF	Type 1 Structural Steel	SP	6 Commercial	Blast	Cleaning Su	rface Prep	aration
	No Change	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	SF	3,360.00	х	\$2.11	Х	1.0000	=	\$7,089.60
										\$7,089.60
	User Note:									
	Item Note:									
	Owner Comments:									
Co	ontractor Comments:									

Price Proposal Details Report

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Print Date: 05/03/202 P-11:21:25 AM PST



**By Division Report** Version: Working Version

Job: MTSJOC312-01.02: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

Record #	CSI Number	MOD	UOM	Description		Unit Price		Factor		Total
10 Specialt	ties									\$0.00
15	101423110098		EA	Removal And Reinstall	atio	n Of Building	Signa	ge, Exterior l	Jp To 4 SF	
	No Change	,		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	EA	0.00	Х	\$154.59	Х	1.0000	=	\$0.00
	Materi	als Excluded								\$0.00
	User Note:	Exterior Walls	Exclud	ed per MTS.						
	Item Note:									
	Owner Comments:									
Cor	ntractor Comments:									
									Total:	\$146,341.65
								Proposal	Total:	\$146,341.65
				The Percentage	of N	Non Pre-Prio	ed o	n this Pro	posal:	0.00%

# EXHIBIT C (Subcontractor Listing)

#### San Diego Metropolitan Transit System

1255 Imperial Ave San Diego, CA 92101



Date: 5/19/2021

**Job Order Contracting** 

**Subcontractor Report** 

**Contract #:** PWL312.0-20

Job Order #: MTSJOC312-01.02

Job Order Title: TPSS Roofs Repair - Additionals 7 TPSS - CCO # 2

**Location:** Green Line ROW

**Contractor:** HMS Construction Inc.

**Subcontractor:** General Coatings

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
General Coatings 6711 Nancy Ridge Rd, San Diego, CA 92120	527547	Waterproofer		\$67,900.00	46.40%



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

June 17, 2021

#### SUBJECT:

DESIGN SERVICES FOR SOUTH BAY MAINTENANCE FACILITY (SBMF) ELECTRIC BUS CHARGING PROJECT – WORK ORDER AMENDMENT

#### RECOMMENDATION:

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

- 1) Ratify Work Order WOA2075-AE-50.02 under MTS Doc No. G2075.0-18 (Attachment A) with Dokken Engineering (Dokken) totaling \$88,412.96, to support Phase 2 battery electric bus (BEB) improvements, charging to dispenser ratio changes, as well as the application and processing of a Building Permit package through the City of Chula Vista Development Services Department; and
- 2) Authorize the Chief Executive Officer (CEO) to execute Work Order WOA2075-AE-50.03 under MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment B) with Dokken in the amount of \$36,896.94 for additional design services to add a permanent natural gas generator to the project.

#### **Budget Impact**

The total budget for this project shall not exceed \$1,116,976.91. This project is funded by MTS Capital Improvement Program (CIP) 1009113101- Charging Infrastructure at SBMF – Design.

#### DISCUSSION:

MTS currently operates and maintains a fleet of 235 Compressed Natural Gas (CNG) buses at the SBMF. In 2018, MTS staff applied for and received a Transit and Intercity Rail Capital Program (TIRCP) grant to add a new Rapid Bus Feeder service between Imperial Beach and the Otay Mesa International Border crossing, connecting both communities to the Blue Line Trolley. Consistent with the grant program's goal to significantly reduce emissions of greenhouse gases, the new rapid route will be served by 12 new, 60-foot battery electric buses (BEB).



The new service will be called Rapid Bus Route 925, operating at 7.5-minute headways in the peak hours, with buses from the SBMF on Main Street in Chula Vista. The charging infrastructure for these 12 new buses is needed to charge the buses overnight for morning service pull-out. As defined in the SBMF Master Plan, Phase 1 is the installation of chargers for 12 new 60-foot BEB's to support the Iris Rapid Project.

On March 19, 2020, the MTS Board approved a work order to Dokken Engineering for the SBMF electric bus concept layouts design work, including the preparation of a conceptual design for a full facility conversion to an all-electric bus fleet through phased installations. Dokken Engineering was selected from the MTS-SANDAG as-needed architectural & engineering (A&E) design consulting services list, which was created on January 12, 2016, following a competitive process.

On October 15, 2020, the MTS Board approved Amendment No. 1 to include final design services for Phase 1 of the SBMF.

On May 17, 2021, the CEO approved Amendment No. 2, to provide additional design services for Phase 2 of the project scope, modify the charger to dispenser ratio from 2:1 to 3:1, and provide building permit package support with the City of Chula Vista Development Services Department. Phase 2 of the master plan included chargers for eleven (11) new 40-foot BEBs, bringing the total charging capacity at SBMF to 23 buses.

Under proposed work order Amendment No. 3, Dokken shall provide additional design services to include a permanent onsite natural gas generator for the project. The design for the generator also includes coordination with San Diego Gas & Electric (SDG&E) for a new gas service and meter.

The Work Order and amendments are summarized below:

Work Order No.	Purpose	Amount	Board Approval Date
WOA2075- AE-50	Original Work Order – SBMF ZEB Electric Bus Concept Layouts	\$328,320.14	3/19/20, Item 9
WOA2075- AE-50.01	Amendment 1 – Final Design Phase 1	\$663,346.87	10/15/20, Item 15
WOA1949- AE-15.02	Amendment 2 – Add Phase 2 and modify charger ratio	\$88,412.96	CEO approval 5/17/21 per Board Policy No. 41
WOA1949- AE-15.03	Amendment 3 – Add Natural Gas Generator	\$36,896.94	Today's Proposed Action
	TOTAL	\$1,116,976.91	

Based on the level of effort and the design work involved for this project, staff determined the contract price to be fair and reasonable.

Therefore, staff recommends that the MTS Board:

- Ratify Work Order WOA2075-AE-50.02 under MTS Doc No. G2075.0-18 (Attachment A) with Dokken totaling \$88,412.96, to support Phase 2 battery electric bus improvements, charging to dispenser ratio changes, as well as the application and processing of a Building Permit package through the City of Chula Vista Development Services Department; and
- 2) Authorize the CEO to execute Work Order WOA2075-AE-50.03 under MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment B) with Dokken in the amount of \$36,896.94 for additional design services to add a permanent natural gas generator to the project.

<u>/s/ Sharon Cooney</u> Sharon Cooney

Chief Executive Officer

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

Attachments: A. Work Order WOA2075-AE-50.02, MTS Doc No. G2075.0-18

B. Draft Work Order WOA2075.0-50.03, MTS Doc No. G2075.0-18

May 5, 2021 MTS Doc. No. G2075.0-18 WOA2075-AE-50.02

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

Dear Mr. Klemunes:

Subject: MTS DOC. NO. G2075.0-18, WORK ORDER WOA2075-AE-50.02, DESIGN SERVICES

FOR SOUTH BAY MAINTENANCE FACILITY (SBMF) ELECTRIC BUS CONCEPT

LAYOUTS

This letter shall serve as Amendment No. 2 to our agreement for professional services, Work Order WOA2075-AE-50, under the General Engineering Consultant Agreement, MTS Doc. No. G2075.0-18, as further described below.

#### SCOPE OF SERVICES

This Amendment shall provide additional design development to support Phase 2 battery electric bus improvements, charging to dispenser ratio changes, as well as the application and processing of a Building Permit package through the City of Chula Vista Development Services Department. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A).

#### **SCHEDULE**

There shall be no change to the schedule as a result of this Amendment. The project completion date shall remain at December 31, 2021.

#### **PAYMENT**

This Amendment shall increase the payment amount by \$88,412.96. The revised payment shall not exceed \$1,080,079.97 without prior authorization of MTS (Attachment B).

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

Sincerely,

**Sharon Cooney** 

Chief Executive Officer

Accepted:

John Klemunes, PE
Regional Manager, Dokken Engineering

Date:

Attachments: A, Revised Scope of Services

B, Revised Negotiated Fee Proposal

# ATTACHMENT A REVISED SCOPE OF SERVICES

ATTACHMENT A

Contract No.: G2075.0-18 Work Order: WOA2075-AE-50.02

# MTS South Bay Maintenance Facility Zero Emission Bus PHASE 1 FINAL ENGINEERING SERVICES Amendment 2

#### I. SCOPE OF SERVICES

This task order amendment is for additional design development to support Phase 2 battery electric bus improvements, charging to dispenser ratio changes, as well as the application and processing of a Building Permit package through the City of Chula Vista Development Services Department.

#### TASK 4: 100% CONSTRUCTION DOCUMENTS (CD)

#### **Work Elements:**

#### 4.1. Charging Equipment Plans:

Revisions to the drawings based on the addition of the Phase 2 charging infrastructure to include the additional 12 buses, along with the change to move from 2:1 charging to 3:1 charging. The design team will:

- Revisions to incorporate and finalize electrical charging equipment infrastructure drawings for the additional 12 buses for Phase 2
- Incorporate MTS Operations preference for shared dispenser charging positions and order of charging of specific dispensers to establish circuiting/wiring schematic from specific dispensers to specific chargers for Phase 2.
- Design revisions to change from a 2:1 charger to dispenser ratio to a 3:1 ratio. This included revisions to the cable tray, conductor, and conduit design
- · Finalize the charging equipment list to be consistent with BEB charging layouts, facility design, and input received during the review sessions with MTS.
- · Provide final charging equipment quantities to use in the final cost estimate.
- Finalize utility requirements drawings based on information developed with the client. These will be drawn on a separate view in Revit and will include electrical equipment locations.

#### 4.2. Structural Plans:

No change.

#### 4.3. Fire Protection/Building Permit

Prepare a Building Permit Package in accordance with City of Chula Vista DSD requirements as well as coordination, processing and addressing any comments necessary for issuance of the Building Permit. The work entails the following components:

- · Preparation of an official Building Permit Plan Set from the approved 100% Plans.
- · Preparation, coordination, and completion of any required applications.
- Preparation, coordination, completion, and QA/QC of any required Questionnaires, Intake Forms and Reports.
- Preparation, coordination, completion, and QA/QC of a PDP SWQMP in accordance with City of Chula Vista standards and as outlined in the Storm Water Requirements Applicability Checklist (i.e., Intake Form).
- Preparation, coordination, completion, and QA/QC of a Construction Storm Water Pollution Control Plan in accordance with City of Chula Vista standards and as outlined in the Storm Water Requirements Applicability Checklist (i.e., Intake Form).
- Successful delivery and coordination of a completed package to City of Chula Vista DSD personnel.
- · Coordination and processing of the Building Permit Package with City of Chula Vista Staff.

Contract No.: G2075.0-18 Work Order: WOA2075-AE-50.02

- Addressing any comments related to the Building Permit Review Cycle(s).
- Payment of any Fees related to review of the Building Permit Package and issuance of the Building Permit.
- · Building Permit for inclusion within the project bid documents.

#### 4.4. Electrical Plans:

- Revisions to the design plans to incorporate the electrical infrastructure to serve an additional 12 buses for Phase 2. This consists of designing 12 additional overhead DC pantographs and 4 additional EVSE charging cabinets. Excluded are services to include additional solar or other resiliency measures.
- Develop drawings for the required electrical materials and equipment for the addition of the Phase 2 – 12 additional buses. This includes power, emergency/standby power, fire alarm system, and the electrical raceways for special devices.
- Design of the required cables necessary to complete Phase 2 will be indicated on the drawings
- Design the requirements and layout of the power and communication cabling, wireway, and cable tray between the charging cabinets and overhead pantograph dispensers.
- Finalize revisions to change from a 2:1 charger to dispenser ratio to a 3:1 ration. This included revisions to the cable tray, conductor, and conduit design
- · Provide final input necessary for the development of the construction cost estimate

#### 4.5. Construction Document Quality Control

No change.

#### 4.6. On-Site Site Civil Improvements

- Relocation of Substation A, realignment of the duct bank trench, and modifications to the proposed median section.
- Updating the Civil Plans and Civil Detail drawings to include the infrastructure required to accommodate the Phase 2 battery electric buses.
- Updating the Engineer's Estimate that includes payment for additional items needed to accommodate the Phase 2 battery electric buses.

#### 4.7. Technical Specifications

No change.

#### 4.8. Opinion of Probable Construction Cost

The consultant will provide updated quantities and cost and prepare a final Opinion of Probable Costs incorporating the addition of the Phase 2 infrastructure, charging ratio change, equipment components, and based on the 100% Construction Documents.

#### II. DELIVERABLES

No change.

#### III. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Above revisions will be incorporated into the 100% Construction Documents.

City of Chula Vista Building Permit is expected to be approved prior to Construction.

#### IV. MATERIALS TO BE PROVIDED BY Dokken and/or MTS

No change.

#### V. SPECIAL CONDITIONS/ASSUMPTIONS

No change.

# ATTACHMENT B REVISED NEGOTIATED FEE PROPOSAL

MTS Doc. No. G2075.0-18 Work Order No. WOA2075-AE-50.02 В

Attachment:

Work Order Title: MTS SBMF ZEB (Phase 1) Amendment 2

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Labor	\$88,412.96
2		ODC	

Totals = \$88,412.96

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	PROJECT MANAGEMENT		
2	Task 2	SCHEMATIC DESIGN (SD)		
3	Task 3	DESIGN DEVELOPMENT (DD)		
4	Task 4	CONSTRUCTION DOCUMENTS	490.0	\$88,412.96
5	Task 5	CONTRACT BID SUPPORT		
5				
6				
7				
8				
9				
10				

Totals = 490.0 \$88,412.96

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

(If Applicable, Select One)								
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs		
				DOKKEN ENGINEERING	266.0	\$44,128.90		
				WSP	224.0	\$44,284.06		

Totals = 490.0 \$88,412.96

## **Work Order Estimate**

Total Hours = 266

Total Costs = \$44,128.90

Summary
Consultant/Subconsultant: DOKKEN ENGINEERING

MTS Doc. No.: G2075.0-18

Work Order No.: WOA2075-AE-50.02

Work Order Title: MTS SBMF ZEB (Phase 1) Amendment 2

Attachment: B

	l otal Costs =	\$44,128.90			Work	Corder Title:	MIS SBMF A	ZEB (Phase 1)	Amendment 2	Attachment:	В
				ODCs (See Attachment)	Principal	Senior Engineer	Associate Engineer	Engineering Tech		Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Descript		Attacriment	\$ 262.42	\$ 218.68	\$ 157.45	\$ 106.42			
3	Task 3	DESIGN DEVELOPMENT (DD)									
	Electrical	• •									
	Fire Protection										
	Structural										
	Civil Plans										
	Opinion of Probable										
3.7	Design Developmen	nt Quality Control									
	ODC	0.11		N1/A							
			totals (Hours) = totals (Costs) =	N/A							
4	Task 4	CONSTRUCTION DOCUMENTS	iolais (Cosis) –								
4.1	Charging Equipmen										
	Structural										
	Fire Protection/Build	dina Permit			8	8	120	80		216	\$31,256.40
	Electrical				_						, , , , , , , , , , , , , , , , , , , ,
	Construction Docur	nent Quality Control									
4.6	On-Site Site Civil In	nprovements					50			50	\$7,872.50
	<b>Technical Specifica</b>										
4.8	Opinion of Probable	e Construction Cost									
											1
	ODC	0.11		\$5,000.00			470	20		200	\$5,000.00
			totals (Hours) =	N/A	8	8	170	80 \$0.542.60		266	\$44,128.90
		Subi	totals (Costs) =	\$5,000.00	\$2,099.36	\$1,749.44	\$26,766.50	\$8,513.60		266	\$44,128.90
		Totala (Summaria)								266	\$44,128.90
		Totals (Summary) =		NI/A	0	0	170	00			\$44,126.90
		Total (Hours) = Total (Costs) =		N/A \$5,000.00	8	8 \$1,740,44		80 \$8,513.60		266	\$44,128.90
		Total (00515) -		φ5,000.00	\$2,099.36	\$1,749.44	\$26,766.50	φο,υτυ.ου			Φ <del>44</del> , 120.90
		Percentage of Total (Hours) =		N/A	3%	3%	64%	30%		100%	
		Percentage of Total (Costs) =		11%	5%	4%		19%		100 /0	100%
		. c.ccago or rotal (occio)		1170	370	470	3170	1070			13070

## **Work Order Estimate** Summary

Consultant/Subconsultant: WSP

MTS Doc. No.:

G2075.0-18

Work Order No.: WOA2075-AE-50.02

Attachment: В

Total Hours = 224 Total Costs = \$44,284.06

Work Order Title: MTS SBMF ZEB (Phase 1) Amendment 2

		<u> </u>													
			(;	DCs See chment)	Senior Manager (Kosup)	Project Controls Specialist (Bay)	Staff Manager (Carter/Baig)	Engineer 1 (Register)	Senior Supervising Engineer(Hugh es/Lanzer/Krup nik)	Specialist, Design Support (Faarup)	Senior Technical Specialist (Gedda)	CADD Operator 1	Engineer II (Hollman)	Total Hours	Totals
Item	TASKS/WBS	TASKS/WBS Descri	ption		\$322.60	\$231.58	\$270.33	\$95.60	\$241.64	\$126.81	\$163.20	\$95.60	\$117.08		
<b>4</b> [	Tools 4	CONSTRUCTION DOCUMENTS													
	Task 4	CONSTRUCTION DOCUMENTS			0	4	20		4		40	00		0.4	¢47,000,50
4.1	Charging Equipme	nı			8	4	30		4		12	36		94	\$17,983.58
	Structural Fire Protection/Bui	Iding Dormit			2				4	6	0	20		40	¢5 500 22
	Electrical	iding Permit			2 4				54	6	8	20 12		70	\$5,590.22 \$15,486.16
		ment Quality Control			4				54			12		70	\$15,460.10
	On-Site Site Civil I														
	Technical Specific														
		le Construction Cost			8		2		6		4			20	¢5 224 40
4.0	Opinion of Probabi	e Construction Cost			0		2		0		4			20	\$5,224.10
	ODC														
Į	ODC	Su.	ıbtotals (Hours) =	V/A	22	4	32		68	6	24	68		224	\$44,284.06
			ıbtotals (Hours) = 1	N/A	\$7,097.20	\$926.32	\$8,650.56		\$16,431.52	\$760.86	\$3,916.80	\$6,500.80	Γ	224	\$44,284.06
		30	ibiolais (Cosis) –		\$7,097.20	φ920.32	φο,030.30		φ10,431.32	Φ/00.00	\$3,910.0U	\$6,500.60	L	224	\$44,204.00
		Totals (Summary) =											Ī	224	\$44,284.06
		Total (Hours) =	N/A		22	4	32		68	6	24	68	Ľ	224	. ,
		Total (Costs) =	14,7 (		\$7,097.20	\$926.32			\$16,431.52	\$760.86					\$44,284.06
		. 3.6. (300.6)			ψ1,001.20	Ψ020.02	ψο,σσσ.σσ		ψ10,101.02	ψ, σσ.σσ	ψο,ο το.οο	ψ0,000.00			Ψ11,201.00
		Percentage of Total (Hours) =	N/A		10%	2%	14%		30%	3%	11%	0.3035714		100%	
		Percentage of Total (Costs) =	,, .		16%	2%	20%		37%	2%	9%	0.1467977			100%
						_,,	= • / •		3. 7.		• / 5				. 3676

Consultant/ Subconsultant:	DOKKEN ENGINEERING	Contract No:	G2075.0-18
		Task Order No.	WOA2075-AE- 50.02
Work Order Title:	MTS SBMF ZEB (Phase 1) Amendment 2	Attachment:	В

#### TASKS/WBS (1-5)

ODC			Task 1		Task 2		Task 3		-	Task 4	7	Task 5	
Item	Description	Unit	Unit Cost	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Chula Vista Application Fee	LS	\$5,000.00							1	\$5,000.00		
2													
3													
4													
5													
6													
7													
8													
9													
10													
				Subtotal =		Subtotal =		Subtotal =		Subtotal =	\$5,000.00	Subtotal =	

#### **TASKS/WBS (6-10)**

							(0 .0)						
ODC													Totals
Item	Description	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total	Quantity	Total
1	Chula Vista Application Fee											1	\$5,000.00
2													
3													
4													
5													
6													
7													
8													
9													
10													
		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Subtotal =		Totals =	\$5,000.00

June 17, 2021

MTS Doc. No. G2075.0-18 WOA2075-AE-50.03

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

Dear Mr. Klemunes:

Subject: MTS DOC. NO. G2075.0-18, WORK ORDER WOA2075-AE-50.03, DESIGN SERVICES

FOR SOUTH BAY MAINTENANCE FACILITY (SBMF) ELECTRIC BUS CONCEPT

**LAYOUTS** 

This letter shall serve as Amendment No. 3 to our agreement for professional services, Work Order WOA2075-AE-50, under the General Engineering Consultant Agreement, MTS Doc. No. G2075.0-18, as further described below.

#### SCOPE OF SERVICES

This Amendment shall provide additional design to support installation of a permanent generator. Work provided under this Work Order will be performed in accordance with the attached Scope of Services (Attachment A).

#### **SCHEDULE**

There shall be no change to the schedule as a result of this Amendment. The project completion date shall remain at December 31, 2021.

#### **PAYMENT**

This Amendment shall increase the payment amount by \$36,896.94. The revised payment shall not exceed \$1,116,976.91 without prior authorization of MTS (Attachment B).

Please sign below, and return the document to the conditions shall remain the same and in effect.	Contracts Specialist at MTS. All other terms and
Sincerely,	Accepted:
Sharon Cooney Chief Executive Officer	John Klemunes, PE Regional Manager, Dokken Engineering
Date:	
Attachments: A, Revised Scope of Services B Revised Negotiated Fee Proposa	I

## ATTACHMENT A, REVISED SCOPE OF SERVICES

ATTACHMENT A

Contract No.: G2075.0-18 Work Order: WOA2075-AE-50.03

# MTS South Bay Maintenance Facility Zero Emission Bus PHASE 1 FINAL ENGINEERING SERVICES Amendment 3

#### I. SCOPE OF SERVICES

This task order amendment is for additional engineering services to support installation of a permanent generator to be used as Standby service. This will be included in the documents as Add Alternative No 1.

#### TASK 4: 100% CONSTRUCTION DOCUMENTS (CD)

#### Work Elements:

#### 4.1. Charging Equipment Plans

No changes

#### 4.2. Structural Plans:

· Design of the generator pad foundation

#### 4.3. Fire Protection

No changes

#### 4.4. Electrical Plans:

- Coordinate with Mechanical / civil on underground gas pipe routing around electrical conduits
- Provide Mechanical with final generator capacity requirements assumed 2MW
- Design electrical duct bank to generator
- Incorporate generator control into Microgrid spec
- · Provide final input necessary for the development of the construction cost estimate

#### 4.5. No changes

#### 4.6. On-Site Site Civil Improvements

- · Coordinate w/ Mechanical and update to the civil plans to show underground gas pipe
- Incorporate any changes to existing trench or new trench for gas pipe
- · Incorporate on the civil plans the location of support pad / foundation for generator
- Coordinate location of bollards for protection of generator (wall enclosure is excluded).

#### 4.7. Technical Specifications

Incorporate the permanent generator design as Add Alt No 1.

#### 4.8. Opinion of Probable Construction Cost

• The consultant will provide updated quantities and cost and prepare a final Opinion of Probable Costs incorporating the addition of the generator and associated infrastructure.

#### 4.9 Mechanical/Local codes

 Providing Engine / generator selection. Contact generator manufacturers and select design basis generator.

Contract No.: G2075.0-18 Work Order: WOA2075-AE-50.03

- Provide mechanical drawings and specifications for the installation of a CNG standby generator located outdoors and at grade.
- Evaluation of existing CNG equipment capability. Assumes Generator fuel source to be existing compressed natural gas (CNG) system. Design CNG rig at connection to CNG system for generator fuel.
- Connection to existing CNG supply equipment (or directly to SDG&E Main). This includes
  coordination and discussion with SDG&E on most viable alternative for gas line connection.
  Includes sizing of the piping and coordination of the underground CNG piping. Includes up to 2
  meetings with SDG&E gas division.
- Provide generator exhaust design-anticipated to be stub stack with standard silencer (if needed),
   CNG piping, and coordination with electrical, structural
- · Provide cost estimate for generator system to submit with the 100% IFB package.
- · Allowance for two (2) virtual meetings to discuss design parameters
- Preparation and submittal to San Diego Air Pollution Control District (SDAPCD) for emergency standby generator. This includes applications, site layout, plot plan, engine specification sheet, and manufacturer emission data. 20 hours is allowed to address comments from the SDAPCD.
- Research and incorporate City of Chula Vista zoning code requirements for setbacks of the generator to public streets, buildings. Assumes a permit with the City of Chula Vista for the generator is not required
- Identification of noise level requirements and mitigation needed, if any, due to proximity to the
  existing Administration building onsite and/or other surrounding uses. Assumes a sound wall or
  enclosure for the generator is not needed due to the temporary/standby use of the generator, as
  well as the surrounding receptors.

#### II. DELIVERABLES

No change.

#### III. SCHEDULE OF SERVICES/MILESTONES/DELIVERABLES

Above revisions will be incorporated into the 100% Issue for Construction Documents.

#### IV. MATERIALS TO BE PROVIDED BY Dokken and/or MTS

No change.

#### V. SPECIAL CONDITIONS/ASSUMPTIONS

No change.

# ATTACHMENT B REVISED NEGOTIATED FEE PROPOSAL

Work Order Title: Senior Engineering Manager (Kosup)

Project No:

Table 1 - Cost Codes Summary (Costs & Hours)

Item	Cost Codes	Cost Codes Description	Total Costs
1		Labor	\$36,896.94
2		ODC	

Totals = \$36,896.94

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

Item	TASKS/WBS	TASKS/WBS Description	Labor Hrs	Total Costs
1	Task 1	PROJECT MANAGEMENT		
2	Task 2	SCHEMATIC DESIGN (SD)		
3	Task 3	DESIGN DEVELOPMENT (DD)		
4	Task 4	CONSTRUCTION DOCUMENTS	250.0	\$36,896.94
5	Task 5	CONTRACT BID SUPPORT		
5				
6				
7				
8				
9				
10				

Totals = 250.0 \$36,896.94

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

(If App	olicable	, Selec	t One)					
DBE	DVBE	SBE	Other	Consultant	Labor Hrs	Total Costs		
				DOKKEN ENGINEERING	28.0	\$5,073.40		
				WSP	222.0	\$31,823.54		

Totals = 250.0 \$36,896.94

100%

### **Work Order Estimate**

Total Hours = 28

Percentage of Total (Costs) =

Summary
Consultant/Subconsultant: DOKKEN ENGINEERING MTS Doc. No.: G2075.0-18 Work Order No.: WOA2075-AE-50.03

rotari	L											Work Order No.:	WORLD OF AL OU.U.
Total (	Costs =	\$5,073.40	ODCs (See Attachment	Work Order Title: Senior Engineering Manager (Kosup)								Attachment:	В
				Senior Engineering Manager (Kosup)		Senior Engineer	Associate Engineer	Engineering Tech			Total Hours	Totals	
Item TASKS/V	SKS/WBS	WBS TASKS/WBS D			\$ 262	.42	\$ 218.68	\$ 157.45	\$ 10	06.42			
0 T1-0	, D	ECICAL DEVEL ORMENT (D	D)						1	.,	,		
3 Task 3		ESIGN DEVELOPMENT (D	(ט										
	c Charging Eqւ	iipment											
3.2 Electric													
3.3 Fire Pro													
3.4 Structu													
3.5 Civil Pl													
		Construction Cost											
	Development	Quality Control											
ODC			0.14.4.1.411										
			Subtotals (Hours) =	N/A									
4 = 1 4		ONOTRI IOTION ROCUMEN	Subtotals (Costs) =										
4 Task 4		ONSTRUCTION DOCUMEN	VIS										
	ing Equipment												
4.2 Structu													
	rotection/Buildi	ng Permit											
4.4 Electric		10 11 0 1 1											
		ent Quality Control											<b>45.070.40</b>
	e Site Civil Imp				4		4	20				28	\$5,073.40
	ical Specification												
4.8 Opinior	n of Probable (	Construction Cost											
ODC													
			Subtotals (Hours) =	N/A	4		4	20				28	\$5,073.40
			Subtotals (Costs) =		\$1,049.6	38	\$874.72	\$3,149.00				28	\$5,073.40
	7	otals (Summary) =										28	\$5,073.40
		otal (Hours) =		N/A		4	4	20				28	<del>+ + + + + + + + + + + + + + + + + + + </del>
		otal (Costs) =		. 4/ 1	\$1,049		\$874.72					20	\$5,073.40
		\ - /			, .,- ··		, <u>-</u>	, , , , , , , , ,					Ţ-,-· <b>5</b>
	Р	ercentage of Total (Hours) =	:	N/A	1	14%	14%	71%				100%	
					_	340/	470/	000/					4000/

21%

17%

62%

Summary WSP

MTS Doc. No.:

G2075.0-18

Work Order No.: **WOA2075-AE-50.03** 

Total Costs = \$31,823.54

222

Total Hours =

Senior Engineering Manager (Kosup)

Attachment: В

			l							
		ODCs (See Attachment)	Senior Engineering Manager (Kosup)	Staff Manager	Engineer 1	Senior Supervising Engineer	Supervising Engineer	Engineer II	Total Hours	Totals
Item	TASKS/WBS TASKS/WBS Description		\$322.60	\$270.33	\$95.60	\$241.64	\$196.93	\$117.08		
4	Task 4 CONSTRUCTION DOCUMENTS									
4.1	Charging Equipment									
	Structural						4		4	\$787.72
4.3	Fire Protection/Building Permit									
4.4	Electrical						20		20	\$3,938.60
	Construction Document Quality Control									
4.6	On-Site Site Civil Improvements									
4.7	Technical Specifications			6	6				12	\$2,195.58
	Opinion of Probable Construction Cost							16	16	\$1,873.28
4.9	Mechanical/Local codes		8	4	6	8		144	170	\$23,028.36
	ODC									
	Subtotals (Hou		8	10	12	8	24	160	222	\$31,823.54
	Subtotals (Cos	ts) =	\$2,580.80	\$2,703.30	\$1,147.20	\$1,933.12	\$4,726.32	\$18,732.80	222	\$31,823.54
	4 = 4 + 42							F	200	***************************************
	1 Totals (Summary) =	N.//A		4.0	40			<u> </u>	222	\$31,823.54
	Total (Hours) = Total (Costs) =	N/A	8 \$2,580.80	10 \$2,703.30	12 \$1,147.20	8 \$1,933.12	24 \$4,726.32	160 \$18,732.80	222	\$31,823.54
	Percentage of Total (Hours) =	N/A	4%	5%	5%	4%	11%	0.720720721	100%	,
	Percentage of Total (Costs) =		8%	8%	4%	6%	15%	0.588646015		100%



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

June 17, 2021

### SUBJECT:

RAIL REPLACEMENT - AMERICA PLAZA AND KETTNER GRADE CROSSING - 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 No. MTSJOC269-11, under Job Order Contract (JOC) to MTS Doc. No. PWG269.0-19, (in substantially the same format as Attachment A) with Herzog Contracting Corp. (Herzog), in the amount of \$698,473.76 for the replacement of the rail at America Plaza Trolley Station and the replacement of the adjacent grade crossing located at Kettner Boulevard.

### **Budget Impact**

The total budget for this project shall not exceed \$698,473.76. Under MTS Doc No. L1282.0-16 with The Gordian Group, MTS will pay a 1.95% JOC software license fee in the amount of \$13,620.24. This project is funded by MTS Capital Improvement Project (CIP) 2005112201 - Rail Replacement – America Plaza & Kettner.

### **DISCUSSION:**

The current UC San Diego Blue Line terminates service at America Plaza. With the opening of the Mid-Coast extension at the end of 2021, Blue Line Trolley service will continue through America Plaza, across the Kettner Blvd. grade crossing, and continue north to the new terminal at the University Town Center (UTC).

To minimize the potential risk of future service disruptions, this project will replace approximately 800 track feet of existing rail, including waterproofing, fasteners, and rubber rail interface at the America Plaza Trolley Station, and replace the existing grade crossing at Kettner Blvd.

On March 12, 2019, MTS issued an Invitation for Bids (IFB) seeking a contractor to









provide on-call Job Order Contracting (JOC) for Railroad Construction services that primarily consists of repair, remodeling or other repetitive work involving railroad construction improvements. This includes, but is not limited to, main Continuous Welded Rail (CWR) track rehabilitation/replacement, grade crossings (pre-cast concrete panels, rubber panels, paved with rubber rail interface) special track work, direct fixation, signal systems, overhead catenary, traction power, and related civil construction improvements work; and all required incidental professional and technical services required for quality control monitoring and testing, shop drawings, safety, environmental, scheduling, traffic control, storm water pollution prevention, geotechnical, surveying, biological, and hazardous/contaminated materials.

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.

Three (3) bids were received and MTS determined that Herzog was the lowest responsive and responsible bidder for on-call, general civil construction services. On June 13, 2019, the MTS Board authorized the CEO to execute MTS Doc. No. PWG269.0-19 with Herzog.

Today's proposed action would issue a work order to Herzog under this JOC master agreement. Pricing for this repair task order was reviewed and determined to be fair and reasonable. Herzog will be providing all materials, labor, equipment to replace approximately 800 track feet of existing rail, including waterproofing, fasteners, and rubber rail interface at America Plaza Trolley Station, and replace the existing grade crossing at Kettner Blvd. Work is expected to be completed over the summer, and prior to the start of Mid-Coast revenue service.

Therefore, staff recommends that the MTS Board authorize the CEO to execute Work Order No. MTSJOC269-11, under JOC to MTS Doc. No. PWG269.0-19, with Herzog, in the amount of \$698,473.76 for the replacement of the rail at America Plaza Trolley Station and the replacement of the adjacent grade crossing located at Kettner Boulevard.

/s/ Sharon Cooney **Sharon Cooney** 

Chief Executive Officer

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

Attachment: A. Draft Job Order Contract MTSJOC269-11, MTS Doc No. PWG269.0-19

## JOB ORDER CONTRACT WORK ORDER PWG269.0-19 **CONTRACT NUMBER** MTSJOC269-11 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: Herzog Contracting Corp. Address: 3760 Kilroy Airport Way Suite 120 Form of Business: Corporation Long Beach, CA 90806 (Corporation, partnership, sole proprietor, etc.) Telephone: 562.426.4425 Authorized person to sign contracts: Clint Larison Senior Vice President of California Region Title Name Pursuant to the existing Job Order Contract (MTS Doc. No. PWG269.0-19), 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 \$698,473.76 HERZOG CONTRACTING CORP. SAN DIEGO METROPOLITAN TRANSIT SYSTEM By: Sharon Cooney, Chief Executive Officer By Approved as to form: Title: By: Karen Landers, General Counsel

EXHIBIT A (Scope of Work)

## San Diego Metropolitan Transit System

1255 Imperial Ave San Diego, CA 92101



Date: 5/20/2021

**Job Order Contracting** 

## **Final Scope of Work**

To: From:

Contract No: PWG269.0-19

Job Order No: MTSJOC269-11

Job Order Title: America Plaza Rail Replacement

**Location:** Blue Line ROW

1255 Imperial Ave San Diego, CA 92101

**Brief Scope:** This job order is for the replacement of 787 track feet of existing rail,

waterproofing, fasteners, and rubber rail interface at America Plaza Trolley Station and the replacement of the existing grade crossing at Kettner Blvd.

The Contractor shall complete the construction of this project in its entirety, and shall provide all labor, materials, equipment, and traffic control required for all work including utility protection, procuring all materials, and performing all other work necessary to complete the work in accordance with this Detailed Scope of Work, and the Conformed Special Provisions.

This job order is for the replacement of 787 track feet of existing rail, waterproofing, fasteners, and rubber rail interface at America Plaza Trolley Station and the replacement of the existing grade crossing at Kettner Blvd.

### The Contractor Shall:

 Provide all labor, materials, equipment and required incidents to complete all work as shown in the 70% submittal drawings from HDR entitled America Plaza Rail Replacement from 4/21/21 as provided by MTS.

## Owner Furnished Material:

- MTS to provide up to 2,050 LF of 115 RE Head Hardened rail in 80-ft nominal lengths located North of Sigsbee Street on the Blue Line at 1699 Main Street, San Diego, CA 92113. Contractor is to flash butt weld rail into necessary lengths and transport rail to the project location.
- 284 EA H10 Direct Fixation Fastener Assembly or approved equal, which includes fastener body, rail clip shims, rail clips, bolts, and lock nuts.
- 186 EA F20R4 Direct Fixation Fastener Assembly, including associated cover plates, anchor bolts, and spring lock washers.

### Contractor Furnished Material:

- 927 EA ECL-2055 Galvanized e-Clips or approved equal.
- 220 EA F20R4 Direct Fixation Fastener Assembly or approved equal, including

- associated cover plates, and anchor bolts and spring lock washers. Att. A, AI 9, 06/17/2021
- 100 EA 7/8" Concrete Inserts (Epoxy Coated)
- 115 RE Stock Rails
- Switch Points
- Rubber Rail Interface Custom PPI Rail Seal (modified DFT 71) and associated rubber filler strip or approved equal
- Water Proofing HLM 5000 or approved equal
- All other incidental material required to complete the work such as concrete, asphalt, pavement marking, grout, weld kits etc.

## Specifications:

All work shall conform to the Special Provisions within the executed MTS Job Order Contract (JOC) PWG269.0-19

**Existing Utilities:** 

The Contractor's attention is directed to the existence of overhead power lines, energized trolley wires, catenary poles, signals, and grade crossing signals at the locations of work. Any one or a combination of these obstructions could exist at any one location. No obstructions shall be permitted within 10 feet of operating tracks. The Contractor shall notify MTS at least 3 working days prior to excavating in the railroad right-of-way to locate buried cables.

Standard Work Windows:

Contractor will be allowed a full shutdown on the WB track only for one (1) EA week from 4:30 AM on Monday to 9:00 PM on Friday

Contractor will be allowed a full shutdown on the EB track only for one (1) EA week from 4:30 AM on Monday to 9:00 PM on Friday

Weekend Shutdowns:

Contractor will be allowed three (3) EA weekend shutdowns from 9:00 PM on Friday to 4:30 AM on Monday.

Contract Schedule:

All work shall be complete as soon as possible with 90 calendar days from issuance of NTP.

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Owner Project Manager	Date

DWG NO	DESCRIPTION
G00	TITLE SHEET, LOCATION MAP AND INDEX OF DRAWINGS
G01	GENERAL NOTES
G02	LEGEND, ABBREVIATIONS, SYMBOLS, AND BASIS OF COORDINATES
G03	SURVEY CONTROL
TR11	TRACK GEOMETRY
TR21	TRACK PLAN AND PROFILE
TR22	TRACK PROFILE
TR31	SPECIAL TRACKWORK - KETTNER BLVD
TR32	GRADE CROSSING PLANS - KETTNER BLVD
TR42	CONSTRUCTION DETAILS
	FOR REFERENCE ONLY - AMERICA PLAZA TRANSIT STATION DETAIL PLAN AND TYPICAL SECTION
	FOR REFERENCE ONLY - "C" STREET SPECIAL TRACKWORK "C" STREET DOUBLE CROSSWORK
	- LAYOUT AND PAVING
	FOR REFERENCE ONLY - C STREET INTERLOCKING DETAIL PLAN & TYPICAL SECTIONS SH. 23 OF 23
	FOR REFERENCE ONLY - C STREET INTERLOCKING PARKING GARAGE CONDUIT LAYOUT SH. 22 OF 23
	FOR REFERENCE ONLY - RAC0159_743A-REFERENCE
	G00 G01 G02 G03 TR11 TR21 TR22 TR31 TR32

### IMPORTANT NOTICE

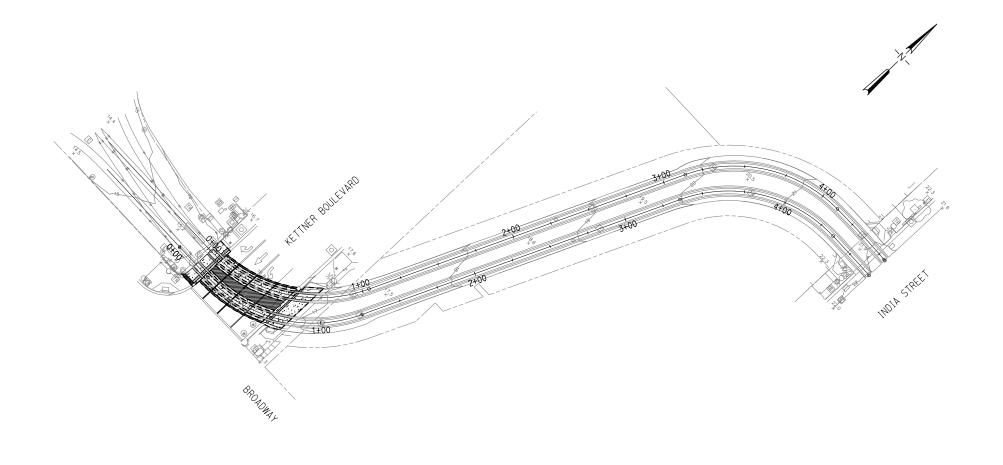
SECTION 4216/4217 OF THE GOVERNMENT
CODE REQUIRES A DIG ALERT IDENTIFICATION
NUMBER BE ISSUED BEFORE A
"PERMIT TO EXCAVATE" WILL BE VALID.
FOR YOUR DIG ALERT I.D. NUMBER CALL
UNDERGROUND SERVICE ALERT
TOLL FREE 1-800-422-4133
TWO WORKING DAYS BEFORE YOU DIG.

## WORK TO BE DONE

STANDARD SPECIFICATION: STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, 2018 EDITION

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION (GREENBOOK) CURRENT VERSION

# METROPOLITAN TRANSIT SYSTEM AMERICA PLAZA RAIL REPLACEMENT



O COM						
2117						
, Dww	NO.	DATE	REVISIONS	BY	СНК	APRV



70% SUBMITTAL NOT FOR CONSTRUCTION

	DESIGNED BY	DATE	ı
	J.K. ANDRES	04/21	ı
	DRAWN BY		ı
.	M.R. GRANADO	04/21	ı
ON	CHECKED BY		ı
ON	R. BOLEY	04/21	ı
	PRJ. ENG.		ı
	G. MCKEE	04/21	ŀ



ERICA PLAZA Replacement

TITLE SHEET, LOCATION MAP AND INDEX OF DRAWINGS

	SCALE	
	NTS	
	CONTRACT NO.	
P	G1947.0-17	
	DRAWING NO.	SHEET NO
	lann A-6	1 0F 10

- A RIGHT OF ENTRY (ROE) PERMIT IS NECESSARY WHEN ENTERING MTS / SAN DIEGO AND ARIZONA EASTERN (SD&AE) RIGHT-OF-WAY (MTS R/W), INCLUDING AIRSPACE, FOR ANY PURPOSE. A ROE PERMIT IS ALSO REQUIRED WHEN WORKING IN PUBLIC RIGHT-OF-WAY OCCUPIED BY MTS / SD&AE FACILITIES. INFORMATION TO APPLY FOR ROE CAN BE OBTAINED FROM MTS5#32S WEBSITE AT: HTTP://WWW.SDMTS.COM/BUSINESS/PERMITS.ASP OR CONTACT MTS RIGHT OF WAY SERVICES AT TEL. (619) 557-4501. APPLICANT/CONTRACTOR IS REFERRED TO AS
- 2. CERTIFICATE OF INSURANCE FROM YOUR INSURANCE COMPANY FOR GENERAL LIABILITY, AUTOMOBILE LIABILITY, PROFESSIONAL LIABILITY (IF APPLICABLE), POLLUTION LIABILITY (IF APPLICABLE), AND WORKMAN'S COMPENSATION MUST BE SUBMITTED AND APPROVED BY MTS BEFORE THE PERMIT WILL BE PROCESSED, FULL INSURANCE REQUIREMENT GUIDELINES CAN BE ACCESSED FROM THE MTS WEBSITE
- MOST GENERAL LIABILITY INSURANCE POLICIES DO NOT COVER RAILROADS. ANY EXCLUSIONS RELATING TO PERFORMANCE OF OPERATIONS WITHIN THE VICINITY OF ANY RAILROAD, BRIDGE, TRESTLE, TRACK, ROADBED, TUNNEL UNDERPASS, OR CROSSING MUST BE DELETED FROM ALL POLICIES BY ENDORSEMENT. ADDITIONALLY, SEPARATE RAILROAD PROTECTIVE LIABILITY POLICY WILL MOST LIKELY BE REQUIRED AFTER PROJECT REVIEW AS DEEMED NECESSARY BY MTS.
- ALL PERSONNEL PERFORMING WORK ON MTS R/W, OR ENTERING MTS R/W, SHALL REQUIRE PROPER MTS RAIL SAFETY TRAINING CERTIFICATION PRIOR TO ENTERING MTS R/W, IN ADDITION TO AND SEPARATE FROM REQUIRED TRAINING SPECIFIED ON NCTD GENERAL NOTES. ANY CONTRACTORS OR SUBCONTRACTORS PERFOMING WORK ON BEHALF OF PERMITTEE, SHALL BE DEEMED AS AGENTS OF PERMITTEE AND SHALL REQUIRE SAID TRAINING AS WELL. FOR TRAINING INFORMATION, EMAIL rws+desdm+s.com. TRAINING CERTIFICATION IS VALID FOR ONE YEAR AND IS CONFINED TO MTS/SD&AE FACILITIES ONLY.
- 5. PERMITTEE SHALL PROVIDE MTS WITH AN APPROVED SET OF TRAFFIC CONTROL PLANS THAT CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND COMPLY IN PARTICULAR WITH PART 8 "TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSING".
- IF PROJECT INVOLVES CASING SLEEVES UNDER RAILROAD TRACKS AND ACROSS MTS R/W, PERMITTEE SHALL ADHERE TO MTS JACK AND BORE DESIGN CRITERIA AND CONSTRUCTION NOTES.
- A PRE-CONSTRUCTION MEETING WILL BE REQUIRED WITH MTS/SDTI PRIOR TO WORK COMMENCING WITHIN MTS R/W. A WRITTEN NOTICE OF PLANNED START OF WORK MUST BE SUBMITTED TO MTS A MINIMUM OF FIVE (5) BUSINESS DAYS PRIOR TO WORK STARTRING IN MTS R/W. ALL WORK WILL BE STOPPED AND PERMITTEE WILL NOT BE ALLOWED IN MTS R/W WITHOUT PROPER NOTIFICATION.
- PERMITTEE'S ON-SITE SUPERVISION SHALL RETAIN/MAINTAIN A FULLY EXECUTED COPY OF THE RIGHT OF ENTRY PERMIT AT ALL TIMES WHILE ON MTS R/W.
- SDTI RAIL FLAGGING WILL BE REQUIRED ANYTIME WORK IS WITHIN FIFTEEN (15) FEET OF ANY OPERABLE TRACK INCLUDING AIRSPACE OR AS DEEMED NECESSARY BY MTS. A SDTI FLAGPERSON/RIGHT-OF-WAY WORK REQUEST FORM MUST BE SUBMITTED TO SDTI A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO ANTICIPATED WORK. FORMS ARE ATTACHED TO THE ROE PERMIT OR CAN BE REQUESTED THROUGH MTS RIGHT OF WAY SERVICES.
- 10. A SDTI TRACTION POWER SHUTDOWN MAY BE NECESSARY FOR THE WORK ZONE TO PROTECT AND MAINTAIN THE REQUIRED TEN (10) FOOT CLEARANCE FROM TROLLEY OVERHEAD HIGH VOLTAGE CATENARY SYSTEM (OCS) PERMITTEE SHALL SUBMIT A SDTI RED TAG/ TRACTION POWER REMOVAL REQUEST FORM TO SDTI AT LEAST THREE (3) BUSINESS DAYS PRIOR TO THE START OF WORK, POWER SHUTDOWNS SHALL ONLY BE ALLOWED DURING NON-OPERATING TROLLEY HOURS. FORMS ARE ATTACHED TO THE ROE PERMIT OR CAN BE REQUESTED THROUGH MTS RIGHT OF WAY SERVICES.
- 11. PERMITTEE SHALL CONTACT AND SCHEDULE DIG-ALERT AND CABLE PIPE AND LEAK ("CPL") PRIOR TO ANY EXCAVATION IN MTS R/W. PERMITTEE SHALL NOTIFY MTS A MINIMUM OF THREE (3) BUSINESS DAYS PRIOR TO THE SCHEDULED UTILITY MARKOUT REQUEST AND SHALL SUBMIT A SDTIFLAGPERSON / RIGHT-OF-WAY WORK REQUEST FORM. SDTI PERSONNEL SHALL ACCOMPANY CPL FOR ANY MARKOUT OF TROLLEY FACILITIES.
- 12. PERMITTEE SHALL ADHERE TO CONSTRUCTION AND SAFETY STANDARDS REQUIRED BY MTS OF THEIR CONTRACTORS WHEN WORKING WITHIN MTS R/W.
- 13. PERMITTEE SHALL PERFORM ALL WORK IN ACCORDANCE WITH APPLICABLE CALIFORNIA PUBLIC UTILITIES COMMISSION (CPUC) AND CALIFORNIA OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (CAL-OSHA)
  REGULATIONS, MTS LRT DESIGN CRITERIA, AMERICAN RAILWAY ENGINEERING AND MAINTENANCE OF WAY
  ASSOCIATION (AREMA) STANDARD SPECIFICATIONS, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) GUIDELINES AND MTS, SDTI AND SD&IV OPERATIONS AND SAFETY POLICIES.
- 14. PERMITTEE AGREES THAT NO WORK BY HIMSELF OR HIS AUTHORIZED AGENT WILL INTERFERE WITH RAILROAD/TROLLEY OPERATIONS.
- 15. PERMITTEE AGREES TO COORDINATE ON A DAILY BASIS A REASONABLE ACCESS TO ALL MTS/SD&AE FACILITIES WITH CONTRACT OPERATORS, SDTI, AND SD&IV. SDTI TROLLEY OPERATIONS ARE GENERALLY FROM THE HOURS OF 4:00 A.M. TO 2:00 A.M. THE FOLLOWING DAY. SD&IV FREIGHT TRAINS NORMAL OPERATIONS ARE DURING
- 16. PERMITTEE SHALL MAINTAIN SAFE PEDESTRIAN ACCESS TO ALL TROLLEY PLATFORMS AND BUS STOPS AT ALL TIMES. A MINIMUM FIVE (5) FOOT WIDE ACCESSIBLE PEDESTRIAN PATH THROUGH THE CONSTRUCTION SITE SHALL BE MAINTAINED AT ALL TIMES. THE CONSTRUCTION BOUNDARY SHALL CONSIST OF A TOP AND BOTTOM RAIL CONSTRUCTED OF PLASTIC PIPE, OSHA PLASTIC MESH, OR APPROVED EQUAL. YELLOW CAUTION TAPE IS NOT
- 17. PERMITTEE SHALL NOT STORE EQUIPMENT, TOOLS, AND MATERIALS WITHIN FIFTEEN (15) FEET FROM TROLLEY OPERABLE TRACK AND WITHIN TWENTY-FIVE (25) FEET FROM FREIGHT TRACK OPERATIONS.
- 18. PERMITTEE SHALL NOT USE OR STORE HAZARDOUS SUBSTANCES, AS DEFINED BY THE COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT, AS AMENDED ("CERCLA") OR PETROLEUM OR OIL AS DEFINED BY APPLICABLE ENVIRONMENTAL LAWS ON MTS R/W.
- 19. NO VEHICULAR CROSSING OVER TRACKS SHALL BE INSTALLED OR USED BY PERMITTEE WITHOUT PRIOR WRITTEN PERMISSION OF RAILROAD
- 20. A WRITTEN NOTICE SHALL BE SUBMITTED TO MTS ONE (1) BUSINESS DAY AFTER WORK IS COMPLETED WITHIN MTS R/W. ANY ADDITIONAL WORK REQUIRED TO REPLACE OR REPAIR THE RAILROAD FACILITIES IN GOOD WORKING ORDER WILL BE THE PERMITTEE'S RESPONSIBILITY PRIOR TO RELIEF FROM MAINTENANCE WITHIN THE PERMIT

## MTS GENERAL NOTES (CONT'D):

- THE TERM "RAILROAD" SHALL MEAN THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS).
- 22. THE CONTRACTOR MUST UNDERSTAND THE CONTRACTOR'S RIGHT TO ENTER RAILROAD'S RIGHT OF WAY IS SUBJECT TO ABSOLUTE RIGHT OF RAILROAD TO CAUSE THE CONTRACTOR'S WORK OR RAILROAD'S RIGHT OF WAY TO CEASE IF, IN OPINION OF RAILROAD, CONTRACTOR'S ACTIVITIES CREATE A HAZARD TO RAILROAD'S RIGHT OF WAY, EMPLOYEES, AND OPERATIONS.

### **GENERAL NOTES:**

- 1. THE CONTRACTOR SHALL REVIEW EXISTING CONDITIONS ON THE SITE DURING THE BIDDING AND SHALL VERIFY ALL SITE CONDITIONS AND DIMENSIONS PRIOR TO STARTING WORK. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES OR INCONSISTENCIES BETWEEN THE PLANS AND THE
- 2. THE CONTRACTOR'S WORK SHALL CONFORM TO ALL REQUIREMENTS SPECIFIED IN THE SPECIAL PROVISION AND AS SHOWN HEREIN.
- 3. THE CONTRACTOR'S WORK SHALL CONFORM TO ALL REQUIREMENTS SPECIFIED IN THE SPECIAL PROVISIONS AND AS SHOWN HERIN.
- 4. ALL DIMENSIONS SHALL TAKE PRECENDENCE OVER SCALE SHOWN ON PLANS, SECTIONS AND DETAILS.
- 5. NOTES AND DETAILS ON THE DRAWINGS SHALL TAKE PRECENDENCE OVER GENERAL NOTES
- 6. THE CONTRACTOR DOCUMENTS AND SPECIFICATIONS PRESENT THE FINISHED CONDITION. UNLESS OTHERWISE INDICATED, THEY DO NOT INDICATE THE METHOD OF CONSTRUCTION.
- 7. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, DESIGN CONSTRUCT AND MAINTAIN ALL SAFETY DEVICES, INCLUDING SHORING AND BRACING AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS,
- 8. WHERE NO CONSTRUCTION DETAILS ARE SHOWN OR NOTED FOR ANY PART OF THE WORK, THE DETAILS SHALL BE THE SAME AS FOR OTHER SIMILAR WORK.
- 9. WHEN GIVEN THE NOTICE TO PROCEED, THE CONTRACTOR SHALL DEVELOP AND SUBMIT FOR APPROVAL A CONSTRUCTION SCHEDULE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAGING ALL CONSTRUCTION FOR MINIMAL IMPACT TO TRAIN SERVICE AND THE FLOW STREET TRAFFIC. CONTRACTOR SHALL WORK CLOSELY WITH SDTI OPERATIONS

### UTILITY NOTES:

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES OR STRUCTURES SHOWN ON THE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS AND ARE NOT NECESSARILY IN THE LOCATION SHOWN ON THE PLANS. CONTRACTOR SHALL VERIFY THE LOCATION OF ANY UTILITY SHOWN ON THE PLANS PRIOR TO CONSTRUCTION. CONTRACTOR IS ALSO DIRECTED TO THE GENERAL NOTES SHOWN HEREON FOR ADDITIONAL INFORMATION/INSTRUCTION REGARDING UTILITIES.

## GRADE CROSSINGS:

- 1. CONTRACTOR SHALL USE SURVEY CONTROL POINT, INCLUDING BENCH MARKS,
- 2. THE CONTRACTOR SHALL PREPARE AND SUBMIT TRAFFIC CONTROL PLANS IN ACCORDANCE WITH THE SPECIFICATIONS.
- 3. RAIL SHALL BE NEW RE RAIL 115 LB PER LINEAR YARD.
- 4. ALL MANUFACTURER'S RECOMMENDATIONS FOR CONCRETE PANEL CROSSING INSTALLATION SHALL BE FOLLOWED BY CONTRACTOR UNLESS OTHERWISE
- 5. CONTRACTOR SHALL DEMOLISH AND DISPOSE OF EXISTING ASPHALT PAVEMENT, CONCRETE AND ANY OTHER MATERIAL NOT USED. DISPOSAL SHALL OCCUR
- 6. WHERE EXISTING CURB OR GUTTER IS TO REMAIN AND AT JOINTS TO EXISTING AC PAVEMENT AN AC PAVEMENT CAP IS TO BE APPLIED ADJACENT THERETO, THE CONTRACTOR SHALL FIRST REMOVE PAVEMENT BY COLD PLANING TO ALLOW MINIMUM 1 1/2 INCH OVERLAY THICKNESS.
- 7. CONTRACTOR SHALL RESET ALL SURVEY MONUMENTS DAMAGED OR BURIED AS A RESULT OF HIS OPERATIONS.
- 8. WHERE NEW STRIPING IS NOT INDICATED, CONTRACTOR SHALL REPLACE EXISTING STRIPING AND PAVEMENT MARKERS IN AREAS OF NEW PAVEMENT IN SAME LOCATION AND IN KIND (ALYKID THERMO PLASTIC, PAINT, RAISED MARKERS/REFLECTORS, ETC.)
- 9. IN AREAS WHERE THE CONTRACTOR APPLIES A/C CAP OR CONSTRUCTS A NEW SHET STRUCTURAL SECTION, INCLUDING SIDEWALK, THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING VALVE BOXES, MANHOLES, AND ANY OTHER SIMILAR UTILITY SYSTEM APPURTENANCE. SEE SPECIFIC CROSSING PLANS.

DESIGNED BY

CHECKED B'

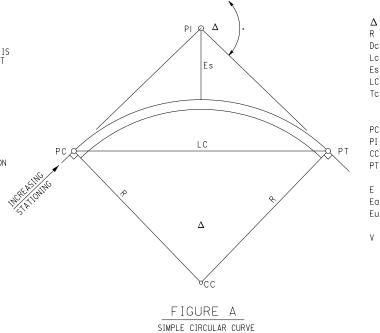
R. BOLEY

PRJ. ENG.

G. MCKEE

J.K. ANDRES

M.R. GRANADO

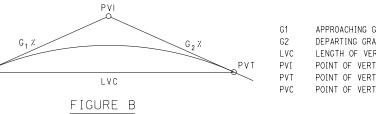


## Att. A, Al 9, 06/17/2021 CENTRAL ANGLE OF CIRCULAR CURVE

DEGREE OF CURVATURE (ARC DEFINITION) LENGTH OF CIRCULAR CURVE (ARC DEFINITION) EXTERNAL DISTANCE FROM PI TO CIRCULAR CURVE CHORD LENGTH (DISTANCE FROM PC TO PT) TANGENT LENGTH OF CIRCULAR CURVE (DISTANCE FROM PC / PT TO PI)

POINT OF CURVATURE POINT OF INTERSECTION OF CIRCULAR CURVE CURVE CENTER POINT OF TANGENCY

EQUILIBRIUM ELEVATION OF OUTSIDE RAIL (INCHES) ACTUAL ELEVATION OF OUTSIDE RAIL (INCHES) UNDERBALANCE / CANT DEFICIENCY ELEVATION OF OUTSIDE RAIL (INCHES) VELOCITY (MILES PER HOUR)



APPROACHING GRADE DEPARTING GRADE LENGTH OF VERTICAL CURVE POINT OF VERTICAL INTERSECTION POINT OF VERTICAL TANGENCY POINT OF VERTICAL CURVATURE

### NOTES:

1. CIRCULAR CURVES ARE DEFINED BY THE ARC DEFINITION.

VERTICAL CURVE

3. ALL ANGLES ARE IN DEGREES, DISTANCES AND LENGTHS ARE IN FEET, EXCEPT SUPERELEVATIONS ARE IN INCHES AND SPEEDS ARE IN MILES PER HOUR (MPH).

### IMPORTANT NOTICE

SECTION 4216/4217 OF THE GOVERNMENT CODE REQUIRES A DIG ALERT IDENTIFICATION NUMBER BE ISSUED BEFORE A "PERMIT TO EXCAVATE" WILL BE VALID. FOR YOUR DIG ALERT I.D. NUMBER CALL UNDERGROUND SERVICE ALERT TOLL FREE 1-800-422-4133 TWO WORKING DAYS BEFORE YOU DIG.

NO.	DATE	REVISIONS	BY	СНК	APRV

DRAWN B 70% SUBMITTAL OT FOR CONSTRUCTION



AMERICA PLAZA RAIL REPLACEMENT

MTS GENERAL NOTES

SCALE NTS CONTRACT NO. 31947.0-17 DRAWING NO. SHEET NO. GOI A-7 2 OF 10 2 OF 10

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

LEGEND		
EXISTING IMPROVE	EMENTS	
<u>EM</u>		<u>SYMBOL</u>
ABANDONDED LINE		
ACCESS CONTROL (CALTRANS)		
ASPHALT SURFACE		
BUILDING		
BRUSH LINE/TREE LINE		~~~~~
COMMUNICATION LINE		
CONCRETE SURFACE		
CURB		
DIRT SURFACE		
DOMESTIC WATER		W
EXISTING TRACK		
FENCE AND HANDRAILS		—×——×—
FENCE WALL		×_
FIBER OPTIC LINE		——F0C—
GAS		G
GUARD RAIL		
GUTTER		
5' CONTOUR		80
1' CONTOUR		79
OVERHEAD ELECTRIC		—— - E ——
OVERHEAD TELEPHONE		——Т
PARKING LOT LINES		
PROPERTY LINE		
RAILROAD TRACK		
RIGHT OF WAY (CALTRANS)		
RIGHT OF WAY (MTS)		
RIGHT OF WAY (CITY OF SAN DIEGO)		
ROADWAY GUARDRAIL		_ = _ =
ROAD STRIPING		
SANITARY SEWER		ss
STORM DRAIN		sp
WATER LINE		w
CATENARY POLE		
ROADWAY CENTERLINE		
TRASH CAN		(Ŧ)
TRAFFIC SIGNAL		
GUY ANCHOR		<del>)</del>
WATER MANHOLE		
IGHT STANDARD		<del> </del> #-EF
TICKET VENDING MACHINE		<del>TVM</del>
WATER METER		
STORM DRAIN MANHOLE		
STORM SEWER MANHOLE		
WATER VALVE		
FIRE HYDRANT		>⊝∢FH
TELEPHONE PULLBOX		
SEWER CLEANOUT		
JOHT COMMUNICATION PULLBOX		
IGHT STANDARD PULLBOX		♦ TEL-PB
ELECTRICAL PULLBOX		
RAFFIC SIGNAL PULLBOX		♦ ₹S <del>PB</del>

\*NOTE: CONTOUR INTERVAL IS 1'

PROPOSED IMPRO	<u>VEMENTS</u>	
<u>IMPROVEMENT</u>	STANDARD DWGS.	<u>SYMBOL</u>
MAJOR CONTOUR		10
MINOR CONTOUR		
FLOWLINE		(X%)
SLOPE		
NEW ASPHALT CONCRETE PAVING	SDG-113	
EXISTING TRACK CENTERLINE		
SAWCUT LINE		
PRECAST CROSSING PANEL (MTS)		
PROPOSED EB, WB		
NEW PAVEMENT LIMITS		
GRIND AND OVERLAY LIMITS		
SURVEY CONTROL MONUMENT		xxx
STOCK RAIL		••••
SWITCH POINTS		

REVISIONS

## <u>Symbols</u>

DATE

ø	DIAMETER
&	AND
E	CENTERLINE

	DESIGNED BY J.K. ANDRES	DATE 04/21
	DRAWN BY	
	M.R. GRANADO	04/21
L	CHECKED BY	
ION	R. BOLEY	04/21
	PRJ. ENG.	
	G. MCKEE	04/21

# **Metropolitan Transit System**

, abone that the tracks							
<u>L</u>	GENERA	AL CONT'D_	GE				
ABOUT	EQ	EQUAL	OTM				
ABUTMENT	EX/EXIST	EXISTING	PCC				
ASPHALT CONCRETE	FH	FENCE HINGE	PED				
AHEAD	FG	FINISHED GRADE	PH				
ASSESOR'S PARCEL NUMBER	FL	FLOWLINE	POT				
APPROXIMATELY	FM	FORCE MAIN	PRO				
AVENUE	FPS	FEET PER SECOND	PSF				
ABSOLUTE WORK WINDOW	FT	FEET	PSI				
BEGIN CURVE	FW	FIELD WELD	R/W				
BRASS CAP CONTROL POINT	GA	GAUGE	REI				
BOTTOM OF	GB	GRADE BREAK	REQ				
BACK FLOW	GALV	GALVANIZED	RD				
BACK	GRND	GROUND	RIM				
BOULEVARD	HOR	HORIZONTAL	ROW				
BENCHMARK	HP	HIGH POINT	RR				
BEST MANAGEMENT PRACTICES	HP	HIGH PRESSURE	RSP				
BLOW OFF	HWY	HIGHWAY	RP				
BASE OF RAIL	ID	INSIDE DIAMETER/INNER DIAMETER	RT				
BOTTOM	ΙE	INVERT ELEVATION	RW				
BRIDGE	INC.	INCORPORATED	SD				
BETWEEN	IJ	INSULATED JOINT	SE				
CENTER-TO-CENTER	INST.	INSTRUMENT	SF				
CENTERLINE	JT	JOINT	SGH				
CALIFORNIA	JROE	JOINT RIGHT OF ENTRY	SHT				
CUBIC FEET PER SECOND	L&D	LEAD AND DISC	SIG				
CAST-IN-DRILLED-HOLE	L	LENGTH	SIM				
CAST-IN-PLACE	LB	POUND	SOH				
CAST-IN-STEEL-SHELL	LF	LINEAR FOOT	ST				
CLEARANCE	LOL	LAYOUT LINE	STA				
COMPANY	L.S.	LICENSED SURVEYOR	STD				
CONCRETE	LT	LEFT	SWM				
CONSTRUCTION	MAX	MAXIMUM	0				
CONTINUOUS	MH	MANHOLE	SWP				
CONTINUED	MHHW	MEAN HIGHER HIGH WATER	T				
CONTROL POINT	MIN	MINIMUM	T/				
CONTINUOUS WELDED RAIL	MK	MARK	T/R				
CUBIC YARD	ML	MAINLINE	TC				
DUCT BANK	MOC	MIDDLE OF CURVE	TEM				
DEPARTMENT	MOW	MAINTENANCE OF WAY	TO.				
DROP INLET	MP	MILE POST	TRK				
DIAMETER	MT	MAIN TRACK	TYP				
DIRECT FIXATION	MT-1	NCTD MAIN TRACK 1	UD				
DRAWING	MT-2	NCTD MAIN TRACK 2	VER				
DRIVE	N N	NORTHING	VMA				
DRIVEWAY	NB	NORTHBOUND	V M A				
END CURVE	NF	NOT FOUND	WBL				
EACH	NIC	NOT IN CONTRACT	WDL W/				
EACH	NIC	NOT IN CONTRACT	W/				

NUMBER

NOTICE OF INTENT

OUTSIDE DIAMETER

ORIGINAL GRADE

NOT TO SCALE

ON CENTER

NOI

NTS

0.0.

OD

**ABBREVIATIONS** 

**GENERAL** 

EASTING

FOR EXAMPLE

ELECTRICAL

ELEVATION

ESTIMATED

EMPLOYEE IN CHARGE

ENVIRONMENTALLY SENSITIVE AREA

ABT

ABUT

AC

AHD

APN

AVE

AWW

BC

BCCP

B/

B.F.

BLVD

B.O.

BOR

BOT

BTWN

C/C

CL

CA.

CFS

 ${\tt CIDH}$ 

CIP

CISS

CLR

CO.

CP

CWR

CY

DB

DΙ

DIA

DF

DR

EC

EΑ

E.G.

EIC

ELEC

ESA

DWG.

DEPT.

CONC

CONSTR CONT

BK

APPROX.

GENERAL	CONT'D_
ОТМ	OTHER TRACK MATERIAL
PCC	PORTLAND CEMENT CONCRETE
PED	PEDESTAL
PH	POTHOLE
POTO	POWER OPERATED TURNOUT
PROP	PROPOSED
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
R/W	RIGHT-OF-WAY
REINF	REINFORCEMENT
REQ'D	REQUIRED
RD	ROAD
RIM	TOP OF MANHOLE RIM
ROW	RIGHT-OF-WAY
RR	RAILROAD
RSP	ROCK SLOPE PROTECTION
RP	RAILING POST
RT	RIGHT
RW	RETAINING WALL
SD	STORM DRAIN
SE	SUPERELEVATION
SF	SQUARE FOOT
SGH	SUBGRADE HINGE
SHT	SHEET
SIG	SIGNAL
SIM	SIMILAR
SOHT	SAN ONOFRE HOUSE TRACK
ST	STREET
STA	STATION
STD	STANDARD
SWMDCMA	STORM WATER MANAGEMENT AND DISCHARGE
	CONTROL MAINTENANCE AGREEMENT
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
T	THICKNESS
T/	TOP OF
T/R, TR	TOP OF RAIL
TC	TRACK CENTERS
TEMP	TEMPORARY
TO	TURNOUT
TRK	TRACK
TYP	TYPICAL
UD	UNDERDRAIN
VER	VERTICAL
VMAX	MAXIMUM VELOCITY
W	WIDTH
WBL BD	WILLIAMS BASE LINE BRASS DISC
W/	WITH

## AMERICA PLAZA RAIL REPLACEMENT

## MTS ABBREVIATIONS

SCALE	
NTS	
CONTRACT NO	
G1947.0-17	
DRAWING NO.	SHEET NO.
<sub>G02</sub> A-8	3 OF 10

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

	70%
<b>\</b>	SUBMITT, NOT FOR CONSTRU
▼	ı

TRACK

DEGREE OF CURVE

DEFLECTION ANGLE - CIRCULAR CURVE

POINT OF CIRCULAR CURVE TO SPIRAL

POINT OF INTERSECTION - SPIRAL

POINT OF SPIRAL TO TANGENT

POINT OF TANGENT TO SPIRAL

POINT OF VERTICAL CURVE

POINT OF VERTICAL TANGENT

POINT OF VERTICAL INTERSECTION

AND TRANSPORTATION OFFICIALS

AMERICAN RAILWAY ENGINEERING AND

MAINTENANCE-OF-WAY ASSOCIATION

CALIFORNIA COASTAL COMMISSION

ENVIRONMENTAL PROTECTION AGENCY

FEDERAL RAILROAD ADMINISTRATION

MICROWAVE COMMUNICATIONS, INC.

NORTH COUNTY TRANSIT DISTRICT

METROPOLITAN TRANSIT SYSTEM

SAN DIEGO WATER DISTRICT

LOAD AND RESISTANCE FACTOR DESIGN

REGIONAL WATER QUALITY CONTROL BOARD

SAN DIEGO ASSOCIATION OF GOVERNMENTS

SOUTHERN CALIFORNIA TELEPHONE COMPANY

SAN DIEGO REGIONAL STANDARDS DRAWINGS

UNITED STATES ARMY CORPS OF ENGINEERS UNITED STATES FISH AND WILDLIFE SERVICE

SAN DIEGO GAS AND ELECTRIC COMPANY

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

SOLANA BEACH SANITATION DISTRICT

SOUTHERN CALIFORNIA GAS COMPANY

SAN DIEGO UNIFIED PORT DISTRICT

UNION PACIFIC RAILROAD

ICG TELECOM GROUP INC.

AMERICAN ASSOCIATION OF STATE HIGHWAY

NATIONAL RAILROAD PASSENGER CORPORATION

AMERICAN SOCIETY FOR TESTING MATERIALS

BURLINGTON NORTHERN SANTA FE RAILWAY

CALIFORNIA DEPARTMENT OF TRANSPORTATION

AMERICAN TELEPHONE AND TELEGRAPH COMPANY

POINT OF INTERSECTION - CIRCULAR CURVE

POINT OF INTERSECTION - TOTAL CURVE

POINT OF INTERSECTION OF TURNOUT

POINT OF SPIRAL TO CIRCULAR CURVE

DEFLECTION ANGLE - TOTAL CURVE

DEFLECTION ANGLE - SPIRAL

EQUILIBRIUM SUPERELEVATION

UNBALANCED SUPERELEVATION

LENGTH OF CIRCULAR CURVE

ACTUAL SUPERFLEVATION

LENGTH OF TOTAL CURVE

LENGTH OF SPIRAL

POINT OF BEGINNING

POINT OF CURVATURE

POINT OF INTERSECTION

POINT OF ENDING

POINT OF SWITCH

POINT ON CURVE

POINT ON SPIRAL

POINT ON TANGENT

POINT OF TANGENCY

RADIUS

 $\mathsf{D}_\mathsf{c}$ 

Δт

Fα

L¢

Ls

POB

POE

SPI

PΙc

PITO

SC

PS

POC

POS

POT

PVC

PVI

AASHTO

AMTRAK

AREMA

AT&T

BNSF

CCC

FΡΔ

FRA

ICG

MCI

MTS

NCTD

RWOCB

SANDAG

SANDWD

SBSD

SCRRA

SCGC

SCTC

SDG&E

USACE

USFWS UPRR

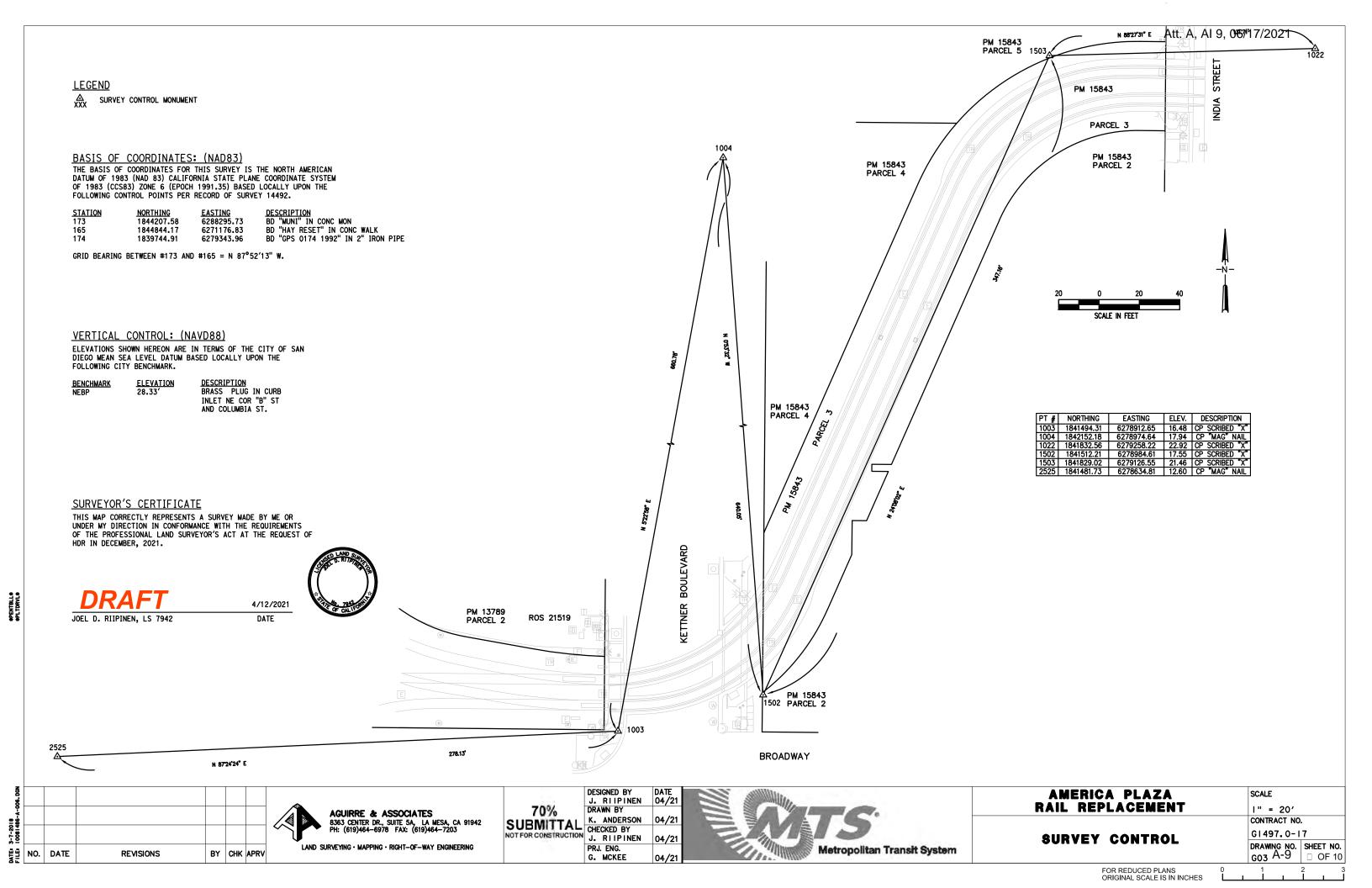
SDRS/SDRSD

S.D.U.P.D.

LRFD

A.S.T.M.

AGENCIES



## WESTBOUND ALIGNMENT GEOMETRY TABLE

POINT TYPE	STATION	NORTHING	EASTING	DELTA/ BEARING	ROTATION/ DIRECTION	Dc (D°M'S")	RADIUS (FEET)	LENGTH (FEET)	(LRT)	Ea	Eu (LRT)	LRT DESIGN SPEED (MPH)
POB/PS	0+00.00	1841519.654	6278906.214									
				S 89°23′16" E				2.31	-	-	-	25
PC	0+02.31	1841519.63	6278908.525									
PI	0+13.94	1841519.505	6278920.154	14°29′38"	LEFT	S 66°17′05" E	91.45	23.13	-	-	-	25
PCC	0+24.18	1841522.295	6278931.444									
PI	0+69.57	1841533.186	6278975.51	52°18′41"	LEFT	65°29′52"	92.43	84.39	-	-	-	25
PT	1+04.04	1841574.715	6278993.833									
				N 23°48′26" E				210.27				
PC	3+14.31	1841767.093	6279078.71									
PI	3+72.23	1841820.077	6279102.087	65°17′39"	RIGHT	N 67°10′03" E	90.39	103.01	-	-	-	25
PCC	4+11.53	1841820.985	6279159.992									
PI	4+33.04	1841821.323	6279181.507	3°55′09"	RIGHT	9°07′11"	628.92	43.02	-	-	-	25
PT	4+54.50	1841820.189	6279202.996									
				S 86°58′46" E				0.74	-	-	-	25
POE	4+55.24	1841820.15	6279203.733									

## EASTBOUND ALIGNMENT GEOMETRY TABLE

POINT TYPE	STATION	NORTHING	EASTING	DELTA/ BEARING	ROTATION/ DIRECTION	Dc (D°M'S")	RADIUS (FEET)	LENGTH (FEET)	(LRT)	Ea	(LRT)	LRT DESIGN SPEED (MPH)
POB/PS	0+00.00	1841507.252	6278893.003									
				S 89°19′00" E				26.07	-	-	-	25
PC	0+26.07	1841506.941	6278919.072									
PI	0+85.37	1841506.234	6278978.366	66°52′00"	LEFT	67°39′12"	89.82	104.82	-	-	-	25
PT	1+24.91	1841560.483	6279002.312									
				N 23°49′00" E				211.43	-	-	-	25
PC	3+36.34	1841753.912	6279087.691									
PI	3+95.22	1841807.773	6279111.465	66°35′07"	RIGHT	67°47′38"	89.65	104.19	-	-	-	25
PCC	4+34.56	1841807.360	6279170.339									
PI	4+51.16	1841807.244	6279186.944	1°44′18"	RIGHT	5°14′11"	1094.59	33.21	-	-	-	25
POE/PT	4+67.75	1841806.624	6279203.537									

	HDR CHECK PRINT	No	DATE
		INITIALS	DATE
	DRAWING MADE BY:		
ı	CHECKED BY:		
	CORRECTIONS CHK'D BY:		
	CHANGES MADE BY:		
	CHANGES VERIFIED BY:		

**FDS** 

70%
SUBMITTAL
NOT FOR CONSTRUCTION

TO WE SUBMITTAL NOT FOR CONSTRUCTION

TO WE SUBMITTAL CHECKED BY 04/21

TO WE SUBMITTAL CHECKED BY 04/21

R. BOLEY 04/21

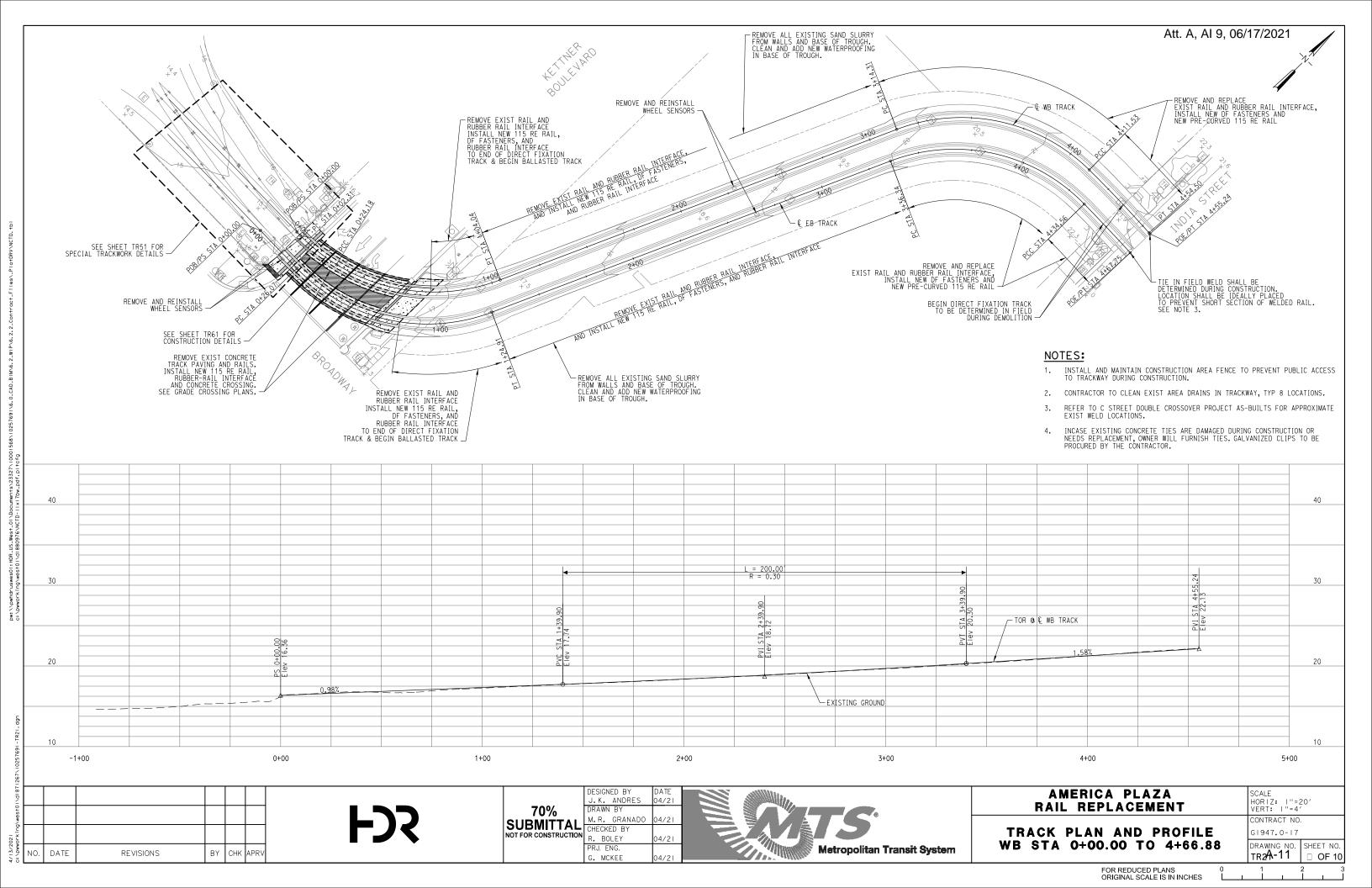


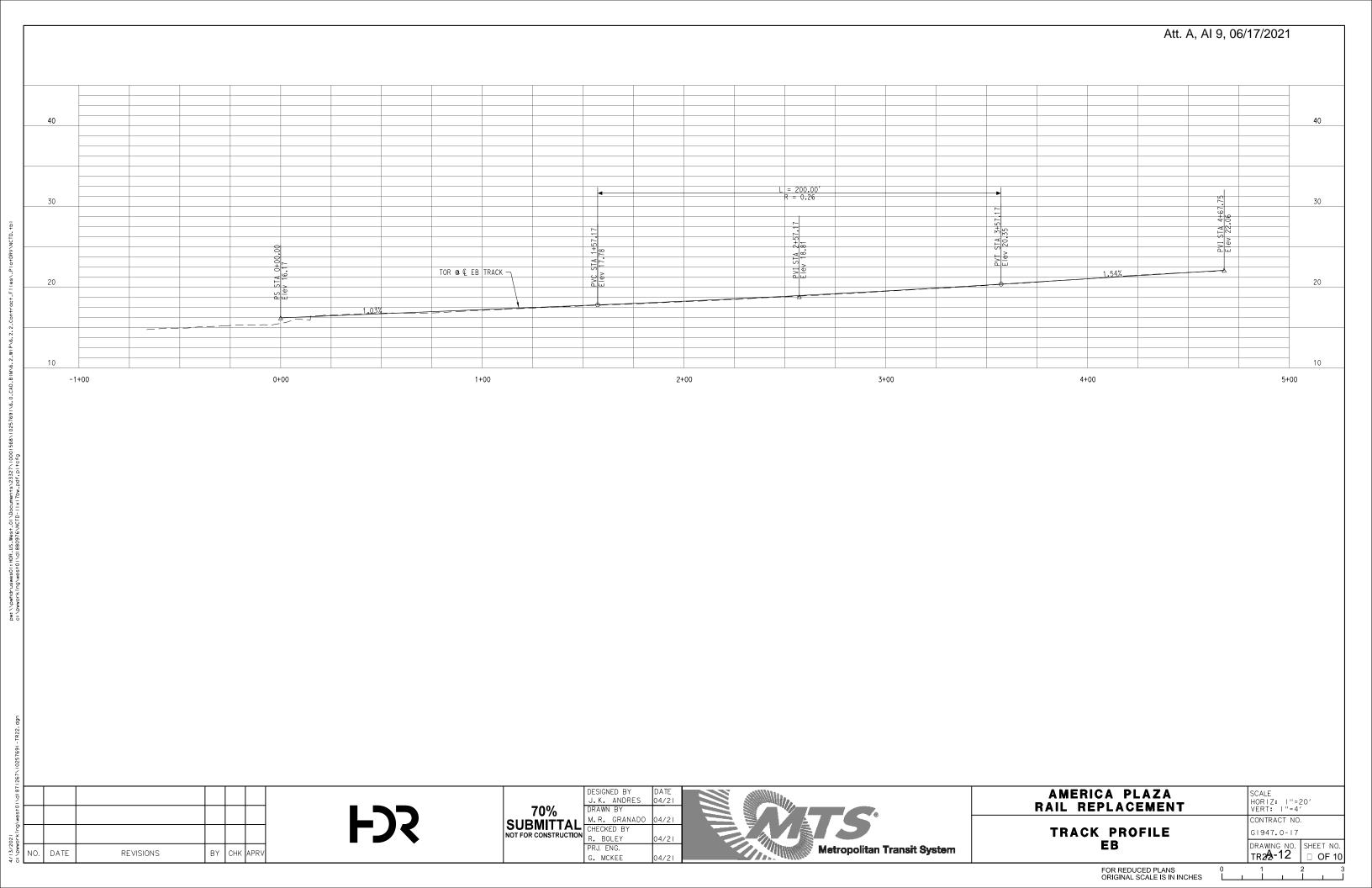
## AMERICA PLAZA Rail Replacement

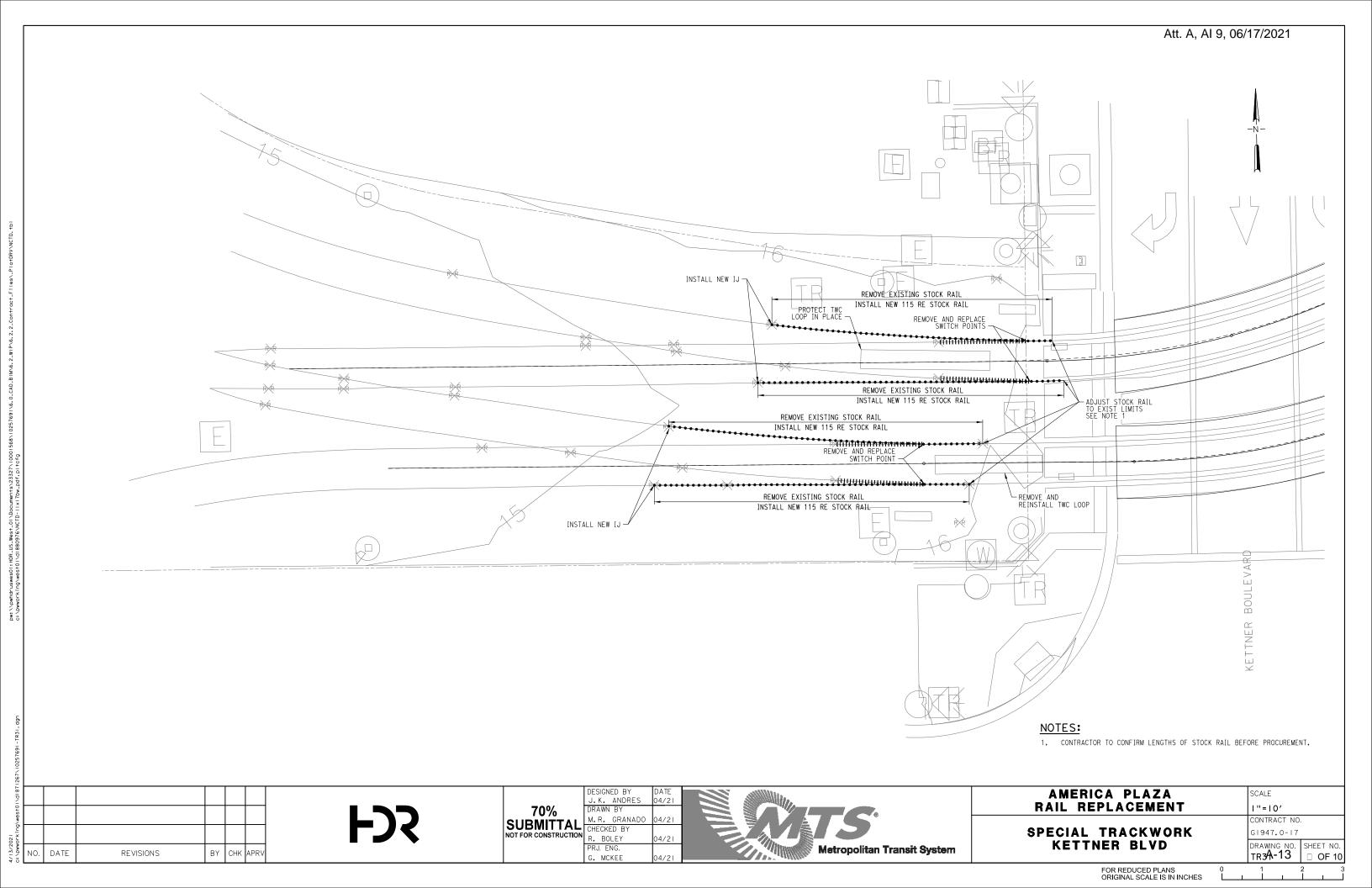
TRACK GEOMETRY

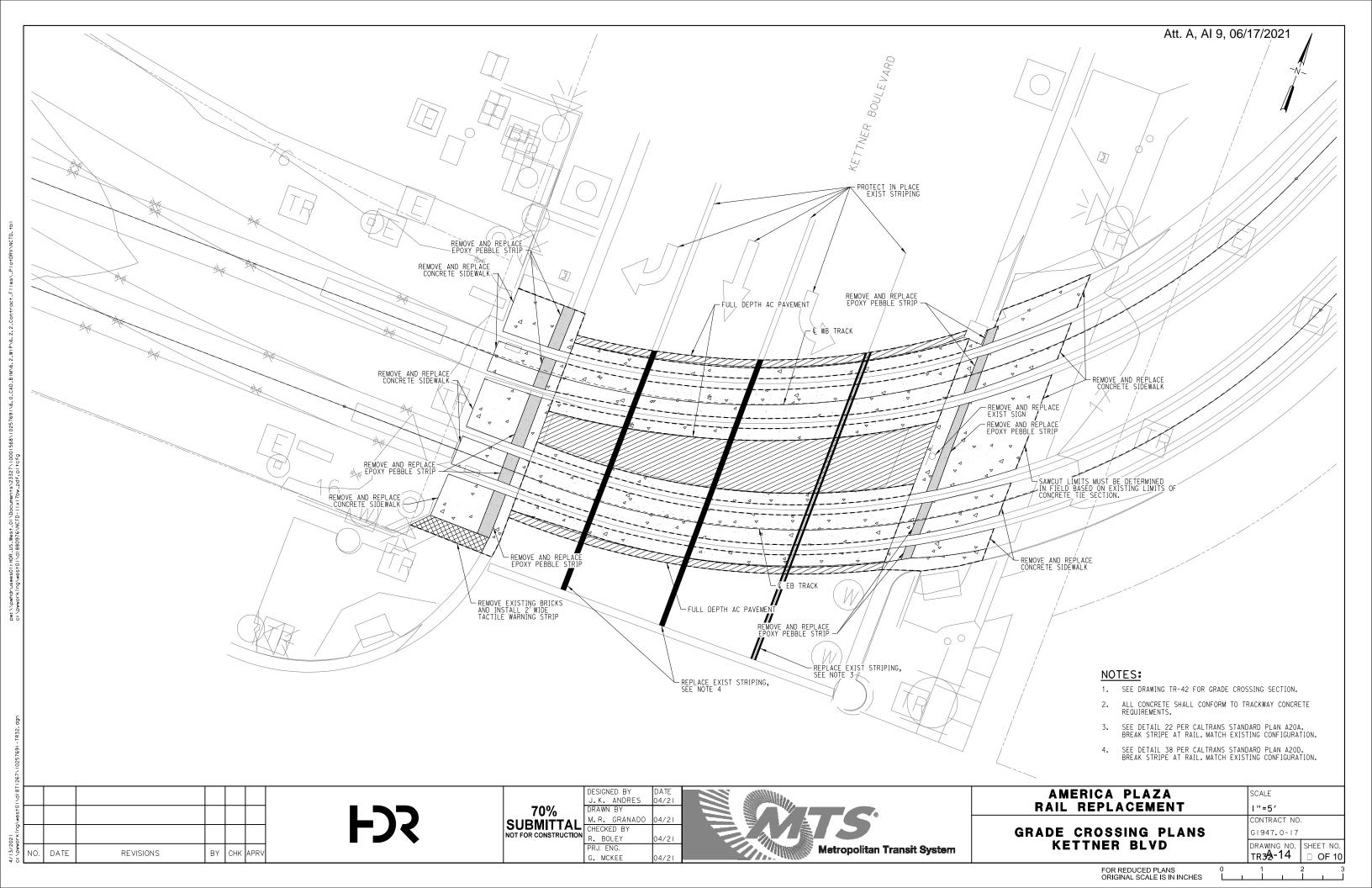
SCALE	
I"=5'	
CONTRACT NO	
G1947.0-17	
DRAWING NO.	SHEET N
I <del>το ι</del> ΑΙ-1Ω	

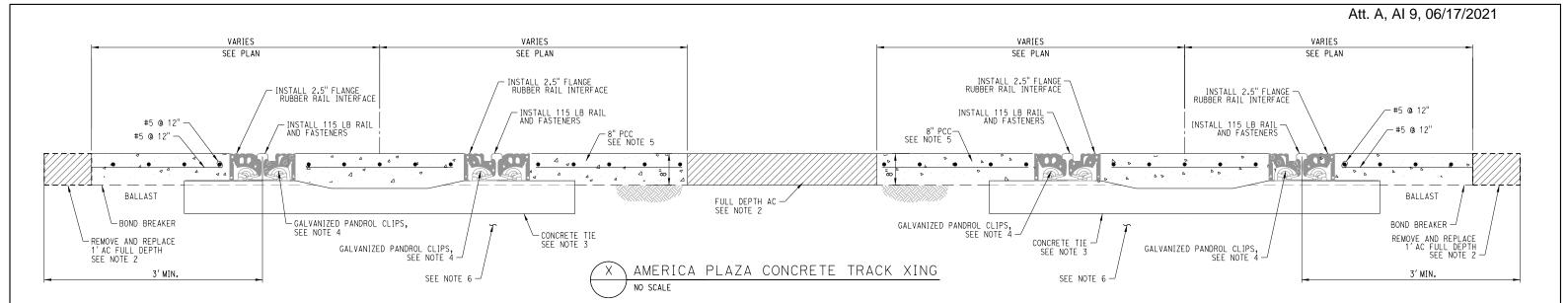
FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES

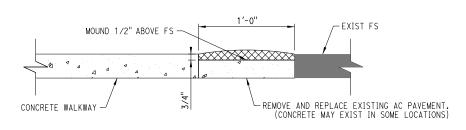














## NOTES:

- 1. SEE REFERENCED DRAWING LRT-743A, RIGID CLIP DF FASTENERS DETAIL FOR TYPICAL SECTION WITHIN DIRECT FIXATION LIMITS.
- 2. ASPHALT CONCRETE STREET PAVING SECTION SHALL CONSIST OF 2-INCHES HMA OVER 10-INCHES PORTLAND CEMENT CONCRETE BASE.
- 3. INSTALL NEW PADS AND INSULATORS. IF BUDGET ALLOWS, REPLACE ALL TIES.
- 4. FOR ALL RAIL CLIPS AND RUBBER RAIL INTERFACE ASSEMBLIES, SEE REFERENCE DRAWING RACO159.
- 5. CONCRETE TRACKWAY PAVEMENT SHALL HAVE A 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI.
- 6. ASSUME 9-INCH BALLAST DEPTH UNDER TIES. STAY ABOVE HARDPAN.

2							
wes+0							
ı2ı ırking`							
4/13/202 c:\pwwor	NO.	DATE	REVISIONS	BY	СНК	APRV	

**FD3** 

70% **SUBMITTA** 

	DESIGNED BY J.K. ANDRES	DATE 04/21
	DRAWN BY	
	M.R. GRANADO	04/21
L	CHECKED BY	
ION	R. BOLEY	04/21
	PRJ. ENG.	
	G. MCKEE	04/21

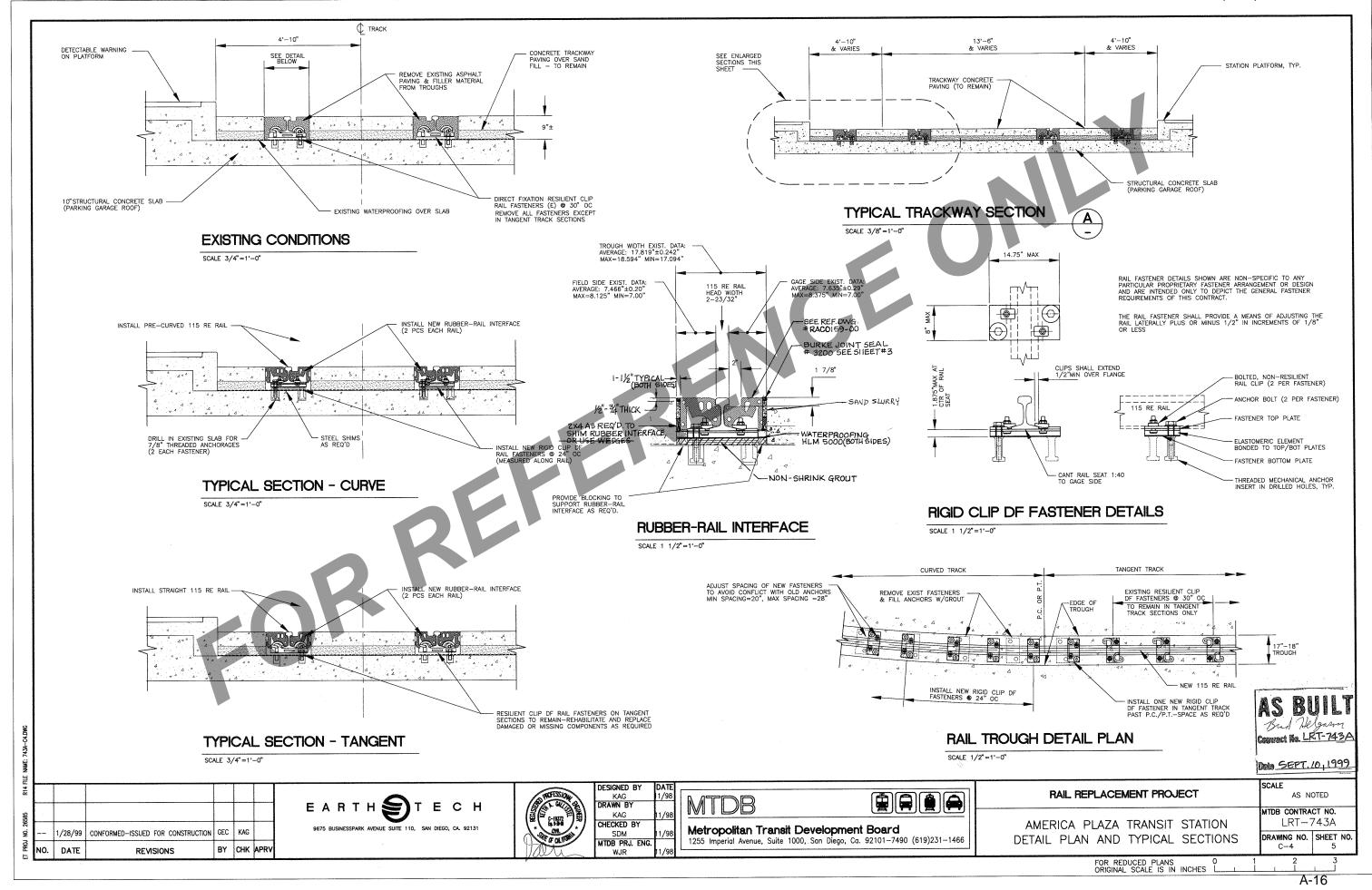


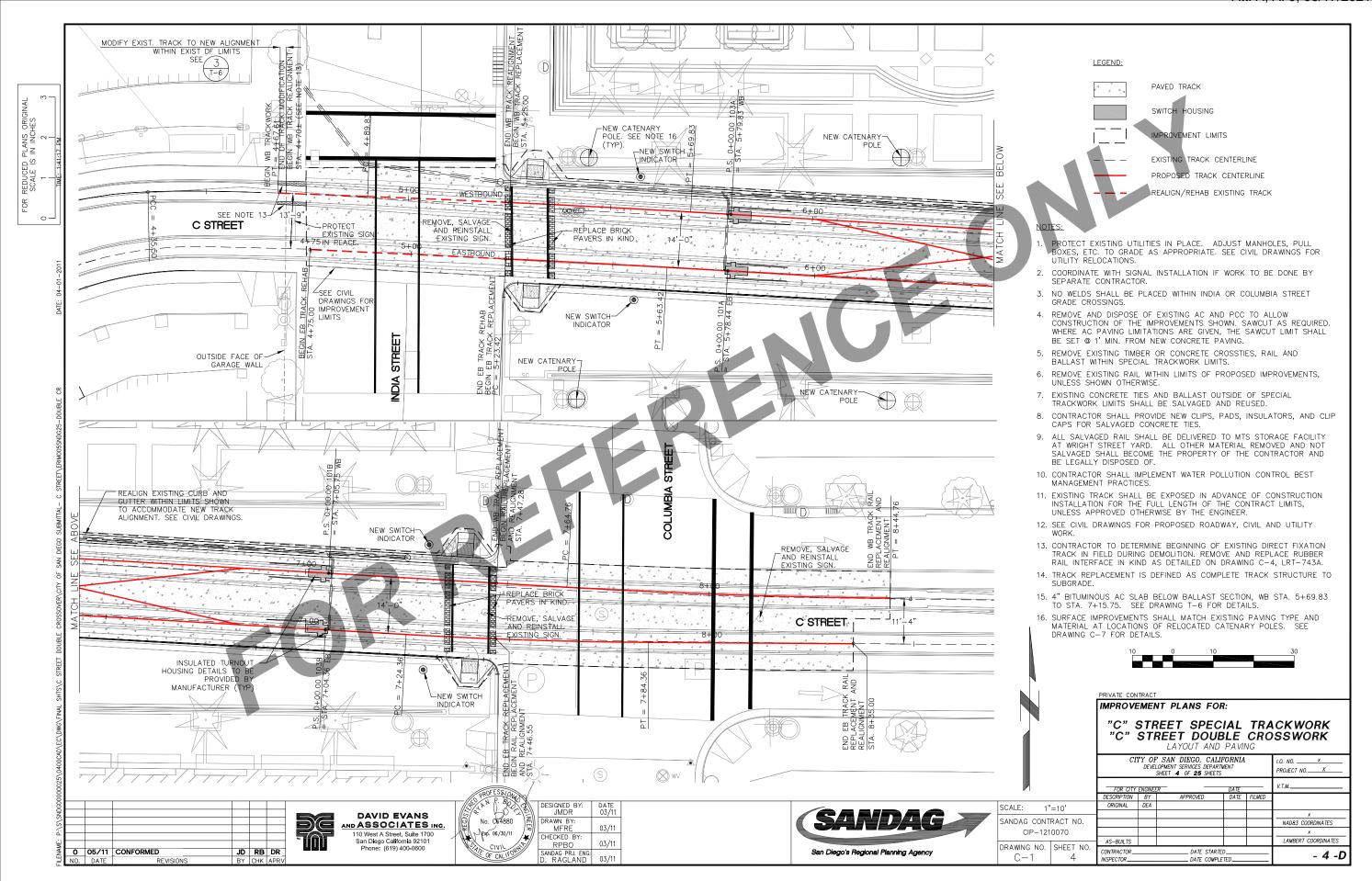
AMI	ERICA PLAZA	
RAIL	REPLACEMENT	
		_

CONSTRUCTION DETAILS

SCALE	
NTS	
CONTRACT NO	
G1947.0-17	
DRAWING NO.	SHEET NO.
TR4/2-15	10 OF 10

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES





\*

CORE DRILL 2"

CORE DRILL FOR 2-4" CONDUIT INTO PARKING GARAGE

----- ROOF MOUNTED CONDUI

----- CONDUIT

RJB ROOF MOUNTED JUNCTION BOX

P3 CONCRETE PULL BOX (CALTRANS NO. 6 - 17" X 30" NOMINAL) WITH BOLT DOWN SIFF! TRAFFIC COVER

# 2 IN. SCH 40 PVC ( \* NO. OF CONDUITS)

4 IN. SCH 40 PVC ( \* NO. OF CONDUITS)

( # NO. OF CONDUITS)

INSTRUMENT ENCLOSURE (CASE OR HOUSE)

POLE JCT. BOX (EXISTING)

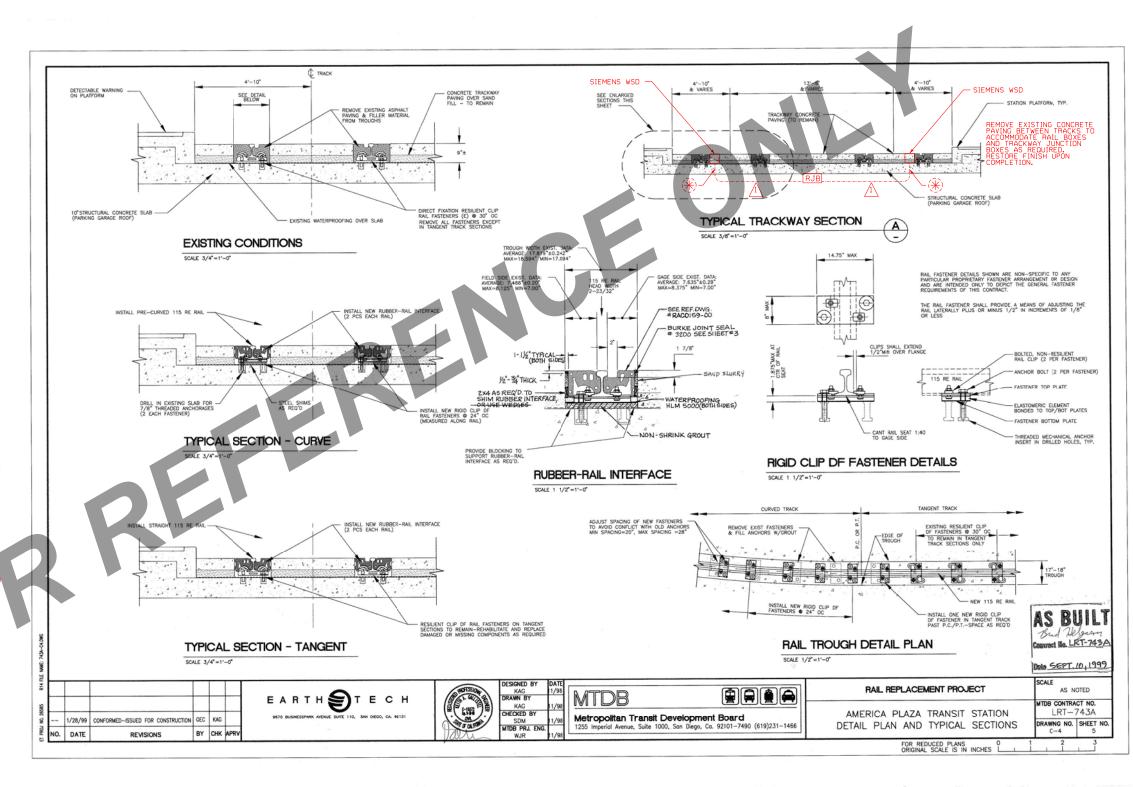
FB FIBER CABLE PULL BOX (EXISTING)

### NOTES:

- 1. THE TYPICAL CONDUIT LAYOUT CONFIGURATIONS SHOWN HEREIN SHALL BE USED AS A GUIDE BY THE CONTRACTOR IN THE DEVELOPMENT OF THE FINAL CONDUIT LAYOUT ARRANGEMENTS.
- 2. CONDUIT INSTALLATION SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.
- 3. CONDUITS PASSING UNDER ROADWAYS SHALL BE ENCASED IN RED COLORED CONCRETE.
- 4. ALL CABLES AND WIRES FROM THE INSTRUMENT ENCLOSURE TO EACH APPARATUS SHALL BE HOUSED IN CONDUIT.
- 5. CONTRACTOR SHALL FURNISH AND INSTALL CONCRETE PULL BOXES OF SUFFICIENT SIZE TO ENSURE THE BEND RADIUS OF CABLE AND WIRE IS NOT COMPROMISED.
- CONDUITS SHALL BE A MINIMUM DEPTH OF 30 INCHES BELOW FINAL GRADE UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
- LONG CONDUIT SWEEPS SHALL BE INSTALLED WHEN A CHANGE IN DIRECTION OCCURS. PULL BOXES SHALL BE INSTALLED AT MAJOR TRANSITION POINTS.
- 8. SPARE CONDUIT ENDS SHALL BE CAPPED TO PREVENT ACCESS BY RODENTS OR DEBRIS. CONDUITS IN PULL BOXES AND ENCLOSURES CONTAINING CABLE AND WIRE SHALL BE SEALED WITH AN APPROVED SEALANT.
- 9. PULL BOX DIMENSIONS SHOWN ARE MINIMUM ACCEPTABLE SIZE. CONTRACTOR SHALL FURNISH LARGER PULL BOXES BASED ON MINIMUM CABLE BEND RADIUS AND CONDUIT ENTRANCE REQUIREMENTS. MINIMUM DISTANCE MEASURED FROM THE TOP TO THE BOX TO THE BOTTOM EDGE SHALL BE AS FOLLOWS:

P3 = 36 INCHES

10. UNDERGROUND GARAGE CONDUIT IS GRS 2" MINIMUM.



 05/27/11
 CONFORMED PLAN SET
 AP
 MM
 JAP

 NO.
 DATE
 REVISIONS
 BY
 CHK
 APR

PACIFIC RAILWAY ENTERPRISES, INC.

3560 University Avenue, Suite F

Riverside, California 92501

Source Control of Cont

	DESIGNED BY	DATE	
	MM	5/11	
	DRAWN BY		
ENS ENS	AP	5/11	
. ]]	CHECKED BY		
//	JLH	5/11	
/	PRJ. ENG.		
	JAP	5/11	



"C" STREET CROSSOVERS	scale <b>N.</b> 7
C STREET INTERLOCKING DETAIL PLAN & TYPICAL SECTIONS	CONTRACT NO
SH. 23 OF 23	DRAWING NO.

SCALE

N.T.S.

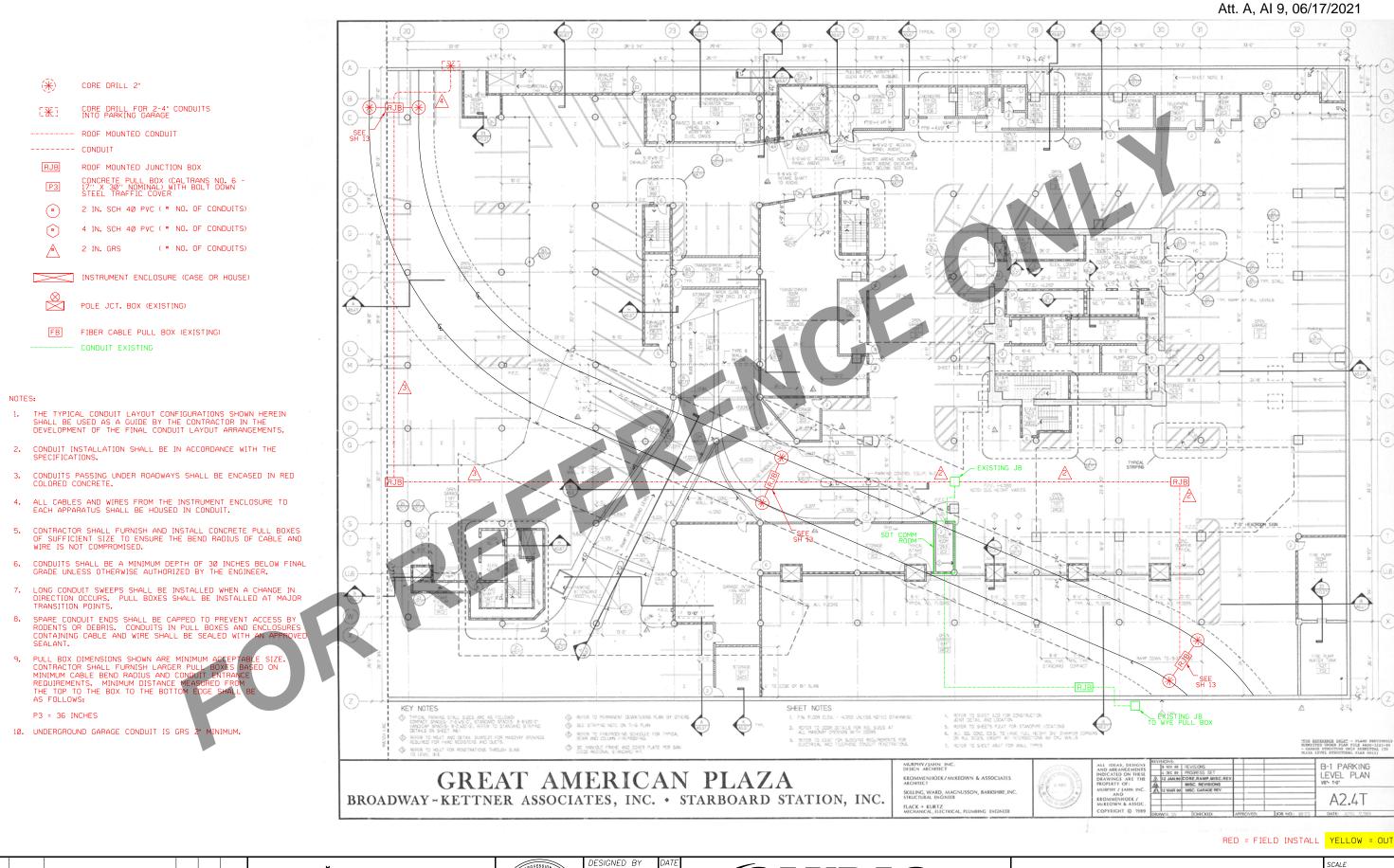
CONTRACT NO.

CIP 1210070

DRAWING NO. SHEET NO.

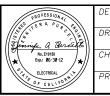
A6128 S-29

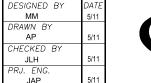
RED = FIELD INSTALL YELLOW = OUT



	05/27/11	CONFORMED PLAN SET	AP	ММ	JAP
NO.	DATE	REVISIONS	BY	СНК	APRV

PACIFIC RALWAY ENTERPRISES, INC. 3560 University Avenue, Suite F Riverside, Colifornia 92501







"C" STREET CROSSOVERS

C STREET INTERLOCKING PARKING GARAGE CONDUIT LAYOUT SH. 22 OF 23 N.T.S.

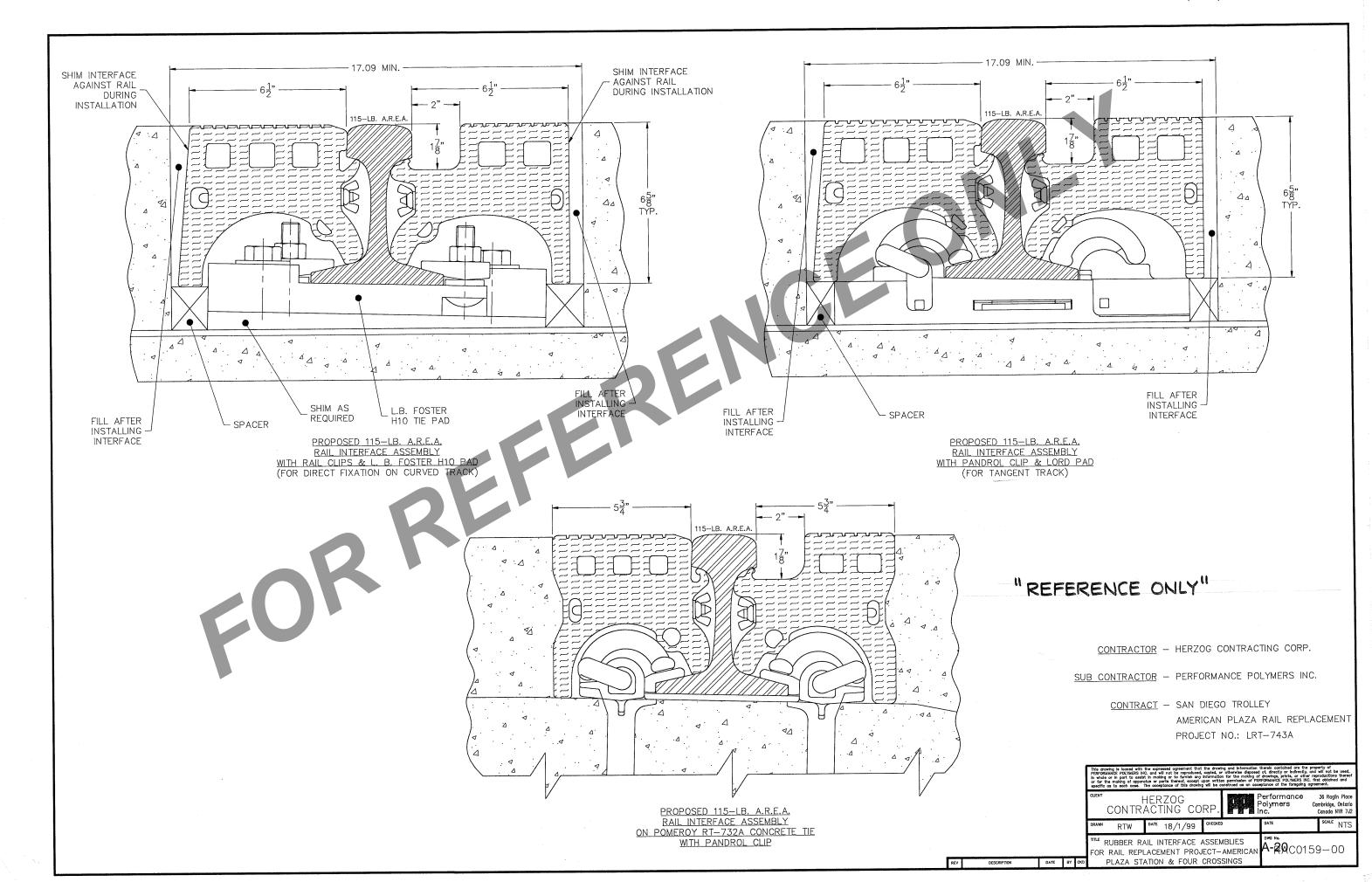
CONTRACT NO.

CIP 1210070

DRAWING NO. SHEET NO.

S-28

A:129



# EXHIBIT B (Cost Breakdown)



Version: 1.1

JOC Name (Contractor): Herzog Contracting Corp

**Contract Name:** 2019 - RR Construction - Herzog - Option 1

Contract Number: PWG269.0-19
Job Order Number: MTSJOC269-11

Job Order Title: America Plaza Rail Replacement

Location: Blue Line ROW
Cost Proposal Date: May 18, 2021
Proposal Value: \$698,473.76

Category 1	Category 2	NPP Item	<b>Division Totals</b>
At-Grade Crossing		\$0.00	\$115,906.69
General		\$0.00	\$21,012.51
Signaling		\$0.00	\$3,376.69
Special Trackwork		\$0.00	\$52,283.90
Track		\$0.00	\$505,893.97
	Proposal To	tal:	\$698,473.76
The Perc	entage of Non Pre-Priced on this Propo	sal:	0.00%



Version: 1.1

JOC Name (Contractor): Herzog Contracting Corp

Contract Name: 2019 - RR Construction - Herzog - Option 1

Contract Number: PWG269.0-19

Job Order Number MTSJOC269-11

Job Order Title America Plaza Rail Replacement

Location:Blue Line ROWCost Proposal Date:May 18, 2021Proposal Value:\$698,473.76

Category 2	Record #	CSI Number	MOD	UOM	Description					Total
	At-Grade Cross									\$115,906.69
	1	012220000008		HR	Cement Mason					
		Added			Quantity x	Unit Price	х	Factor	=	LineTotal
		Ins	stallation	HR	36.00 x	\$65.76	Х	1.1296	=	\$2,674.17
									-	\$2,674.17
		User Note:	** (3) E	A at 12	hrs to help with cros	ssing pour du	ıring	AWW 3*	*	
		Item Note:	For task only.	ks not i	ncluded in the Cons	truction Task	(Ca	talog® an	d as di	rected by owner
	Ow	vner Comments:								
	Contra	ctor Comments:								
	2	012220000008	0001	HR	For Foreman, Add					
	2		0001	HR	For Foreman, Add  Quantity x	Unit Price	х	Factor	=	LineTotal
	2	012220000008 Added	0001 stallation	HR HR				<b>Factor</b> 1.1296	= =	LineTotal \$44.60
	2	012220000008 Added			Quantity x					
	2	012220000008 Added			Quantity x					\$44.60
	2	012220000008 <i>Added</i> Ins	stallation	HR	Quantity x	\$3.29	x	1.1296	= -	\$44.60 \$44.60
		012220000008 <i>Added</i> Ins	stallation For task	HR	Quantity x	\$3.29	x	1.1296	= -	\$44.60 \$44.60



3	012223000129	DAY	185 CFM Diesel P	'owe	ered Portable	Air (	Compresso	r	
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	DAY	2.00	Х	\$200.66	Х	1.1296	=	\$453.33
								_	\$453.33
	User Note:								
	Item Note:								
O	wner Comments:								
Contra	actor Comments:								
4	012223000197	DAY	5 Ton, 2 Drum Art	icul	ated Roller Wi	th F	ull-Time Op	perator	
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	DAY	2.00	Х	\$1,155.50	Х	1.1296	=	\$2,610.51
								_	\$2,610.51
	User Note:								
	Item Note:								
O	wner Comments:								
Contra	actor Comments:								
5	012223000220	EA	Mobilization of Ste	el F	Roadway Plate	es			
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	EA	22.00	Х	\$372.30	Х	1.1296	=	\$9,252.10
									\$9,252.10
	User Note: (18) EA	plates	at 1 x 8' x16' nee	de	d to cover Ke	ettne	er crossing	g	
	Item Note: Mobiliza	ation fc	r each site location	n.					
O	wner Comments:								
Contra	actor Comments:								
6	012223000221	EA	Place And Remov	e S	teel Roadway	Plat	tes		
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	EA	22.00	х	\$42.84	Х	1.1296	=	\$1,064.63
								_	\$1,064.63
	User Note:								
	Item Note:								
O	wner Comments:								



7	012223000247	WK	1" x 8' x 16' Steel	Plat	te				
	Added		Quantity	х	Unit Price	х	Factor	=	LineTota
	Instal	llation WK	60.00	Х	\$231.70	х	1.1296	=	\$15,703.7
								_	\$15,703.7
	User Note: (1	8) EA plates	at 1 x 8' x16' nee	ede	d to cover K	ettne	er crossin	g for (2)	EA weeks
	Item Note:								
0	wner Comments:								
Contr	actor Comments:								
8	012223000272	DAY	2,400 LB Capacity	y, 72	2" Wide, Skid	-Stee	r Loader V	Vith Full-T	ime Operator
	Added		Quantity	х	Unit Price	х	Factor	=	LineTota
	Instal	llation DAY	2.00	Х	\$1,019.15	х	1.1296	=	\$2,302.4
								_	\$2,302.4
	User Note:								
	Item Note:								
 0	wner Comments:								
 Contr	actor Comments:								
9	012223000389	DAY	3,000 Ft-Lb Hydra	ulic	Hammer Atta	achm	ent For Hy	/draulic Ex	xcavators
	Added		Quantity	х	Unit Price	х	Factor	=	LineTota
	Instal	llation DAY	2.00	Х	\$831.00	х	1.1296	=	\$1,877.4
								_	\$1,877.4
	User Note: **	backhoe atta	achment**						
	Item Note:								
0	wner Comments:								
Contr	actor Comments:								
10	012223000440	DAY	1-1/2 CY, 24" Buc Operator	ket,	16'-6" Deep,	90 F	IP, Loader	-Backhoe	With Full-Time
	Added		Quantity	х	Unit Price	х	Factor	=	LineTota
	Instal	llation DAY	2.00	Х	\$1,164.90	х	1.1296	=	\$2,631.7
								_	\$2,631.7
	User Note:								
	Item Note:								
 0	wner Comments:								
 	actor Comments:								



11 012223000447 DAY 2-1/2 CY, 119 HP, Heavy Duty Construction Loader With Full-Time Operator **Unit Price** LineTotal Added Quantity x x Factor Installation DAY \$1,175.62 \$2,655.96 1.1296 \$2,655.96 **User Note:** Item Note: **Owner Comments: Contractor Comments:** 12 012223000650 4 x 1,000 Watt Floodlights, 30' Telescoping Tower, Diesel Power Trailer Mounted Light Tower Added Quantity x **Unit Price** Factor LineTotal Installation DAY 2.00 x \$151.58 \$342.45 x 1.1296 \$342.45 **User Note: Item Note: Owner Comments: Contractor Comments:** 13 012223001283 1-1/2 Ton Capacity, 8' To 10' Bed, 4 x 2 Flat Bed Truck With Full-Time Truck Driver Added Quantity x **Unit Price** LineTotal Factor Installation DAY \$823.74 x 1.1296 \$1,860.99 \$1,860.99 **User Note:** Item Note: **Owner Comments: Contractor Comments:** 14 012223001300 1/2 To 3/4 Ton, 4 x 2 Light Duty Conventional Pickup Truck With Full-Time Truck Driver Added Quantity x **Unit Price** x Factor LineTotal \$1,788.65 Installation DAY 2.00 x \$791.72 x 1.1296 \$1,788.65 **User Note:** Item Note: **Owner Comments: Contractor Comments:** 



1	5	012223001319	DAY	18 CY Rear Dump	Tru	uck With Full-1	Γime	Truck Dri	ver	
		Added		Quantity	x	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	6.00	X	\$1,732.71	х	1.1296	=	\$11,743.62
									•	\$11,743.62
		User Note: Concret	e Trac	k Paving, Concrete	Э (	Sidewalk), A	C F	avement	, 3EA x	2 Day/Nights
		Item Note:								
	0	wner Comments:								
C	ontra	actor Comments:								
1	6	024113130004	SY	>6" To 9" By Machin	ne	, Break-up An	d R	emove Bitu	ıminous	Paving
		Added		Quantity	x	Unit Price	х	Factor	=	LineTotal
		Installation	SY	42.00	X	\$20.38	Х	1.1296	=	\$966.89
									•	\$966.89
		User Note: Remove	e existi	ng AC pavement (3	37	'8SF)				
		Item Note:								
	0	wner Comments:								
C	ontra	actor Comments:								
1	7	024113130015	SY	>6" To 9" By Machin	ne	, Break-up An	d R	emove Roo	d Reinfo	rced Concrete
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	SY	61.00	X	\$28.02	Х	1.1296	=	\$1,930.73
Equipment	Exclu	ded							•	\$1,930.73
		User Note: Remove	conc	rete side walk (547	SI	F)				
		Item Note:								
	0	wner Comments:								



. elllis.											
	18	024119130060		LF	Saw Cut Bitumino	us l	Paving Up To	4" D	epth		
		Added	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ir	stallation	LF	182.00	х	\$1.79	Х	1.1296	=	\$368.0
										-	\$368.0
		User Note:	:								
,		Item Note:	:								
	O	wner Comments:									
	Contr	actor Comments:	:								
	19	024119130060	0031	LF	For Each Addition	al F	Pass (Depth To	o 3")	, Add		
		Added	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ir	stallation	LF	182.00	х	\$0.69	Х	1.1296	=	\$141.86
										-	\$141.86
		User Note:	:								
		Item Note:	:								
	0	wner Comments:	:								
	Contr	actor Comments:	:								
	20	024119130073		EA	Saw Cut Minimum	Se	et-up Charge,	One	Per Projec	t	
		Added	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ir	stallation	EA	1.00	х	\$777.66	Х	1.1296	=	\$878.44
										-	\$878.44
		User Note:	:								
		Item Note:	use this	task e	where the total saw exclusively. This ta this section.						
,	0	wner Comments:									
	Contr	actor Comments:	:								
	21	026113000005		CY	Disposal Fees Of	Nor	n-Petroleum C	onta	minated S	oil	
		Added	_		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ir	stallation	CY	115.00	х	\$32.93	Х	1.1296	=	\$4,277.74
										-	\$4,277.74
		User Note:	: Includes	: Con	crete Track Pavin	g, (	Concrete (Si	dew	alk) & AC	Pavem	nent disposal
		User Note:	fee	: Con	crete Track Pavin	g, (	Concrete (Si	dew	alk) & AC	Pavem	nent disposal
	0		fee :	: Con	crete Track Pavin	g, (	Concrete (Si	dew	alk) & AC	Pavem	nent disposal



Contractor Price Proposal Details Report

22	031113000003	SF	Continuous Footin	ngs	Foundation W	ood	Formwork		
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	SF	857.50	х	\$6.11	х	1.1296	=	\$5,918.34
								_	\$5,918.34
	User Note: 547SF	(Sidev	valk) + 310.5 SF (	cros	ssing)				
	Item Note:								
C	Owner Comments:								
Conti	ractor Comments:								
23	031113000003 <b>0001</b>	SF	For <1,000, Add						
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	SF	857.50	Х	\$1.13	Х	1.1296	=	\$1,094.55
								_	\$1,094.55
	User Note:								
,	Item Note:								
C	Owner Comments:								
Conti	ractor Comments:								
24	032111000051	LF	#5, Grade 60, Col	lumi	ns, Steel Reint	force	ement Bar		
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	LF	1,680.00	Х	\$1.42	Х	1.1296	=	\$2,694.77
								_	\$2,694.77
	User Note: **28 EA	A acros	ss the crossing pe	r pr	rovided drawi	ings	x length	of crossir	ng**
	Item Note:								
C	Owner Comments:								
Conti	ractor Comments:								
25	033516000004	SF	Broom, Concrete	Floo	or Finish				
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	SF	857.50	Х	\$0.97	Х	1.1296	=	\$939.57
								_	\$939.57
	User Note: crossing	g + sic	dewalk						
	Item Note:								
	Owner Comments:								
•	Jwiler Comments.								



:	26	033516000006	;	SF	Steel Trowel, Con	cret	te Floor Finish				
		Added			Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installa	tion :	SF	857.50	х	\$1.28	Х	1.1296	=	\$1,239.85
										_	\$1,239.85
		User Note: Cros	ssing +	- side	ewalk						
		Item Note:									
	Ow	ner Comments:									
	Contra	ctor Comments:									
	27	321216130023	Т	ON	Hand Placed Hot I	Mixe	ed Asphalt 3,9	54 L	B/CY		
		Added			Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installa	tion T	ON	29.00	х	\$261.34	Х	1.1296	=	\$8,561.08
										_	\$8,561.08
		User Note:									
		Item Note: For and	small a	area	s not reachable b	y n	nachine. Inclu	ide	s placeme	ent, rollin	ng, finishing
	Ow	ner Comments:	•								
	Contra	ctor Comments:									
	28	321623000006	;	SF	8" Cast In Place C	onc	crete Sidewalk				
		Added	_		Quantity	x	Unit Price	х	Factor	=	LineTotal
		Installa	tion :	SF	547.00	х	\$9.74	Х	1.1296	=	\$6,018.26
										_	\$6,018.26
		User Note:									
		Item Note:									
	Ow	ner Comments:									
-	Contra	ctor Comments:									
:	29	321723130004		LF	Single 6" Wide So	lid L	Line, Epoxy Re	flec	tive Paven	nent Strip	oing
		Added			Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installa	tion	LF	100.00	х	\$0.45	Х	1.1296	=	\$50.83
Equipment	t Exclud	ed								_	\$50.83
		User Note:									
		Item Note:									
	Ow	Item Note:									



Version: 1.1

30	321726000002	SF	Surface Applied V	PC	Truncated Do	me	Detectable	Warning	g Surface
	Added		Quantity	х	Unit Price	Х	Factor	=	LineTotal
	Installation	SF	20.00	Х	\$54.87	Х	1.1296	=	\$1,239.62
								-	\$1,239.62
	User Note:								
	Item Note: Include raised s		nce preparation, ac or directional bars.			ers a	and seala	nt at pe	rimeter. Also
C	Owner Comments:	-							
Contr	actor Comments:								
31	341113230070	SF	Remove And Disp	ose	e/Recycle Of E	xist	ng Trackw	ay Pave	ment
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	SF	622.00	Х	\$2.95	Х	1.1296	=	\$2,072.70
								-	\$2,072.70
	User Note:								
	Item Note:								
C	Owner Comments:								
Contr	actor Comments:								
32	341193000006	EA	Pandrol E-Clip, Ga	alv.					
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	EA	487.00	Х	\$28.23	Х	1.1296	=	\$15,529.75
								-	\$15,529.75
	User Note: (115) E	A for t	he crossing + (372	2) E	EA for the 180	6 F2	20R4 DF I	MTS wil	I procure
	Item Note:								
C	Owner Comments:								
Contr	actor Comments:								
33	341193000023	SY	Cast In Place Con	cre	ete Crossing Pa	aver	nent		
	Added		Quantity		Unit Price	х	Factor	=	LineTotal
	Installation	SY	34.50		\$127.72		1.1296	=	\$4,977.40
					<b>*</b> · <b>-</b> · · · · ·			-	\$4,977.40
	User Note: *23CY	@8"							ψ 1,011110
		ncludes	s expansion and c	ons	struction join	ts, f	ilter fabric	and 6	mil PVC
		a							
C	sheetin	g.							



Category 1  Category 2	Record #	CSI Number	MOD	UOM	Description						Tota
Category 1 :G	eneral				·						\$21,012.51
	34	012216000004		EA	Reimbursable Fee	s					
		Added			Quantity	х	Unit Price	х	Factor	=	LineTota
		I	nstallation	EA	2,000.00	х	\$1.00	х	1.0000	=	\$2,000.0
											\$2,000.0
		User Note	: *Permit	and fe	es						
		Item Note	of the F cost to Fee). If comme closure	Reimbu the act there a nt in th , road o	Fees will be paid rsable Fee is \$1.0 ual Reimbursable are multiple Reimber "note" block to icut, various permif each receipt sha	00. Fe ours der ts,	Insert the ap ee (e.g. quan sable Fees, I ntify the Rein extended wa	pro tity ist nbu irra	priate qua of 125 = \$ each one rsable Fe nty, expec	ntity to 125.0 separa e (e.g. lited s	o adjust the base 0 Reimbursable ately and add a sidewalk hipping costs,
	Ov	vner Comments	<b>:</b>								
	Contra	ctor Comments	<b>:</b>								
	35	012220000073		HR	Flagperson For Tr	affic	c Control				
		Added			Quantity	X	Unit Price	X	Factor	=	LineTota
		I	nstallation	HR	72.00	Х	\$68.23	Х	1.1296	=	\$5,549.2
											\$5,549.2
		User Note	: *(3) we	ekends	shutdowns						
	,	Item Note	:								
	Ov	vner Comments	<b>5</b> :								
		ctor Comments	<b>:</b>								
	36	015219000003		MO	Portable Chemica	I To	oilet				
		Added			Quantity	X	Unit Price	X	Factor	=	LineTota
		I	nstallation	MO	1.00	Х	\$165.00	Х	1.1296	=	\$186.3
											\$186.3
		User Note	): 								
		Item Note	:								
	Ov	vner Comments	s:								
	Contra	ctor Comments			<u> </u>						



sellille.										
	37	015526000028	DAY	28" Cone With Re	flec	tive Collar				
		Added		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	DAY	150.00	х	\$0.47	Х	1.1296	=	\$79.64
									_	\$79.64
		User Note:								
		Item Note:								
	С	wner Comments:								
	Contr	actor Comments:								
	38	015526000040	DAY	Type I Barricade,	Up	To 3' Wide Wi	th R	eflective Ra	ail Each S	ide
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	15.00	х	\$1.02	х	1.1296	=	\$17.28
									_	\$17.28
		User Note:								
,		Item Note:								
,	С	wner Comments:								
	Contr	actor Comments:								
	39	015526000043	DAY	Type II Barricade,	Up	To 3' Wide W	ith T	wo Reflect	ive Rails	Each Side
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	30.00	Х	\$2.26	Х	1.1296	=	\$76.59
									_	\$76.59
		User Note:								
		Item Note:								
	С	wner Comments:								
	Contr	actor Comments:								
	40	015526000058	DAY	Type B Flasher (F	ligh	Intensity)				
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	30.00	Х	\$2.86	Х	1.1296	=	\$96.92
										\$96.92
		User Note:								
		Item Note:								
	С	wner Comments:								



	41	015526000087	DAY	Aluminum Sign Ar	nd P	ost				
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	30.00	х	\$2.49	Х	1.1296	=	\$84.38
									_	\$84.38
		User Note:								
		Item Note:								
	C	Owner Comments:								
	Contr	ractor Comments:								
	42	015526000093	DAY	Trailer Mounted F	lash	ning Arrow Boa	ard			
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	6.00	Х	\$56.00	Х	1.1296	=	\$379.55
									_	\$379.55
		User Note:								
		Item Note:								
	C	Owner Comments:								
	Contr	ractor Comments:								
	43	015526000096	DAY	Trailer Mounted P	orta	ble Variable N	/less	age Sign (	PVMS)	
		Added		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	DAY	6.00	х	\$299.99	Х	1.1296	=	\$2,033.21
										\$2,033.21
		User Note:								
,		Item Note:								
	C	Owner Comments:								
	Contr	ractor Comments:								
	44	015526000103	EA	Place And Remov	e U	p To 250 Con	es L	sing Truck		
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	EA	50.00	Х	\$3.66	Х	1.1296	=	\$206.72
									_	\$206.72
		User Note:								
		Item Note:								
	C	Owner Comments:								



-46664-										
	45	015526000107	EA	Place And Remov	ve U	lp To 250 Barr	ricad	es Using T	ruck	
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	EA	15.00	х	\$7.33	Х	1.1296	=	\$124.20
									_	\$124.20
		User Note:								
		Item Note:								
	C	Owner Comments:								
	Contr	actor Comments:								
	46	015526000110	EA	Place And Remov	e P	ortable Sign A	And S	Stand Usin	g Truck	
		Added		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	EA	15.00	х	\$4.39	Х	1.1296	=	\$74.38
									_	\$74.38
		User Note:								
		Item Note:								
	C	Owner Comments:								
	Contr	actor Comments:								
	47	015526000112	EA	Place And Remov	⁄e T	railer Mounted	d Bo	ards And S	ignals U	sing Truck
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	EA	4.00	Х	\$54.94	Х	1.1296	=	\$248.24
									_	\$248.24
		User Note:								
		Item Note:								
	C	Owner Comments:								
	Contr	actor Comments:								
	48	017113000002	EA	First 25 Miles, Equ Using A Rollback			Pick	cup, Mobiliz	zation An	d Demobilization
		Added		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	EA	3.00	Х	\$236.94	Х	1.1296	=	\$802.94
									_	\$802.94
		User Note: Skid ste	eer x 3	for all (3) AWW's						
		as trend	disma chers, platfor	antling, loading for skid-steer loaders m lifts, telescopin	ret (bo	urn and transobcats), indu	spo Istria	rting away al wareho	/. For eduse fork	quipment such difts, sweepers,
	C	Owner Comments:								
	Contr	actor Comments:								



49	017113000004		EA	First 25 Miles, Equ Using A Tractor Tr					zation A	nd Demobilization
	Added	-		Quantity	х	Unit Price	Х	Factor	=	LineTotal
	In	stallation	EA	9.00	Х	\$734.34	Х	1.1296	=	\$7,465.59
									-	\$7,465.59
	User Note:	Loader,	Backh	oe, Speed Swing	хЗ	for all (3) AV	VVV'	S		
	Item Note:	rigging, as bulld backhoo finishers	disma ozers, es, hea s, straig ction fo	ng, tie-down of eq ntling, loading for motor scrapers, h nyy duty construct ght mast construc orklifts, telescoping	ret nyd ion tior	urn and trans raulic excava loaders, trac n forklifts, tele	spor ators ctors	ting away s, gradalls s, pavers, oping boo	/. For e s, road rollers m roug	quipment such graders, loader- , bridge ph terrain
С	wner Comments:									
Contr	actor Comments:									
50	017123160019		ACR	Survey Clear Area	a Fo	r Underground	d Uti	lities		
	Added	•		Quantity	х	Unit Price	х	Factor	=	LineTotal
	In	stallation	ACR	0.20	х	\$5,247.63	Х	1.1296	=	\$1,185.54
										\$1,185.54
	User Note:	*CPL								
	Item Note:									
С	wner Comments:									
Contr	actor Comments:									
51	029050000189		DAY	Small Tools - Tool	Во	х				
	Added	-		Quantity	х	Unit Price	Х	Factor	=	LineTotal
	In	stallation	DAY	11.00	х	\$32.33	Х	1.1296	=	\$401.72
									-	\$401.72
	User Note:	(3) AWV	V's + (	2) Weeks						
	User Note:		V's + (	2) Weeks						
C			V's + (	2) Weeks						
	Item Note:		V's + (	2) Weeks						
	Item Note:		V's + (:	2) Weeks						



Category 1 Category 2	Record #	CSI Number	MOD	UOM	Description					Total
Category 1 :Si		Ooi itaiiiboi	III O D		Becompaign					\$3,376.69
	52	263100000141		EA	Sensor Box (Fronius	4,240,104)				
		Added			Quantity x	Unit Price	х	Factor	=	LineTotal
			Installation	EA	4.00 x	\$747.32	Х	1.1296	=	\$3,376.69
									_	\$3,376.69
		User Not	e: *In Lieu	of (4)	Wheel Sensors					
		Item Not	e:							
	Ov	vner Comment	s:							
	Contra	ctor Comment	s:							
					Total I	For Categor	y Si	gnaling:		\$3,376.69



Category 1 Category 2	Record #	CSI Number	MOD	UOM	Description					Tota
Category 1 :S			MOD	00111	Description					\$52,283.90
	53	341113230023		EA	Glued Insulated Joint					
		Added			Quantity x	Unit Price	х	Factor	=	LineTota
			Installation	EA	4.00 x	\$1,705.94	Х	1.1296	=	\$7,708.1
										\$7,708.1
		User Note	e:							
		Item Note	e: Note: Ir	ncludes	test.					
	Ow	ner Comment	s:							
	Contra	ctor Comment	s:							
	54	341113230047		EA	115 LB Rail AREMA	No. 6 Turnout				
		Added			Quantity x	Unit Price	х	Factor	=	LineTota
			Installation	EA	0.65 x	\$60,710.09	Х	1.1296	=	\$44,575.7
										\$44,575.78
		User Note	e: *in Lieu	of (2)	sets of stock rail and	switch point	S			
		Item Note	plates,	frogs, r	joint bars, switch po ails, heal blocks, gua ed switch rods, bolts,	ard rails, hard	dwo	od switch	ties,	insulated gauge
	Ow	ner Comment	s:							
	Contra	ctor Comment	s:							
					Total For Categ	ory Special	Tra	ckwork:		\$52,283.90



Category 1 Category 2	Record #	CSI Number	MOD	UOM	Description						Total
Category 1 :1				-	2 ccc. ipiioii						\$505,893.97
	55	012220000014		HR	Equipment Operat	or,	Medium (Bullo	doze	r)		
		Added			Quantity	х	Unit Price	х	Factor	=	LineTota
		lı	nstallation	HR	10.00	х	\$90.08	Х	1.1296	=	\$1,017.54
										_	\$1,017.54
		User Note	: **For Ra		d** to be done at ocurved	fiel	d, however s	save	d time an	d money	by not
			only.	ks not i	ncluded in the Co	nst	ruction Task	Ca	talog® an	d as dire	cted by owner
	Ov	vner Comments	:								
	Contra	ctor Comments	:								
	56	012220000014		HR	Equipment Operat	or,	Medium (Bullo	doze	r)		
		Added	•		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ir	nstallation	HR	32.00	х	\$90.08	Х	1.1296	=	\$3,256.14
										_	\$3,256.14
		User Note	: **(4) EA	to hel	p with rail moves*	*					
		Item Note	: For task only.	ks not i	ncluded in the Co	nst	ruction Task	Ca	talog® an	d as dire	cted by owner
	Ov	vner Comments	:								
	Contra	ctor Comments	:								
	Contra 57	012220000014	0001	HR	For Foreman, Add						
				HR	For Foreman, Add		Unit Price	x	Factor	=	LineTotal
		012220000014 Added		HR HR		х	Unit Price \$4.50		<b>Factor</b> 1.1296	= =	
		012220000014 Added	0001		Quantity	х					\$0.00
		012220000014 Added	0001 nstallation		Quantity	х					<b>LineTotal</b> \$0.00 \$0.00
		012220000014  **Added** In  User Note	0001 nstallation	HR	Quantity	x	\$4.50	Х	1.1296	= _	\$0.00 \$0.00
	57	012220000014  **Added** In  User Note	0001  nstallation  : For task only.	HR	Quantity 0.00	x	\$4.50	Х	1.1296	= _	\$0.00 \$0.00



58	012220000017		HR	Laborer							
	Added	•			Quantity	х	Unit Price	х	Factor	=	LineTotal
	ı	nstallation	HR		30.00	Х	\$68.23	х	1.1296	=	\$2,312.18
										_	\$2,312.18
	User Note	: **(3) EA	labor	er at 10h	r EA to h	elp	with rail ben	d**			
	Item Note	: For task	s not i	included	in the Co	nst	ruction Task	Ca	talog® an	d as dire	ected by owner
 	wner Comments	only.									
 	actor Comments										
 59	012220000017	-	HR	Laborer							
00	Added	-			Quantity		Unit Price		Factor		LineTotal
		nstallation	HR		24.00		\$68.23		1.1296		
	'	nstallation	пк		24.00	Х	Φ00.23	Х	1.1290	= _	\$1,849.74
	User Note	(3) EA s	at 8hr f	or flach	waldina si	unr	ort				\$1,849.74
								0-	4-1	-ll'	
	Item Note	only.	(s not i	inciuaea	in the Co	nst	ruction Task	Ca	talog® an	a as aire	ected by owner
 O	wner Comments	s:									
Contr	actor Comments	s:									
60	012220000074		DAY	Pilot Ve	hicle With	Driv	ver .				
	Added	-			Quantity	х	Unit Price	х	Factor	=	LineTotal
	ı	nstallation	DAY		2.00	Х	\$823.16	х	1.1296	=	\$1,859.68
										_	\$1,859.68
	User Note	for rail:	move	(x2)							
 		: Includes	s CB a	nd radio	"Follow I	Me'	' sign, "Wait	For	Pilot Car	" signs o	n barricades
0		: Includes where re	s CB a	nd radio	"Follow I	Me'	' sign, "Wait	For	Pilot Car	" signs o	n barricades
	Item Note	where re	s CB a	nd radio	"Follow I	Me'	' sign, "Wait	For	Pilot Car	" signs o	n barricades
	Item Note	where re	s CB a	nd radio d.			' sign, "Wait				n barricades
Contr	Item Note  Owner Comments  actor Comments	where re	s CB a equire	nd radio d.		owe		Air (			
Contr	Dwner Comments actor Comments 012223000130 Added	where re	s CB a equire	nd radio d.	M Diesel P	YOW6	ered Portable	Air (	Compresso	r	LineTotal
Contr	Dwner Comments actor Comments 012223000130 Added	e: Includes where re	s CB a equire	nd radio d.	M Diesel P	YOW6	ered Portable Unit Price	Air (	Compresso	r =	LineTotal
Contr	Dwner Comments actor Comments 012223000130 Added	e: Includes where res:	WK	nd radio d. 185 CFI	M Diesel P  Quantity  2.00	YOW6	ered Portable Unit Price	Air (	Compresso	r =	<b>LineTotal</b> \$1,020.01
Contr	Item Note Owner Comments 012223000130 Added	e: Includes where res:  :: :: :: :: :: :: :: :: :: :: :: ::	WK	nd radio d. 185 CFI	M Diesel P  Quantity  2.00	YOW6	ered Portable Unit Price	Air (	Compresso	r =	<b>LineTotal</b> \$1,020.01
Contr 61	Dwner Comments actor Comments 012223000130 Added	e: Includes where rest.	WK	nd radio d. 185 CFI	M Diesel P  Quantity  2.00	YOW6	ered Portable Unit Price	Air (	Compresso	r =	<b>LineTotal</b> \$1,020.01



	62	012223000650	DAY	4 x 1,000 Watt Floo Mounted Light Tow		ights, 30' Tele	scop	oing Tower	, Diesel Po	wer Trailer
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	6.00	Х	\$151.58	х	1.1296	=	\$1,027.35
										\$1,027.35
		User Note: 2 days	per AV	/W for (3) AWW's						
		Item Note:								
	С	Owner Comments:								
	Contr	ractor Comments:								
	63	012223000843	WK	2,000 PSI Pressure	e V	Vasher With F	ull-T	ime Opera	tor	
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	WK	2.00	Х	\$2,945.80	Х	1.1296	=	\$6,655.15
										\$6,655.15
		User Note: **to aid	in clea	ning trough**						
		Item Note:								
-	C	Owner Comments:								
	Contr	ractor Comments:								
	64	012223000882	DAY	6 Ton Lift, Truck M	loui	nted Hydraulio	: Cra	ane With F	ull-Time Op	erator
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	DAY	6.00	Х	\$1,073.03	х	1.1296	=	\$7,272.57
										\$7,272.57
		User Note: **In Lie	u of Me	echanics truck duri	ing	all 3 AWW's	S**			
		Item Note:								
	C	Owner Comments:								
	Contr	ractor Comments:								
	65	012223001284	WK	1-1/2 Ton Capacity Truck Driver	/, 8'	' To 10' Bed, 4	1 x 2	Flat Bed	Γruck With	Full-Time
		Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
		Installation	WK	2.00	х	\$3,522.97	Х	1.1296	=	\$7,959.09
										\$7,959.09
		User Note:								
-		Item Note:			_					
	C	Owner Comments:								
	_									



66	012223001304	WK	3/4 Ton, 4 x 4 Cre	w C	Cab Pickup Tru	ick \	With Full-Ti	ime Truck	Driver
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	n WK	2.00	х	\$3,705.99	х	1.1296	=	\$8,372.57
								_	\$8,372.57
	User Note: (3) AV	/W's +	(2) Weeks						
	Item Note:								
0	wner Comments:								
Contr	actor Comments:								
67	012223001323	DAY	5,000 Gallon Vac	uum	Truck With Fu	ıll-T	ime Truck	Driver	
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	n DAY	4.00	х	\$1,619.72	Х	1.1296	=	\$7,318.54
								_	\$7,318.54
	User Note: **to he	elp clear	n trough**						
	Item Note:								
0	wner Comments:								
Contr	actor Comments:								
68	012223001351	DAY	Highrail Truck Wit	h C	rane And Full-	time	Driver		
					Unit Price	Y	Factor	=	LineTotal
	Added		Quantity	Х	OIIIL FIICE	^			
	Added Installation	n DAY	Quantity 8.00		\$705.16		1.1296	=	
		n DAY	_				1.1296	= _	\$6,372.39
			8.00	Х	\$705.16	x		_	\$6,372.39 \$6,372.39
	Installation		8.00	Х	\$705.16	x		_	\$6,372.39 \$6,372.39
0	Installation User Note: In-lieu		8.00	Х	\$705.16	x		_	\$6,372.39 \$6,372.39
	Installation User Note: In-lieu Item Note:		8.00	Х	\$705.16	x		_	\$6,372.39 \$6,372.39
	User Note: In-lieu Item Note: Owner Comments:		8.00	x	\$705.16	x		_	\$6,372.39 \$6,372.39
Contr	User Note: In-lieu Item Note: Owner Comments:	of Prer	8.00 tice Loader, inclu	x des	\$705.16 s use for Rail	Mo		_	\$6,372.39 \$6,372.39 2) rail moves
Contr	User Note: In-lieu Item Note: Owner Comments: actor Comments: 012223001363	of Pren	8.00 stice Loader, included the state of the	x des	\$705.16 s use for Rail	x Mo	ve (3) AW		\$6,372.39 \$6,372.39 2) rail moves LineTotal
Contr	User Note: In-lieu Item Note: Dwner Comments: actor Comments: 012223001363 Added	of Pren	8.00 stice Loader, included in the state of	x des	\$705.16 s use for Rail Unit Price	x Mo	ve (3) AW		\$6,372.39 \$6,372.39
Contr	User Note: In-lieu Item Note: Dwner Comments: actor Comments: 012223001363 Added	DAY	Speedswing Load  Quantity  10.00	er x	\$705.16 s use for Rail Unit Price \$336.23	x Mo	Factor 1.1296		\$6,372.39 \$6,372.39 2) rail moves LineTotal \$3,798.05
Contr	Installation  User Note: In-lieu  Item Note:  Dwner Comments:  actor Comments:  012223001363  Added  Installation	DAY	Speedswing Load  Quantity  10.00	er x	\$705.16 s use for Rail Unit Price \$336.23	x Mo	Factor 1.1296		\$6,372.39 \$6,372.39 2) rail moves LineTotal \$3,798.05
Contr 69	Installation  User Note: In-lieu  Item Note:  Dwner Comments:  012223001363  Added  Installation  User Note: *2 EA	DAY	Speedswing Load  Quantity  10.00	er x	\$705.16 s use for Rail Unit Price \$336.23	x Mo	Factor 1.1296		\$6,372.39 \$6,372.39 2) rail moves LineTotal \$3,798.05



	70	012223001432		DAY	Railroad Flat Car						
		Added	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ins	tallation	DAY	12.00	Х	\$129.32	Х	1.1296	=	\$1,752.9
											\$1,752.9
		User Note:	*in lieu d	of rail o	carts x12						
		Item Note:									
	0	wner Comments:									
	Contr	actor Comments:									
	71	018987710001		LF	CALTRAN 710360 CULVERT (LF)	) CL	EANING, INS	PEC	CTING, AN	D PREPA	RING
		Added	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ins	tallation	LF	1,574.00	Х	\$39.96	Х	1.1296	=	\$71,048.50
											\$71,048.50
		User Note:	*help cle	ean an	d prepping rail tro	ugh	า**				
		Item Note:									
	0	wner Comments:									
	Contr	actor Comments:									
	72	018987710001	0177	LF	For >1,000 To 2,0	00,	Deduct				
		Added	-		Quantity	х	Unit Price	х	Factor	=	LineTota
		Ins	tallation	LF	1,547.00	Х	-\$5.50	Х	1.1296	=	-\$9,611.20
											-\$9,611.20
		User Note:									
		Item Note:									
	0	wner Comments:									
	Contr	actor Comments:								D. A. G. (	
	Contr.	018987710002		CY	CALTRAN 710368	3 Cl	JLVERT SLUF	RRY	-CEMENT	BACKFILI	
			-	CY			JLVERT SLUF			= BACKFILI	LineTota
		018987710002 Added	- tallation	CY		x		х			
Equipm		018987710002 Added Ins	<b>-</b> tallation		Quantity	x	Unit Price	х	Factor	=	\$937.00
Equipm	73	018987710002  **Added** Ins		CY	Quantity	x x	<b>Unit Price</b> \$165.90	×	<b>Factor</b> 1.1296	=	\$937.00
Equipm	73	018987710002  **Added** Ins		CY	Quantity 5.00	x x	<b>Unit Price</b> \$165.90	×	<b>Factor</b> 1.1296	=	\$937.00
Equipm	73 nent Exclu	018987710002  **Added** Ins ided  User Note:		CY	Quantity 5.00	x x	<b>Unit Price</b> \$165.90	×	<b>Factor</b> 1.1296	=	\$937.00 \$937.00



Contractor Price Proposal Details Report

-18888										
	74	018988800007	LF	CALTRAN 800103 CL-6)	ТЕ	EMPORARY F	ENC	CE (TEMPO	DRARY F	ENCE (TYPE
		Added		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	LF	500.00	Х	\$3.14	Х	1.1296	=	\$1,773.47
									_	\$1,773.47
		User Note: *Fence	to pre	vent public access	to	trackway du	ring	construc	tion	
		Item Note:								
	С	wner Comments:								
	Contr	ractor Comments:								
,	75	029050000198	DAY	Vehicle, 16' Or 24'	Во	x Truck (Inclus	sive	Of Mileage	<del>)</del>	
		Added		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	DAY	4.00	Х	\$146.37	Х	1.1296	=	\$661.36
										\$661.36
		User Note: *In Lieu	of we	lding van						
		Item Note:								
	C	Owner Comments:								
	Contr	actor Comments:								
	76	079123000012	LF	3" Polyethylene O	r Po	olyurethane Ba	cke	r Rod		
		Added		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	LF	1,574.00	Х	\$3.78	Х	1.1296	=	\$6,720.80
										\$6,720.80
		User Note:								
		Item Note:								
	С	Owner Comments:								
	Contr	actor Comments:								
	77	093900000005	LF	10" Wide, 12 mil P KERDI FLEX)	oly	ethylene Wate	rpro	of Strip Me	embrane (	Schluter®
		Added		Quantity	х	Unit Price	Х	Factor	=	LineTotal
		Installation	LF	1,574.00	Х	\$6.98	Х	1.1296	=	\$12,410.37
										\$12,410.37
		User Note: *Waterp	roofin	g						
		Item Note:								
	C	Owner Comments:								
		actor Comments:								



78	313236000072	EA	Mobilization (In State)	)				
	Added		Quantity x	Unit Price	х	Factor	=	LineTotal
	Installation	EA	1.00 x	\$7,800.00	Х	1.1296	=	\$8,810.88
							_	\$8,810.88
	User Note: **Flash-	·Butt V	Velding mobilization of	cost**				
	Item Note:							
C	Owner Comments:							
Conti	ractor Comments:							
79	341113230003	EA	Field Welding Kit					
	Added		Quantity x	Unit Price	х	Factor	=	LineTotal
	Installation	EA	28.00 x	\$762.12	Х	1.1296	=	\$24,104.94
							_	\$24,104.94
	User Note: (16) Fla	sh Bu	tt Welds + (12) Field	Welds				
	Item Note:							
 C	Owner Comments:							
 Conti	ractor Comments:							
80	341113230004	EA	Field Weld Testing					
	Added		Quantity x	Unit Price	х	Factor	=	LineTotal
	Installation	EA	28.00 x	\$68.32	х	1.1296	=	\$2,160.88
							_	\$2,160.88
	User Note:							
	Item Note:							
C	Owner Comments:							
Conti	ractor Comments:							
81	341113230031	LF	Install Owner Furnish	ed 115 LB Ra	il			
	Added		Quantity x	Unit Price	х	Factor	=	LineTotal
	Installation	LF	1,858.00 x	\$13.83	х	1.1296	=	\$29,026.36
							_	\$29,026.36
	User Note:							
	Item Note: Includes	s reus	e of existing plates. E	xcludes ball	ast	and ties.		
C	Owner Comments:		-					
0 1	ractor Comments:							



	82	341113230060	EA	Direct Fixation Fa	sten	ner Assembly F	or .	All Rail Size	es	
		Added		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	EA.	690.00	Х	\$91.14	Х	1.1296	=	\$71,036.70
	M	laterials Excluded							_	\$71,036.70
		User Note: **no in:	serts to	be replaced, ass	ume	ed all are in (	oog	d conditio	n**	
		Item Note: Note: In		s fastener with page	d, c	oncrete inse	rts,	bolts, spri	ing wash	ners and
		Pandro  Dwner Comments:	il clips.							
		ractor Comments:								
	83	341113230060	EA	Direct Fixation Fa	ster	ner Assembly F	or.	All Rail Size	es	
		Added		Quantity		Unit Price		Factor	=	LineTota
		Installation	ı EA	220.00		\$158.76		1.1296	=	\$39,453.77
abor Evaludad			LA	220.00	^	ψ130.70	^	1.1230		\$39,453.77
_abor Excluded		Equipment Excluded User Note: (220) E	-A F20!	R4 + (100) FA Co	ncr	ete Inserts **	Ma	terial Only	/**	ψυθ,4υυ.ΓΓ
										- and
		Item Note: Note: In Pandro		s iasterier with par	J, C	oncrete inse	ıs,	boils, spri	ing wasi	iers and
	C	Owner Comments:								
	Contr	ractor Comments:								
	84	341113230065	TF	Remove And Disp	ose	Of Existing T	rack	(		
		Added		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	TF	150.00	Х	\$16.73	Х	1.1296	=	\$2,834.73
									_	\$2,834.73
		User Note:								
		Item Note: Note: I	ncludes	s ties, rails, plates	and	d spikes/clips	<b>S.</b>			
	C	Owner Comments:								
	Contr	ractor Comments:								
	85	341113230067	TF	Remove And Disp	ose	Recycle Of E	xisti	ing Direct F	ixation F	astener
		Added		Quantity	х	Unit Price	х	Factor	=	LineTota
		Installation	TF	787.00	Х	\$20.66	Х	1.1296	=	\$18,366.64
									_	\$18,366.64
		User Note: include	s rigid	& resilient fastene	rs					
		Item Note:								
		Owner Comments:								

86	341193000029	TF	EPFLEX® Railsea	al In	terface For Re	esisti	ve Materia	I	
	Added		Quantity	х	Unit Price	х	Factor	=	LineTotal
	Installation	n TF	929.00	Х	\$156.09	Х	1.1296	=	\$163,800.60
	Demo	o TF	929.00	х	\$0.49	Х	1.1296	=	\$514.21
								-	\$164,314.81
	User Note:								
	Item Note:								
(	Owner Comments:								
Cont	ractor Comments:								
				То	tal For Cate	gor	y Track:		\$505,893.97
							Total:		\$698,473.76
					Pro	pos	al Total:		\$698,473.76
	Th	ne Perc	entage of Non Pr	e-P	riced on thi	is P	roposal:		0.00%
Contractor Project Ma Herzog Contracting C								Da	ate

# EXHIBIT C (Subcontractor Listing)

# San Diego Metropolitan Transit System

1255 Imperial Ave San Diego, CA 92101



Date: 5/21/2021

**Job Order Contracting** 

**Subcontractor Report** 

**Contract #:** PWG269.0-19 **Job Order #:** MTSJOC269-11

Job Order Title: America Plaza Rail Replacement

**Location:** Blue Line ROW

**Contractor:** Herzog Contracting Corp

Subcontractors: Acme Safety & Supply Corp.

Angus Asphalt

Penhall

Subcontractor Name	License Number	Describe Nature of Work (Trade)	Certifications	Subcontractor Total	%
Acme Safety & Supply Corp. 1616 West Ave. , National City, CA 91950		Traffic Control		\$3,000.00	0.43%
Angus Asphalt PO Box 711539 , San Diego, CA 92072		Concrete and Asphalt Placement		\$50,000.00	7.16%
Penhall 1801 PENHALL WAY ANAHEIM 92801 CA United States of America, Anaheim, CA 92801	CSLB:568673	Saw cut & demo		\$20,000.00	2.86%



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

June 17, 2021

SUBJECT:

ON-CALL PLUMBING REPAIR 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. PWG331.0-21 (in substantially the same format as Attachment A), with Drain Medic, Inc., (Drain Medic), a Woman Owned Business Enterprise (WBE) and Small Business (SB), for on-call plumbing repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of \$341,849.61.

# **Budget Impact**

The total budget for this project shall not exceed \$341,849.61. The project is funded through the respective fiscal years' maintenance operating budget accounts as follows:

Program	Budget Account	Amount
Land Management (LM)	791010-571250	\$48,658.79
San Diego Trolley (SDTI) Facilities Department	380016-536300	\$179,270.85
	845012-571140	\$45,000.00
Bus Rapid Transit (BRT)	846012-571140	\$23,919.97
	848012-571140	\$45,000.00
Total Amount		\$341,849.61

## **DISCUSSION:**

As part of its normal operations, MTS requires a contractor to provide on-call plumbing repair services at various MTS stations and properties. These services include minor to complex plumbing repairs and/or services on an as-needed basis. These services are









necessary to ensure that plumbing repairs at MTS facilities and properties are responded to and repaired in a timely professional manner, so as to mitigate damage to MTS infrastructure and lessen the impact of plumbing issues on both MTS employees and tenants. The existing contract for these services is due to expire on June 30, 2021.

On March 18, 2021, MTS issued an Invitation for Bids (IFB) for On-Call Plumbing Repair Services.

Five bids were submitted on April 16, 2021 from the following firms:

Firm	Certifications	Bid Amount
Drain Medic, Inc.	WBE, SB	\$341,849.61
Pipe Trades	SB	\$351,203.73
BPI Plumbing	Disadvantaged Business Enterprise (DBE), Disabled Veteran Business Enterprise (DVBE), SB	\$392,802.45
HPS Mechanical, Inc.		\$397,750.45
Countywide Mechanical		
Systems, Inc.		\$520,814.78

By a comparison to MTS's Independent Cost Estimate (ICE) at \$348,131.16, MTS staff determined Drain Medic's bid to be fair and reasonable.

Drain Medic is a registered WBE and SB firm.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWG331.0-21 (in substantially the same format as Attachment A), with Drain Medic for on-call plumbing repair services for a period of one (1) base year and an additional two (2) option years for a total contract value of \$341,849.61.

/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. No. PWG331.0-21

B. Bid Summary

# STANDARD AGREEMENT FOR

# MTS DOC. NO. PWG331.0-21

THIS AGREEMENT is entered into this California by and between San Diego Metropolitan and the following, hereinafter referred to as "Contraction of the contraction of the contrac	Fransit System	, 2021 in the State of ("MTS"), a California public agency,
Name: Drain Medic, Inc.	_ Address:	P.O. Box 7886
Form of Business: S. Corp. (Corporation, Partnership, Sole Proprietor, etc.)	Email:	San Diego, CA 92167  General@DrainMedic.com
Telephone: 619.298.3440	-	
Authorized person to sign contracts Linda		CEO/RMO
Nar	ne	Title
The Contractor agrees to provide services as specification (Exhibit A), Contractor's Biothe Standard Agreement, including Standard Condit and Forms (Exhibit E).  The contract term is for up to 1 base years and 2 op a total of 3 years. Base period shall be effective July shall be effective July 1, 2022 through June 30, 2024	I/Pricing Form ions (Exhibit C tion years, exe y 1, 2021 throu	(Exhibit B), and in accordance with ), Federal Requirements (Exhibit D), rcisable at MTS's sole discretion, for ugh June 30, 2022 and option years
Payment terms shall be net 30 days from invoice da \$111,189.72 for the base years and \$230,659.89 for \$341,849.61 without the express written consent of N	the option yea	
SAN DIEGO METROPOLITAN TRANSIT SYSTEM		DRAIN MEDIC, INC.
By:		
Sharon Cooney, Chief Executive Officer	Ву	
Approved as to form:		
By:	Title:	
Karen Landers, General Counsel		

								BID	EVALUATION -	ON-CALL PLUM	BING	REPAIR SE	RVICES										
					ВРІ		CC	OUN	TYWIDE MECHAN	ICAL			DRAIN ME	OIC			HPS M	MECHANICAL	<u></u>		P	PIPE TRADES	
	Table I	,	Year 1	Optio	onal Year 1	Optional Year 2	Year 1	O	ptional Year 1	Optional Year 2	,	Year 1	Optional Ye	ar 1 (	Optional Year 2	Year 1	Option	nal Year 1	Optional Year 2	Year 1	Opti	ional Year 1	ptional Year 2
Item	Description	Uı	nit Price	Ur	nit Price	Unit Price	Unit Price		Unit Price	Unit Price	Ur	nit Price	Unit Price		Unit Price	Unit Price	Uni	t Price	Unit Price	Unit Price	U	Init Price	Unit Price
1	Journeyman Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	\$	150.00	\$	150.00	\$ 150.00	\$ 195.00	\$	195.00	\$ 195.00	\$	125.11	\$ 12	3.11	\$ 131.11	\$ 145.00	\$	150.00	\$ 160.00	\$ 125.41	\$	125.41 \$	125.41
2	Apprentice Hourly Labor Rate/Non-Emergency Response Time/ Regular Service Hours	\$	115.00	\$	115.00	\$ 115.00	\$ 195.00	\$	195.00	\$ 195.00	\$	79.49	\$ 8	2.49	\$ 85.49	\$ 94.00	\$	101.00	\$ 115.00	\$ 100.17	\$	100.17 \$	100.17
3	Journeyman Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	\$	175.00	\$	175.00	\$ 175.00	\$ 292.00	\$	292.00	\$ 292.00	\$	159.11	\$ 16	2.11	\$ 165.11	\$ 224.00	\$	235.00	\$ 255.00	\$ 187.61	\$	187.61 \$	187.61
4	Apprentice Hourly Labor Rate/Emergency Response Time/Non-Regular Service Hours	\$	130.00	\$	130.00	\$ 130.00	\$ 292.00	\$	292.00	\$ 292.00	\$	113.49	\$ 11	5.49	\$ 119.49	\$ 165.00	\$	172.00	\$ 182.00	\$ 149.75	\$	149.75 \$	149.75
5	Materials Allowance																						
6	Maximum markup permitted on materials 5% (Bidders to choose between 0%-5%)		5.00%		5.00%	5.00%	3.00%		4.00%	5.00%		5.00%	5.00%		5.00%	5.00%	5.	.00%	5.00%	5.00%		5.00%	5.00%
	Total	\$ 1	30,322.00	\$	130,581.35	\$ 131,899.10	\$ 172,721.20	\$	173,250.48	\$ 174,843.10	\$ 1	11,189.72	\$ 113,59	.07 \$	117,062.82	\$ 126,530.00	\$ 13	30,909.35	\$ 140,311.10	\$ 116,455.76	\$	116,715.11 \$	118,032.86
	Grand Total	\$				392,802.45	\$			520,814.78	\$				341,849.61	\$			397,750.45	\$			351,203.73



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

June 17, 2021

## SUBJECT:

AMENDMENT TO CODIFIED SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) FARE ORDINANCE NO.4

# **RECOMMENDATION:**

That the MTS Board of Directors approve the revisions to MTS Fare Ordinance No.4 (as described in Attachment B) to comply with the San Diego Association of Governments (SANDAG) recently adopted Regional Comprehensive Fare Ordinance revisions (as described in Attachment A) generated by the Fare Study, and other non-substantive changes.

# **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 the Coronavirus Aid, Relief, and Economic Security (CARES) Act and American Rescue Plan (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 staff 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).









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.

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. The changes are projected to result in annual fare revenue of \$87.4 million. Allowing free transfers on one-way tickets results in an additional fare revenue loss of \$700,000. The total reduction in fares is estimated to be \$4.3 million.

The following recommendation was approved by the MTS Board of Directors and subsequently approved by SANDAG's Transportation Committee:

- 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.

SANDAG is the government agency with authority to implement fare changes for MTS and NCTD. The MTS Board does not have authority to undo the SANDAG approved changes. MTS has a separate fare ordinance (Ordinance No. 4) that duplicates the fare rates set by SANDAG and provides additional guidance on how MTS implements those fares. Today's action would update Ordinance No. 4 to comply with SANDAG's new Regional Comprehensive Fare Ordinance. Failure to adopt today's changes related to fares could render Ordinance No. 4 invalid and unenforceable. MTS would still be obligated to charge the new rates of fare within a reasonable time after the SANDAG changes.

## Next Steps

The fare rates set forth in the SANDAG Regional Comprehensive Fare Ordinance go into effect with the introduction of the new PRONTO fare system in the summer of 2021. Rollout of PRONTO is intended for September 2021, with the Compass Card system being retired on or about September 30, 2021. Therefore, the effective date of the Ordinance changes approved today is set for October 1, 2021.

Sharon Cooney	
Chief Executive Officer	

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

Attachments: A. SANDAG Comprehensive Fare Ordinance
B. MTS Codified Ordinance No.4 – Redline Changes
C. MTS Codified Ordinance No. 4 – Final Format

# SAN DIEGO ASSOCIATION OF GOVERNMENTS COMPREHENSIVE FARE ORDINANCE

# An Ordinance Establishing a Regional Fare Pricing Schedule

The San Diego Association of Governments (SANDAG) ordains as follows:

## **SECTION 1: FINDINGS**

This Ordinance is adopted to implement a Comprehensive Fare Ordinance setting forth a fare structure for all public transit service providers in San Diego County.

#### **SECTION 2: REGIONAL TRANSIT SERVICE DEFINITIONS**

- **2.1 ACCESS:** the complementary Americans with Disabilities Act (ADA) service operated by the Metropolitan Transit System (MTS).
- **2.2 ADA:** Americans with Disabilities Act, as defined in Title 49, Part 37, of the United States Code.
- **2.3 ADA Complementary Paratransit Service:** Specialized origin-to-destination transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA.
- **2.4 Best Value:** Fare capping capabilities to ensure riders using PRONTO Stored Value over a day or month get the best value by not paying more than the day or month price. Additional boardings made during the day or month after reaching the cap are free.
- **2.5 BREEZE:** North County Transit District (NCTD) fixed-route bus service brand name.
- **2.6 Bus:** Rubber-tired transit vehicles operated by MTS and NCTD.
- **2.7 Cash Fare:** Term used to describe fares purchased with United States currency.
- **2.8 Child:** Any person five years of age or under.
- **2.9 COASTER:** The brand name of the commuter rail service operated by NCTD in the coastal corridor from Oceanside to San Diego.
- **2.10 College Student:** Any person currently enrolled as a student in a participating accredited San Diego area post-secondary school with a valid picture identification issued by the school.
- **2.11 Companion:** In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a paratransit vehicle, but is not a personal care attendant as specified in the passenger's ADA certification application.
- **2.12 Day Pass:** a fare medium that allows a passenger to ride one Service Day.

- **2.13 Discount:** A reduction in the price of a fare or fare product.
- **2.14 FLEX:** The brand name of the on-demand, deviated fixed-route, and point-deviated fixed-route service operated by NCTD.
- **2.15 LIFT:** The complementary ADA service operated by NCTD.
- **2.16 Medicare Recipient:** Any person to whom the federal government has issued a Medicare identification card, regardless of age.
- **2.17 Metrolink:** The Commuter rail service operated by the Southern California Regional Rail Authority.
- **2.18 Mobile ticketing**: A mobile phone application allowing for the purchase of many of the fares available.
- **2.19 Monthly Pass:** This term refers to the Calendar Month.
- **2.20** MTS: The San Diego Metropolitan Transit System which operates services in all areas of San Diego County outside the jurisdiction of NCTD. MTS operates MTS Bus, Rural Bus, MTS Express, MTS Rapid, MTS Rapid Express, MTS Trolley service, and ADA Access Service.
- **2.21 NCTD:** North County Transit District operating services in Northern San Diego County. NCTD services include the BREEZE, COASTER, SPRINTER, FLEX, and LIFT.
- 2.22 Person with Disability: Any person with a permanent or temporary mental or physical disability as defined by the ADA (Title 49, Part 37 of the Code of Federal Regulations). In order to qualify for a disabled fare a passenger for regular (non-ADA paratransit) transit must be in possession of a transit identification card, a valid PRONTO Card with a picture identifying the person as a person with a qualifying disability a Medicare card or DMV placard ID receipt. In order to qualify for ADA paratransit service the person with a disability must be ADA certified.
- **2.23 Personal Care Attendant:** In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility who is not charged a fare to ride on the ADA complementary paratransit vehicle when accompanying the ADA-eligible passenger. The person may be a friend, family member, or paid employee. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.
- **2.24 PRONTO:** The region's Fare Collection system that allows passengers to pay the fare to ride transit services using a PRONTO card or through the PRONTO mobile app. The PRONTO Card/App may hold either transit products or cash (as Stored Value) for use on regional transit services. Transit products may include but are not limited to Monthly Passes, post-secondary passes, single-day and multi-day passes.

The PRONTO Card utilizes wireless technology to interface with validator devices on buses, rail platforms, and Ticket Vending Machines (TVMs). Passengers must tap their PRONTO Card or validate their PRONTO mobile app barcode on a validator, or purchase a one-way ticket at a PRONTO TVM, to utilize transportation services.

- **2.25 Rapid:** MTS brand name for a premium rapid transit service operated wholly or partly on exclusive bus lanes, guideways, Managed Lanes, or use of other transit priority measures. Depending on specific route characteristics, individual Rapid routes may be classified as MTS Rapid or MTS Rapid Express for purposes of Table 2.
- **2.26 Regional Fare System:** The Regional Fare System is governed by SANDAG Board Policy No. 018: Transit Service Policies, Board Policy No. 029: Regional Fare Policy and Comprehensive Fare Ordinance, this Ordinance, MTS and NCTD transit operations ordinances and policies, and any other fare agreements, including agreements entered into by SANDAG with transit operators.
- **2.27 Regular Fare:** Applies to all persons age six and older, except persons eligible for Senior, Disabled, and Medicare (SDM) or Youth fares.
- **2.28 SDM:** Acronym that stands for Senior, Disabled, and Medicare passengers.
- **2.29 Senior:** Any person who meets the age requirement for transit fares provided in the *TransNet* Ordinance, Section 4, Paragraph (c)(3), is eligible to pay the discounted Senior Cash Fare or purchase a Senior pass.
- **2.30 Service Day:** From the start time of the first trip through the end of the last trip in public timetables.
- **2.31 Sorrento Valley COASTER Connection (SVCC):** A peak period only Community Shuttle service operated by MTS between the Sorrento Valley COASTER Station, and nearby employment centers.
- **2.32 SPRINTER:** The brand name of the Oceanside to Escondido rail service operated by NCTD with Diesel Multiple Units in a light rail mode.
- **2.33 Station:** A light rail, Bus Rapid Transit or commuter rail passenger stop.
- **2.34 Stored Value:** Cash value placed on PRONTO Cards that can be deducted to purchase fare products.
- 2.35 Sworn Peace Officers: San Diego County, state, and federal sworn peace officers. Sworn peace officers include but are not limited to all municipal police department officials, all County Sheriff Department deputies, County Marshals, all County of San Diego Probation Officers, State Highway Patrol officers, State Police, U.S. Marshals, Federal Bureau of Investigation Officers, the MTS Chief of Police, and U.S. Immigration and Customs officers.
- **2.36 Tap:** The act of touching a PRONTO Card on a validator to validate trips or deduct fares from Stored Value.
- **2.37 Transfer:** The action of a passenger leaving one bus, train, or other transit vehicle and boarding a subsequent bus, train, or other transit vehicle to complete his or her trip.

- **2.38 TransNet:** The *TransNet* Ordinance is a SANDAG ordinance passed by voters in 2004 that provides for a half-cent transactions and use tax collected in San Diego County and used for transportation-related projects.
- **2.39 Trolley:** Light-rail transit service operated by MTS.
- **2.40 TVM:** Ticket Vending Machine used for the sale of single and multi-trip fare products, to add funds to PRONTO cards, and, to check value left on PRONTO Card.
- **2.41 Universal Pass (UPass):** Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.
- **2.42 Validator:** A validator located in a standalone device on a handheld machine used by fare inspectors, on a rail platform, or on a bus. Validators must be tapped before boarding a rail vehicle or on board a bus in order to validate Stored Value and Pass products.
- **2.43** Youth: A person as defined in the *TransNet* Ordinance Section 4(C)(3).
- **2.44 Zone:** Fare is charged based on number of geographical "zones" traversed.

# SECTION 3: SINGLE TRIP, SINGLE DAY, AND MULTI-DAY FARES

#### 3.1 Fare Product Limitations

- 3.1.1
- **3.1.1** Regional fare products may only be used on MTS Bus and Trolley, and NCTD BREEZE and SPRINTER
- **3.1.2** Premium Regional fare may only be used on all services listed above, as well as, Rapid Express, certain FLEX routes (listed in the NCTD Riders Guide), and Rural services.
- **3.1.3** COASTER Regional fare may be used on all transit services operated by MTS and NCTD except LIFT, Access, and certain FLEX routes (as listed in the NCTD Riders Guide).

# 3.2 Fares and Pass Products

Tables 1 through 4 list transit fares available. The tables show the fare for each type of service by passenger category and which passes are accepted on specific services.

**Table 1: One-Way Fares** 

	One-Way Fare						
Service	Adult	SDM & Youth					
Regional: MTS Bus, <i>Rapid</i> , Express, Trolley, NCTD BREEZE and SPRINTER	\$2.50	\$1.25					
Premium Regional: MTS <i>Rapid Express</i>	\$5.00	\$2.50					
NCTD FLEX	\$5.00	\$2.50					
NCTD FLEX 372	\$10.00	\$5.00					
MTS Rural	\$8.00	\$4.00					
MTS Access/NCTD LIFT	\$5.	00					

**Table 2: One-Way Fares - COASTER** 

	One-Way Fare					
Service	Adult	SDM & Youth				
NCTD COASTER 1 Zone	\$5.00	\$2.50				
NCTD COASTER 2 Zones	\$5.75	\$2.75				
NCTD COASTER 3 Zones	\$6.50	\$3.25				

**Table 3: Day Pass Prices** 

	Day	Pass
Service	Adult	SDM & Youth
Regional*	\$6.00	\$3.00
Premium Regional*	\$12.00	\$6.00
COASTER	\$15.00	\$7.50

<sup>\*</sup> Regional and Premium Regional 1-Day Passes are only available for institutions. The general public can earn a Day Pass through Stored Value.

**Table 4: Monthly Pass Prices** 

	Monthly						
Service	Adult	SDM & Youth					
Regional	\$72.00	\$23.00					
Premium Regional	\$100.00	\$32.00					
NCTD COASTER 1 Zone	\$140.00						
NCTD COASTER 2 Zones	\$161.00	\$58.00					
NCTD COASTER 3 Zones	\$182.00						

## 3.3 COASTER Zones

The COASTER Fares are based on three zones. The number of zones between stations is shown in Table 5. Passengers must purchase a single-trip or round-trip ticket or pass based on the number of zones between their origin and destination.

Table 5
COASTER Stations and Zones

								Santa
To From		Carlsbad	Carlsbad		Solana	Sorrento	Old	Fe
	Oceanside	Village	Poinsettia	Encinitas	Beach	Valley	Town	Depot
Oceanside		1	1	1	1	2	3	3
Carlsbad Village	1		1	1	1	2	3	3
Carlsbad Poinsettia	1	1		1	1	2	3	3
Encinitas	1	1	1		1	2	3	3
Solana Beach	1	1	1	1		2	3	3
Sorrento Valley	2	2	2	2	2		2	2
Old Town	3	3	3	3	3	2		1
Santa Fe Depot	3	3	3	3	3	2	1	

One-way and round-trip tickets and passes are valid only for travel between the number of zones or the stations listed on the ticket or pass.

## 3.4 Free Transfers for one-way fares

Riders using the PRONTO Stored Value feature can transfer free to a Regional class service (transfers from Regional to Regional, Premium Regional to Regional, Rural to Regional) within two (2) hours of paying a one-way fare. No transfers are allowed for MTS Access and NCTD LIFT services. A single COASTER transfer is allowed to SPRINTER or BREEZE (not MTS service) within two (2) hours of paying a one-way COASTER fare.

# 3.5 Senior/Disabled/Medicare and Youth

The single-trip Cash Fare for persons eligible for SDM and youth fares shall be 50 percent of the single-trip regular fare, rounded down to the nearest \$0.05.

#### 3.5 Children

NCTD and MTS may each determine (in Board approved Policies and referenced in their Rider's Guides) how many children five years old and under may ride free on all bus, light rail, and commuter rail services when traveling with a paying passenger.

# 3.6 Classroom Day Pass

Classroom Day Passes may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 12 people. One chaperone per every five students may ride at the Regional Classroom Day Pass price.

Valid on	Price
MTS Bus, SPRINTER, BREEZE, and Rapid Express	\$1.50
COASTER only	\$5
COASTER plus any of the following: MTS Bus, MTS Trolley, Rapid Express, SPRINTER, and BREEZE	\$6.50

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Pass.

## 3.7 SPRINTER/BREEZE Social Services Agency Day Pass

The SPRINTER/BREEZE Social Service Agency Day Pass is a one-day NCTD Day Pass, sold in packs of ten priced at \$45, which is validated by social service agencies by identifying the day, month, and year. It is sold only to qualified social service agencies who agree to dispense the Day Pass according to NCTD requirements. The Social Service Agency Day Pass has a unique serial number code, and the customer may not return or exchange a Social Service Agency Day Pass. Valid for unlimited travel on SPRINTER/BREEZE for day punched.

## 3.8 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with MTS. Juror Passes are not valid for use on any special service with a higher fare (e.g., Stadium Bus Service) or ADA complementary paratransit service. The agreement may include a portion of passes to be supplied free of charge to the courts in exchange for promoting transit use in all juror summons.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except Rapid Express, COASTER, or Rural services. A COASTER Regional Juror Day Pass is valid for travel on all NCTD and MTS services.

The price for Regional Juror Day Passes sold to the courts shall be based on the price of the Regional Day Pass and included in the agreement with the court. The price for COASTER Regional Juror Day Passes sold to the courts shall be based on the price of the COASTER Regional Day Pass and included in the agreement with the court.

Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

# 3.9 Advance Purchase Group Day Pass Sales

Entities (e.g., social service groups, employers, schools) wishing to purchase Day or Multi-Day Passes in bulk or for other authorized purposes, shall be entitled to obtain passes at discount rates.

## 3.10 Monthly Passes

All Calendar Month Passes shall be valid until the end of the Service Day on the last day of the calendar month.

#### **SECTION 4: MULTI RIDE TICKETS**

## 4.1 Round Trip Tickets

Any transit operator may, at its option, sell round trip tickets at two times the price of a single-trip ticket for any fare category or service. Outbound and return trips must be taken on the same service day and are valid roundtrip from the point of origin to the destination.

## 4.2 Multi-Trip Ticket Packs

Any transit operator may, at their option, bundle multiple single-trip tickets for any service they operate, and sell the tickets for the full face value of the tickets or with a discount of up to 10 percent.

#### **SECTION 5: PRONTO CARDS**

# 5.1 Card Acquisition and Registration

MTS, the administrator of the PRONTO Card Program, may require a nonrefundable fee for passengers wishing to acquire a PRONTO Card. The fee shall not exceed \$7.

PRONTO Card users may elect to register their card. If registered, users will be entitled to one free replacement if the card is lost or stolen. Additionally, registered users of the PRONTO Card are entitled to balance protection. Registered users will be reimbursed the remaining value of their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new PRONTO Card. An unregistered user shall have no

right to reimbursement or refund of a PRONTO Card balance even if the card is lost or stolen. Registered PRONTO Cards are not transferable.

PRONTO Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the PRONTO Card shall be the property of MTS and may be revoked and/or confiscated by MTS or NCTD.

## 5.2 Validating a PRONTO Card

PRONTO Card users who have a transit fare product or Stored Value loaded on their card must validate their card each time they board a bus or train. Passengers who fail to tap and validate their PRONTO Card as required may be deemed to not be in possession of a valid fare consistent with the ordinances and policies of MTS and NCTD.

# 5.3 Inspection and Use of PRONTO Cards and Mobile Apps

Users of the PRONTO Card must produce the PRONTO Card or Mobile App for inspection by authorized MTS or NCTD personnel or their designated agents. The PRONTO Card and Mobile App are intended as a fare payment devices on MTS, NCTD, or any transportation service that is part of the San Diego Regional Fare System. Any nonauthorized use of the card or app is strictly forbidden.

#### 5.4 Refunds of Stored Value and Transit Products

Refunds will not be issued for transit pass products or Stored Value loaded onto a PRONTO Card.

## 5.5 Photographs of Cardholders

A photograph of a registered card holder may be printed onto a PRONTO Card if requested by the registered user. MTS or NCTD may charge a fee for placement of a photograph on the PRONTO Card. PRONTO Cards bearing a photograph only may be used by the person whose photograph appears on the card.

## 5.6 Stored Value

The Stored Value feature allows passengers to load cash value into the PRONTO account for use with the PRONTO card or app. A PRONTO Card with Stored Value may not be used to purchase an additional or replacement PRONTO Card. A PRONTO Card with Stored Value may not be used to purchase fare products or Stored Value to be loaded onto a different PRONTO Card.

#### 5.7 Best Fare for Stored Value

PRONTO system's ability to charge customers (using PRONTO Stored Value) the cost of a one-way fare per boarding up to a daily and monthly maximum equal to the cost of a Day or Monthly Pass and not more ("capped") for the type of service being used (i.e., Regional or

Premium Regional but excluding COASTER). Additional boardings made during the day or month after reaching the cap are free.

#### **SECTION 6: MOBILE TICKETING**

PRONTO Mobile ticketing used on a mobile phone application (or "app") allows for the purchase of many of the fares available. It has the capability to offer the full range of fares and passes, including special events, universal passes, discounted fares, one-way fares, day passes and monthly passes. The products offered are at the discretion of the transit agencies, through a joint decision. Discounted fares and universal passes require proof of eligibility to make the fares available. Refunds will not be issued for transit pass products loaded onto PRONTO mobile ticket applications.

#### SECTION 7: DISCOUNTED POST-SECONDARY AND GROUP PASSES

# 7.1 Post-Secondary Discounted Passes

MTS and NCTD shall each have the right to negotiate agreements, individually or jointly, with educational institutions. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale of the passes in the sales agreements; however, the prices to the education institutions must conform to this Ordinance.

## 7.1.1 Discounted Calendar Monthly Post-Secondary Regional Pass

The price of a Regional Monthly for post-secondary institutions shall be 80 percent of the price of an Adult Regional Monthly. The discounted pass shall be valid for unlimited travel during a calendar month.

# 7.1.2 Discounted Post-Secondary Regional Quarter/Trimester/Semester Pass

The price of the quarter/trimester/semester pass for post-secondary educational institutions shall be based on 65 percent of the price of an Adult Regional Monthly, divided by 31 and multiplied by the average number of calendar days in the academic term of all institutions with similar academic terms.

The discounted Regional pass shall be valid for unlimited travel during an academic term until the end of the Service Day on the last day of the academic term. All Regional Pass rules apply to the Post-Secondary Regional Quarter/Trimester/Semester Pass.

## 7.2 Group Pass Program

## 7.2.1 PRONTO Partners Plus Group Sales Pass Program

This program is for businesses or groups who purchase Regional and Premium passes and who are willing to purchase sufficient passes to provide a full year of transportation for 10 employees or members at a discounted rate and execute a participation agreement.

The pass price discount would be based on the pre-purchase of a specified number of passes for a 12-month period. Only one three-month trial program is permitted per employer or

group interested in testing the program. Advance payment is generally required for both the trial program and permanent program annual passes. Participants may purchase additional monthly passes as provided in the participation agreement at a discounted rate.

The price of the employer or group sales pass program shall be set according to the number of annual regular adult passes purchased as defined in the participation agreement. All passes purchased in excess of limits in the participation agreement may be sold at retail rates.

# 7.2.2 Universal Pass Program

MTS and NCTD shall each have the right to negotiate UPass agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, or eligibility rules regarding the sale of the UPass in the sales agreements.

#### **SECTION 8: TRANSFERS WITH OTHER TRANSIT OPERATORS**

MTS, NCTD, LOSSAN, and or Metrolink may develop policies for transfers and joint ticketing as deemed necessary by the respective entities. Policies for transfers and joint ticketing shall be included on the respective agency websites and in rider information guides. These policies may include the acceptance of fare media outside of the PRONTO system.

#### **SECTION 9: PARTICIPATION IN THE REGIONAL FARE SYSTEM**

The requirements for participation in the Regional Fare System by transportation providers shall be as follows:

- **9.1** Transit operators participating in the Regional Fare System must operate fixed-route transit service with fixed, published schedules.
- **9.2** Transit Operators must serve an area not currently served by an existing publicly subsidized, fixed-route bus operator.
- **9.3** New transit operators will be incorporated into the PRONTO Card system to the extent feasible and practical as determined jointly by MTS and NCTD.
- **9.4** Any transit provider selling or receiving PRONTO Card, PRONTO mobile ticketing, or other MTS and NCTD fare media shall have a secure handling procedure for all fare media. All tickets, passes, and transfers shall be handled as cash-value media, with appropriate security provided for acceptance, inspection, storage, distribution, and disposal.

#### **SECTION 10: SPECIAL FARES**

#### 10.1 Sworn Peace Officers

MTS and NCTD transit operators will allow all San Diego County, state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes

without charge. Officers must show identification when requested by MTS or NCTD. This privilege does not apply to special events for off-duty officers.

## 10.2 Temporary, Promotional, and Experimental Fares

MTS and NCTD shall have the ability to set temporary, promotional, and experimental fares. Temporary, promotional, and experimental fares are defined as fares implemented for no more than 12 months for seasonal events or for marketing purposes. These fares, because of their short term/temporary nature, are not included in this Ordinance.

## **SECTION 11: SDM AND YOUTH PRONTO CARDS ELIGIBILTY AND REQUIREMENTS**

# 11.1 Eligibility

In order to be eligible to purchase discounted SDM and Youth Passes, passengers must present an SDM or person with disabilities PRONTO Card or one of the valid identification cards listed in Sections 11.2 through 11.4.

### 11.2 Seniors

Seniors must provide a valid Medicare card, state-issued driver's license, government-issued photo identification, or an SDM PRONTO Card with integral photo identification when paying a Cash Fare, purchasing a Senior Pass, or boarding a transit vehicle with a Senior Pass.

### 11.3 Persons with Disabilities and Medicare

### 11.3.1 Cash Fares

All persons with a valid MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card shall be permitted to pay the SDM and Youth single cash fare.

#### 11.3.2 Reduced Fare PRONTO Accounts

In order to qualify and establish a reduced fare PRONTO Account, a person with a disability must present for approval their completed application form and show a government-issued photo identification card and original versions of at least one of the following (photocopies will not be accepted) at the time of submitting the application:

- **11.3.2.1** State of California DMV disabled identification card, (the white receipt from the DMV)
- 11.3.2.2 State of California DMV placard identification card
- 11.3.2.3 ADA Paratransit Identification Card

- 11.3.2.4 Certification on the application form by a doctor or a qualified heath care professional or a statement from a physician or rehabilitation center (on original letterhead or prescription notepad with an original signature). In addition to the nature of the disability, the statement should identify whether it is permanent or temporary in nature
- **11.3.2.5** Individualized Education Program from school for disabled students
- **11.3.2.6** Current year Supplemental Security Income. (S.S.I.) or Social Security Administration (S.S.A.), or Social Security Disability Insurance (S.S.D.I.). award letter
- **11.3.2.7** Letter from the Epilepsy Foundation
- **11.3.2.8** Letter from the San Diego Center for the Blind
- **11.3.2.9** Letter from the San Diego Regional Center
- 11.3.2.10 Unexpired MTS or NCTD disabled identification card

#### 11.4 Youth

Youth must provide on request valid school, college, or government-issued photo identification to establish eligibility for a Youth discount when boarding a transit vehicle with a Youth pass.

#### **SECTION 12: ADA Paratransit**

#### 12.1 Fares

The Fare for ADA paratransit per ride for ADA-certified passengers shall be double the local fixed-route fare.

All ADA prepaid fare media only will be good on the system for which it was created. ADA prepaid fare media may not be loaded onto a PRONTO Card.

One personal care attendant may ride free with each ADA passenger riding an ADA paratransit or transit vehicle if requirement is identified on ADA certification.

MTS and NCTD may establish their own policies and prices regarding the sale/issuance of daily/monthly/annual passes for fixed-route buses and trains to ADA-certified passengers; however, the prices to these customers must not exceed the SDM prices.

#### 12.2 LIFT and Access Transfers

Paratransit customers needing to transfer between MTS Access, and NCTD LIFT or FLEX will need to pay the corresponding fares.

#### SECTION 13: REGIONAL TICKET AND PASS ADMINISTRATION, REVENUE SHARING

Processes and rules regarding regional ticket and pass administration and revenue sharing may be the subject of one or more separate agreements between MTS and NCTD.

#### **SECTION 14: EFFECTIVE DATE OF ORDINANCE OR AMENDMENTS**

This Ordinance shall go into effect on May 16, 2021. Notwithstanding Board Policy No. 004: Rules of Procedure for Board of Directors and Committees, all amendments shall go into effect not less than 30 days after the second reading and approval of the Board of Directors or the Transportation Committee, unless approved in accordance with Board Policy No. 004 as an urgency measure.

PASSED AND ADOPTED this 16th of April 2021.

on Evan ATTEST: Hosant Wehre

SECRETARY

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority,

Southern California Tribal Chairmen's Association, and Mexico.

STATE OF CALIFORNIA

**COUNTY OF SAN DIEGO** 

I, Clerk of the Board of SANDAG, do hereby certify that the foregoing is a true copy of an Ordinance approved by the SANDAG Transportation Committee on 16th of April 2021, at the time and by the vote stated above, which said Ordinance is on file in the office of SANDAG.

DATED: April 16, 2021

Clerk of the Board

Franceseca Webb

#### SAN DIEGO METROPOLITAN TRANSIT SYSTEM

# CODIFIED ORDINANCE NO. 4 (as amended through 6/13/1917/21)

# An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule

#### SECTION 4.1: FINDINGS

This Ordinance is adopted to implement a Metropolitan Transit System (MTS) Fare-Pricing Schedule approved by the San Diego Association of Governments...

## SECTION 4.2: DEFINITIONS

- A. <u>Senior</u> Any person 65 <u>years of age or older</u>, or persons at least 60 years old as of September 1, 2019, <u>will continue to beare</u> eligible for the senior discount. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare on fixed-route transit or general public demand-responsive services.
- B. <u>Disabled/Medicare</u> Any person with a permanent or temporary mental or physical disability. —This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare for fixed-route transit or general public demand-responsive services.
  - C. Youth Any person 6-18 years of age (inclusive)
- D. <u>College Student</u>- Any person enrolled as a student with a current enrollment for seven units or more, or the equivalent non-unit hours, in a participating accredited San Diego area post-secondary school.
  - E. <u>Child</u> Any person five years of age or under.
- F. <u>Compass Card</u> <u>-PRONTO</u> <u>-</u> The <u>Compass Card is an electronic fare medium based on contactless smartregion's Fare Collection system that allows passengers to pay for transit fares using a <u>PRONTO</u> card <u>technology.or PRONTO mobile app.</u> The <u>CompassPRONTO Card/App</u> may hold either transit products or cash <u>(as Stored Value)</u> for use on regional transit services. Transit products may include, but are not limited to, Monthly Passes, post-secondary passes, single-day and multi-day passes, and stored value.</u>
- ——\_\_\_The CompassPRONTO Card utilizes wireless technology to interface with validator devices on buses, rail platforms, and Ticket Vending Machines (TVMs). Passengers must tap their Compass Card on a validator in orderPRONTO Card or validate their PRONTO mobile app barcode on a validator, or purchase a one-way ticket at a PRONTO TVM, or pay a cash one-way fare on board MTS Bus to utilize transportation services.
  - G. Bus Rubber-tired transit vehicles operated by MTS and NCTD.
  - H. <u>Trolley</u> Light rail transit service operated by MTS.
- I. <u>Local Service</u> Fixed-route bus service on local or arterial roads serving neighborhood destinations and feeding transit centers. Includes BREEZE and MTS Bus. Also

includes routes operating extensively on arterials with transit priority features and limited stops (Rapid Services).

- J. Rapid/Express/Corridor Services A frequent transit service with limited stops including but not limited to major transit centers, residential centers, and activity centers that have more than six stops outside Centre City. Corridor services include MTS Trolley, MTS Rapid, SPRINTER, and express buses generally traveling less than 50 percent of the one-way trip miles on freeways. Corridor services must average at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under.
- K. <u>Rapid Express</u> Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10.0 miles, and using commuter coaches.
- L. <u>Rural Service</u> Bus service providing limited daily or weekly service linking rural areas to a multimodal transit center or major shopping center and designated by the MTS Board of Directors as having a special fare. Service is generally provided in rural areas with one-way vehicle trip lengths ranging from 15 to 80 miles.
  - M. <u>Station</u> A light rail, Bus Rapid Transit or commuter rail passenger stop.
- N. <u>Supplement</u>- A charge paid on a one-time basis to permit the use of a fare product for a transit ride that requires a more expensive fare. Payment of a supplement does not change the original fare product.
  - O. Zone(s) For ADA purposes a zone is defined as:
  - Zone 1 Central San Diego
  - Zone 2 Mid-County: Poway, Rancho Bernardo, Rancho Penasquitos, Carmel Mountain Ranch, and Sabre Springs
  - Zone 3 East County: La Mesa, El Cajon, Santee, Lakeside, Lemon Grove, Spring Valley, and parts of Alpine
  - Zone 4 South Bay: Chula Vista, Coronado, National City, Imperial Beach, Palm City, Nestor, Otay Mesa, and San Ysidro
  - Zone 5 NCTD Service area
- PN. <u>Transfer</u> The action of a passenger leaving one bus, train, or other transit vehicle and within a brief time, without a stopover, boarding a subsequent bus, train, or other transit vehicle to complete his or her trip.
- Q. <u>Upgrade</u> An additional fare required to enhance the value of a transit pass to travel on a higher fare service.
- RO. ADA Complementary Paratransit Service Specialized origin-to-destination transportation services provided to persons who qualify as eligible for such services under the

guidelines of the ADA.

- <u>SP.</u> <u>Personal Care Attendant</u> In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA-eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.
- $\mp \underline{\mathbb{Q}}$ . Companion In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a paratransit vehicle, but is not a personal care attendant as specified in the passenger's ADA certification application.
- UR. Rapid MTS brand name for a premium rapid transit service operated wholly or partly on exclusive bus lanes, guideways, managed lanes, or use of other transit priority measures. Depending on specific route characteristics, individual Rapid routes may be classified as MTS Rapid or MTS Rapid Express for purposes of Section 4.5.
- ¥S. <u>Universal Pass (U-Pass)</u> Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.

(Section 4.2 amended 6/13/201917/2021)

#### SECTION 4.3: REGIONAL FARE-PRICING SCHEDULE

## SECTION 4: SINGLE TRIP, SINGLE DAY, AND MULTI-DAY FARES

#### 4.3.1 Fare Product Limitations

- 4.3.1.1 SPRINTER/BREEZE fare products may only be used on the SPRINTER and BREEZE.
- 4.3.1.24.3.1.1 Regional fare products may only be used on MTS Bus and Trolley, and NCTD BREEZE and SPRINTER
- **4.3.1.32** Premium Regional fare may only be used on all services listed above, as well as, *Rapid* Express, certain FLEX routes (listed in the NCTD Riders Guide), and Rural services.
- **4.3.1.43** COASTER Regional fare Month and Day Pass fares may be used on all transit services operated by MTS and NCTD except LIFT, Access, and certain FLEX routes (as listed in the NCTD Riders Guide).

## 4.3.2 Fares and Pass Products

Tables 1 through 4 list transit fares available to the general public. The tables show the fare for each type of service by passenger category and which passes are accepted on specific services.

Table 1: One-Way Cash Fares

	One-Way Cash			
Service	Adult & S/D/M Youth Youth			
Regional: MTS Bus, Rapid, Express, Trolley, NCTD BREEZE and SPRINTER	\$2.50	\$1.25		
Premium Regional: MTS Rapid Express	\$5.00	\$2.50		
NCTD FLEX	\$5.00	\$2.50		
NCTD FLEX 372	\$10.00	\$5.00		
MTS Rural	\$8.00	\$4.00		
MTS Access/NCTD LIFT	NAN/A	\$5.00		

Table 2: One-Way Cash-Fares - COASTER

	One-Way CashFare			
Service	Adult	S/D/M & Youth		
NCTD COASTER 1 Zone	\$5.00	\$2.50		
NCTD COASTER 2 Zones	\$5.75	\$2.75		
NCTD COASTER 3 Zones	\$6.50	\$3.25		

**Table 3: Day Pass Prices** 

	Day Pass		
Service	Adult S/D/M Youth		
Regional <u>*</u>	\$6.00 \$3.00		
Premium Regional <u>*</u>	\$12.00	\$6.00	
COASTER Regional	\$15.00	\$7.50	

<sup>\*</sup>Regional and Premium Regional 1-Day Passes are only available for institutions.
The general public can earn a Day Pass through Stored Value.

Table 4: Monthly/30 Day Pass Prices

	<del>30-Day/</del> Monthly			
Service	Adult	S/D/M & Youth		
Regional	\$72.00	\$23.00		
Premium Regional	\$100.00	\$32.00		
NCTD COASTER 1 Zone	\$140.00			
NCTD COASTER 2 Zones	\$161.00	\$58.00		
NCTD COASTER 3 Zones	\$182.00			

#### 4.3.3 COASTER Zones

The COASTER Fares are based on three zones. The number of zones between stations is shown in Table 5. Passengers must purchase a single-trip or round-trip ticket or pass based on the number of zones between their origin and destination.

Table 5
COASTER Stations and Zones

To From	Oceanside	Carlsbad Village	Carlsbad Poinsettia	Encinitas	Solana Beach	Sorrento Valley	Old Town	Santa Fe Depot
Oceanside		1	1	1	1	2	3	3
Carlsbad Village	1		1	1	1	2	3	3
Carlsbad Poinsettia	1	1		1	1	2	3	3
Encinitas	1	1	1		1	2	3	3
Solana Beach	1	1	1	1		2	3	3
Sorrento Valley	2	2	2	2	2		2	2
Old Town	3	3	3	3	3	2		1
Santa Fe Depot	3	3	3	3	3	2	1	

One-way and round-trip tickets and passes are valid only for travel between the number of zones or the stations listed on the ticket or pass.

## 4.3.4 Senior/Disabled/Medicare and Youth

The single-trip Cash Fare for persons eligible for S/D/M and Youth fares shall be 50 percent of the single-trip regular fare, rounded down to the nearest \$0.05.

## 4.3.5 Children

Children five years old and under may ride free on all bus, light rail, and commuter services when traveling with a paying passenger.

## 4.3.6 Classroom Day Pass

Classroom Day Passes may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 12 people. One chaperone per every five students may ride at the Regional Classroom Day Pass price.

Valid on	Price
MTS Bus, SPRINTER, BREEZE, and Rapid Express	\$1.50
COASTER only	\$5
COASTER plus any of the following: MTS Bus, MTS Trolley, Rapid Express, SPRINTER, and BREEZE	\$6.50

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Pass.

## 4.3.8 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with MTS. Juror Passes are not valid for use on any special service with a higher fare (e.g., Stadium Bus Service) or ADA complementary paratransit service. The agreement may include a portion of passes to be supplied free of charge to the courts in exchange for promoting transit use in all juror summons.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except Rapid Express, COASTER, or Rural services. A COASTER Regional Juror Day Pass is valid for travel on all NCTD and MTS services.

The price for Regional Juror Day Passes sold to the courts shall be based on the price of the Regional Day Pass and included in the agreement with the court. The price for COASTER Regional Juror Day Passes sold to the courts shall be based on the price of the COASTER Regional Day Pass and included in the agreement with the court.

Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

# 4.3.9 Advance Purchase Group Day Pass Sales

Groups wishing to Entities (e.g., social service groups, employers, schools) which purchase a large amount of Day or Multi-Day Passes in bulk or for other authorized purposes, shall be entitled to obtain passes at discount rates when the passes are purchased at least 21 days in advancereduced fares.

## 4.3.10 Monthly Passes

All Calendar Month Passes shall be valid from the first day of the calendar month until the end of the Service Day on the last day of the calendar month. All 30-Day Passes shall be valid for 30 consecutive days commencing on the first day the pass is validated.

# 4.3.11 Tokens

Tokens are a legacy fare that is no longer sold or issued, but remain in circulation. If a token is presented they shall entitle the person holding the universal token to up to a \$2.50 cash fare value trip on any MTS bus, Trolley, BREEZE, or SPRINTER service, except ADA paratransit services. Some services may require a cash upgrade in conjunction with the Regional Universal Token.

Tokens will not be accepted for payment of any COASTER, Access, LIFT, or Rapid Express single-trip fare. Multiple tokens may be used to pay fares or purchase passes with a value of more than one local bus trip, but change will not be given.

# (Section 4.3 amended 6/17/2021)

SECTION 4.4: COMPASS CARDS PRONTO FARE MEDIA

## 4.4.1 Card Acquisition and Registration

MTS, the administrator of the CompassPRONTO Card Program, may require a nonrefundable fee for passengers wishing to acquire a CompassPRONTO Card. The fee shall not exceed \$57.

CompassPRONTO Card users may elect to register their card. If registered, users will be entitled to one free replacement per year if the card is lost or stolen. Additionally, registered users of the CompassPRONTO Card are entitled to balance protection. Registered users will be reimbursed the remaining value of their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new CompassPRONTO Card. An unregistered user shall have no right to reimbursement or refund of a CompassPRONTO Card balance even if the card is lost or stolen. Registered CompassPRONTO Cards are not transferable.

Compass PRONTO Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the Compass PRONTO Card shall be the property of MTS and may be revoked and/or confiscated by MTS or NCTD.

# 4.4.2 Validating a CompassPRONTO Card

CompassPRONTO Card users who have a transit fare product or Stored Value loaded on their card must validate their card each time they board a bus or train. Passengers who fail to tap and validate their CompassPRONTO Card as required may be deemed to not be in possession of a valid fare consistent with the ordinances and policies of MTS and NCTD.

## 4.4.3 Inspection and Use of CompassPRONTO Cards and Mobile App

Users of the CompassPRONTO Card must produce the CompassPRONTO Card or Mobile App for inspection by authorized MTS or NCTD personnel or their designated agents. The CompassPRONTO Card is and Mobile App are intended as a fare payment devicedevices on MTS, NCTD, or any transportation service that is part of the San Diego Regional Fare System. Any nonauthorized use of the card or app is strictly forbidden.

#### 4.4.4 Refunds of Stored Value and Transit Products

Refunds will not be issued for transit pass products <u>or Stored Value</u> loaded onto a <u>CompassPRONTO</u> Card.

## 4.4.5 Photographs of Cardholders

A photograph of a registered card holder may be printed onto a CompassPRONTO Card if requested by the registered user. MTS or NCTD may charge a fee for placement of a photograph on the CompassPRONTO Card. CompassPRONTO Cards bearing a photograph only may be used by the person whose photograph appears on the card. The photograph provided by the customer may be used to verify a non-photo printed card is the account holder.

#### 4.4.6 Stored Value

The Stored Value feature of a Compass Card (Compass Cash) may be loaded with allows passengers to load cash value, into the PRONTO account for use with the PRONTO card or app. A CompassPRONTO Card with Stored Value may not be used to purchase an additional or replacement CompassPRONTO Card. A CompassPRONTO Card with Stored Value may not be used to purchase fare products or Stored Value to be loaded onto a different CompassPRONTO Card.

## 4.4.7 DefaultBest Fare for Stored Value

All card holders boarding any bus or rail vehicle and paying their fare with Stored Value on a Compass Card will have the applicable one-way fare cost deducted from the Compass Card when a farebox or platform validator is tapped. Passengers boarding a bus must advise the driver before tapping if they wish to purchase a Day Pass. Passengers boarding a service at any station or stop equipped with platform validators and TVMs must use the TVM if the passenger prefers to purchase a paper single-trip ticket or a product other than the default Day Pass for the service they will be boarding.

The PRONTO system has the ability to charge customers (using PRONTO Stored Value) the cost of a one-way fare per boarding up to a daily and monthly maximum equal to the cost of a Day or Monthly Pass and not more ("capped") for the type of service being used (i.e., Regional or Premium Regional but excluding COASTER). Additional boardings made during the day or month after reaching the cap are free.

#### 4.4.8 Free Transfers for One-Way Fares

Riders using the PRONTO Stored Value feature can transfer free to a Regional class service (transfers from Regional to Regional, Premium Regional to Regional, Rural to Regional) within two (2) hours of paying a one-way fare. No transfers are allowed for MTS Access, NCTD LIFT and COASTER services.

## (Section 4.4 amended 6/17/2021)

#### SECTION 4.5: MOBILE TICKETING

Compass Cloud is a PRONTO Mobile ticketing used on a mobile phone application allowing (or "app") allows for the purchase of -selectmany of the fares available. It has the capability to offer the full range of fares and passes, including special events, universal passes, discounted fares, one-way fares, day passes and monthly passes. The products offered are at the discretion of the transit agencies-, through a joint decision. Discounted fares and universal passes may require proof of eligibility to make the fares available Eligibility rules are at the discretion of the transit agencies. Refunds will not be issued for transit pass products loaded onto Compass Cloud PRONTO mobile ticket applications. Customers are responsible for maintaining a charged and working mobile device in order to utilize the mobile app as valid fare.

# (Section 4.5 amended 6:-/17/2021)

## SECTION 4.6: DISCOUNTED POST-SECONDARY AND GROUP PASSES

## 4.6.1 Post-Secondary Discounted Passes

MTS and NCTD shall each have the right to negotiate agreements, individually or jointly, with educational institutions. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale of the passes in the sales agreements; however, the prices to the education institutions must conform to this Ordinance.

## 4.6.1.1 Discounted Calendar Monthly Post-Secondary Regional Pass

The price of a Regional Monthly / 30-Day Pass for post-secondary institutions shall be 80 percent of the price of an Adult Regional Monthly / 30-Day Pass. The discounted pass shall be valid for unlimited travel during a calendar month-or 30-day period.

## 4.6.1.2 Discounted Post-Secondary Regional Quarter/Trimester/Semester Pass

The price of the quarter/trimester/semester pass for post-secondary educational institutions shall be based on 65 percent of the price of an Adult Regional Monthly <u>/ 30-Day Pass</u>, divided by 31 and multiplied by the <u>average number of calendar days</u> in the academic term <u>of all institutions with similar academic terms</u>.

The discounted Regional pass shall be valid for unlimited travel during an academic term until the end of the Service Day on the last day of the academic term. All Regional Pass rules apply to the Post-Secondary Regional Quarter/Trimester/Semester Pass.

## 4.6.2 Group Pass Program

## 4.6.2.1 Ecopass PRONTO Partners Plus Group Sales Pass Program

This program is for businesses or groups who purchase Regional and Premium passes and who are willing to purchase sufficient passes to provide a full year of transportation for 10 employees or members at a discounted rate and execute a participation agreement.

The pass price discount would be based on the pre-purchase of a specified number of passes for a 12-month period. Only one three-month trial program is permitted per employer or group interested in testing the program. Advance payment is generally required for both the trial program and permanent program annual passes. Participants may purchase additional monthly passes as provided in the participation agreement at a discounted rate.

The price of the employer or group sales pass program shall be set according to the number of annual regular adult passes purchased as defined in the participation agreement. All passes purchased in excess of limits in the participation agreement may be sold at retail rates.

## 4.6.2.2 Universal Pass Program

MTS and NCTD shall each have the right to negotiate U-Pass agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, or eligibility rules regarding the sale of the U-Pass in the sales agreements.

Upon entering into an agreement with MTS that meets MTS requirements, sponsoring entities may purchase a U\_Pass at the negotiated rate to provide to the designated, guaranteed participation group. The negotiated fare/payment shall be sufficient to compensate MTS for the estimated actual ridership from the guaranteed participation group.

#### (Section 4.6 amended 6/17/21)

## SECTION 4.7: SPECIAL FARES

## 4.7.1 Sworn Peace Officers

MTS and NCTD transit operators will allow all San Diego County, state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. Officers must show identification when requested by MTS or NCTD.

## 4.7.2 Temporary, Promotional, and Experimental Fares

MTS and NCTD shall have the ability to set temporary, promotional, and experimental fares. Temporary, promotional, and experimental fares are defined as fares implemented for no more than 12 months for seasonal events or for marketing purposes. These fares, because of their short term/temporary nature, are not included in this Ordinance.

# SECTION 4.8: S/D/M AND YOUTH PRONTO CARDS ELIGIBILITY AND REQUIREMENTS

# 4.8.1 Eligibility

In order to be eligible to purchase prove eligibility for discounted S/D/M and Youth Passes, passengers must present an S/D/M or person with disabilities Compass Card with integral photo identification or one of the valid identification cards listed in Section the following sections: 4.8.2, 4.8.3.2. and 4.8.4.

#### 4.8.2 Seniors

Seniors must provide a valid Medicare card, state-issued driver's license, government-issued photo identification, or an S/D/M CompassPRONTO Card with integral photo identification when payingtopurchase a Cash Fare, purchasing a Senior PassOne-Way fare on MTS bus, or boardingto ride a transit vehicle with a One-Way fare or Senior Pass.

#### 4.8.3 Persons with Disabilities and Medicare

#### 4.8.3.1 Cash Fares

All persons with a valid MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card shall be permitted are accepted as proof of eligibility to pay the for or to use S/D/M single cash fareand Youth discounted fares.

# 4.8.3.2 Compass Cards Reduced Fare PRONTO Accounts

In order to receive<u>qualify and establish</u> a reduced fare <u>Compass CardPRONTO Account</u>, a person with a disability must present for approval their completed application form and show a government-issued photo identification card and original versions of at least one of the following (photocopies will not be accepted) at the time of submitting the application:

- **4.8.3.2.1** State of California DMV disabled identification card, (the white receipt from the DMV)
- **4.8.3.2.2** State of California DMV placard identification card
- **4.8.3.2.3** ADA Paratransit Identification Card
- 4.8.3.2.4 Certification on the application form by a doctor or a qualified heath care professional or a statement from a physician or rehabilitation center (on original letterhead or prescription notepad with an original signature). In addition to the nature of the disability, the statement should identify whether it is permanent or temporary in nature
- **4.8.3.2.5** Individualized Education Program from school for disabled students
- **4.8.3.2.6** Current year Supplemental Security Income. (S.S.I.) or Social Security Administration (S.S.A.), or Social Security Disability Insurance (S.S.D.I.). award

letter

4.8.3.2.7	Letter from the Epilepsy Foundation
4.8.3.2.8	Letter from the San Diego Center for the Blind
4.8.3.2.9	Letter from the San Diego Regional Center
4.8.3.2.10	Unexpired MTS or NCTD disabled identification card

#### 4.8.4 Youth

Youth must provide upon request <u>a</u> valid school, college, or government-issued photo identification to establish eligibility for a Youth discount when boarding <u>or riding</u> a transit vehicle with a Youth pass.

## (Section 4.8 amended 6/17/21)

#### SECTION 4.9: ADA PARATRANSIT

#### 4.9.1 Fares

The Cash Fare for ADA paratransit per ride for ADA-certified passengers for one complete trip, origin to destination, regardless of any need to transfer between ADA transit operators or zones, shall be double the local fixed-route fare of the typical fixed-route service linking the origin and destination based on a determination by MTS or NCTD. Such determination must be made by calculating the regular fixed-route fare, including transfers for a trip of similar length, at a similar time of day, on the transit operators fixed-route system.

All ADA prepaid fare media only will be good on the system for which it was created. ADA prepaid fare media may not be loaded onto a <a href="mailto:CompassPRONTO">CompassPRONTO</a> Card.

One personal care attendant may ride free with each ADA passenger riding an ADA paratransit or transit vehicle if requirement is identified on ADA certification.

#### 4.9.2 LIFT and Access Transfers

Paratransit customers needing to transfer between MTS Access, and NCTD LIFT or FLEX will need to pay the corresponding fares.

(Section 4.8 adopted and amended 1/19/12)

(Section 4.9 amended <del>7117/08</del>6/17/21)

## SECTION 4.41:-10: PUBLIC NOTICE

Before the expiration of fifteen (15) days after its passage, a summary of this Ordinance shall be published once with the names and members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

## (Section 4.11 amended 7/17/08)

## ; renumbered as Section 4.12: Effective Date of Ordinance 10 on 6/17/21)

# SECTION 4.11: EFFECTIVE DATE OF ORDINANCE

This Ordinance shall become effective on July 13, 2019 October 1, 2021.

# (Section 4.1211 amended 6/13/201910/30/14and renumbered as Section 4.11 on 6/17/2021)

Amended: 6/17/21

Amended: 6/13/19

Amended: 10/30/14 Amended: 1/19/12

Amended: 5/28/09

Amended: 11/13/08

Amended: 7/17/08

Amended: 11/8/07

Amended: 12/8/05

Amended: 1/15/04

Amended: 1/13/04 Amended: 11/13/03

Amended: 05/22/03

Amended: 05/22/03

Amended: 04/10/03 Amended: 10/17/02

Amended. 10/17/02

Amended: 06/14/01 Amended: 05/10/01

Amended: 08/10/00

Amended: 07/13/00

Amended: 05/13/99

Amended: 02/26/98

Repeal & Readopted: 07/17/97

(operative - 11/23/97)

Amended: 04/28/94

Amended: 01/13/94

Amended: 07/08/93

Amended: 02/11/93

Repealed & Readopted: 05/28/92

Amended: 01/09/92

Repealed & Readopted: 03/14/91

Amended: 09/27/90

Amended: 05/10/90

Repealed & Readopted: 02/23/89

Amended: 11/10/88

Repealed & Readopted: 02/25/88

Amended: 12/10/87

Amended: 10/09/86

Amended: 04/24/86

Amended: 03/01/86

Repealed & Readopted: 12/05/85

Amended: 07/11/85

Amended: 05/23/85

Amended: 10/04/84

Amended: 07/19/84

Repealed & Readopted: 02/27/84

Amended: 07/25/83

Amended: 07/11/83

Repealed & Readopted: 05/24/82

Amended: 10/05/81 Amended: 07/08/81

Amended: 06/30/81

Adopted: 06/08/81

#### SAN DIEGO METROPOLITAN TRANSIT SYSTEM

# CODIFIED ORDINANCE NO. 4 (as amended through 6/17/21)

# An Ordinance Establishing a Metropolitan Transit System Fare-Pricing Schedule

#### SECTION 4.1: FINDINGS

This Ordinance is adopted to implement a Metropolitan Transit System (MTS) Fare-Pricing Schedule approved by the San Diego Association of Governments.

## SECTION 4.2: DEFINITIONS

- A. <u>Senior</u> Any person 65 or persons at least 60 years old as of September 1, 2019, are eligible for the senior discount. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare on fixed-route transit or general public demand-responsive services.
- B. <u>Disabled/Medicare</u> Any person with a permanent or temporary mental or physical disability. This definition applies to persons who seek to purchase and/or use a Senior/Disabled/Medicare Monthly Pass or Senior/Disabled/Medicare cash fare for fixed-route transit or general public demand-responsive services.
  - C. Youth Any person 6-18 years of age (inclusive)
- D. <u>College Student</u>- Any person enrolled as a student with a current enrollment for seven units or more, or the equivalent non-unit hours, in a participating accredited San Diego area post-secondary school.
  - E. Child Any person five years of age or under.
- F. PRONTO The region's Fare Collection system that allows passengers to pay for transit fares using a PRONTO card or PRONTO mobile app. The PRONTO Card/App may hold either transit products or cash (as Stored Value) for use on regional transit services. Transit products may include, but are not limited to, Monthly Passes, post-secondary passes, single-day and multi-day passes. The PRONTO Card utilizes wireless technology to interface with validator devices on buses, rail platforms, and Ticket Vending Machines (TVMs). Passengers must tap their PRONTO Card or validate their PRONTO mobile app barcode on a validator, or purchase a one-way ticket at a PRONTO TVM, or pay a cash one-way fare on board MTS Bus to utilize transportation services.
  - G. Bus Rubber-tired transit vehicles operated by MTS and NCTD.
  - H. Trolley Light rail transit service operated by MTS.
- I. <u>Local Service</u> Fixed-route bus service on local or arterial roads serving neighborhood destinations and feeding transit centers. Includes BREEZE and MTS Bus. Also includes routes operating extensively on arterials with transit priority features and limited stops (Rapid Services).

- J. Rapid/Express/Corridor Services A frequent transit service with limited stops including but not limited to major transit centers, residential centers, and activity centers that have more than six stops outside Centre City. Corridor services include MTS Trolley, MTS Rapid, SPRINTER, and express buses generally traveling less than 50 percent of the one-way trip miles on freeways. Corridor services must average at least 12 miles per hour, with an average passenger trip length of approximately 10 miles or under.
- K. <u>Rapid Express</u> Bus service with stops only at major transit centers, residential centers and activity centers; generally traveling 50 percent or more of the one-way trip miles on freeways; averaging at least 20 miles per hour, with an average passenger trip length of over 10.0 miles, and using commuter coaches.
- L. <u>Rural Service</u> Bus service providing limited daily or weekly service linking rural areas to a multimodal transit center or major shopping center and designated by the MTS Board of Directors as having a special fare. Service is generally provided in rural areas with one-way vehicle trip lengths ranging from 15 to 80 miles.
  - M. <u>Station</u> A light rail, Bus Rapid Transit or commuter rail passenger stop.
- N. <u>Transfer</u> The action of a passenger leaving one bus, train, or other transit vehicle and boarding a subsequent bus, train, or other vehicle to complete his or her trip.
- O. <u>ADA Complementary Paratransit Service</u> Specialized origin-to-destination transportation services provided to persons who qualify as eligible for such services under the guidelines of the ADA.
- P. <u>Personal Care Attendant</u> In relation to the ADA complementary paratransit service, a personal care attendant is a person who is designated by the ADA eligible passenger to aid in their mobility. The person may be a friend, family member, or paid employee. A personal care attendant is not charged a fare on the ADA complementary paratransit service vehicle on which she/he accompanies the ADA-eligible passenger. The need for and use of a personal care attendant must be indicated at the time of eligibility certification.
- Q. <u>Companion</u> In relation to the ADA complementary paratransit service, a companion is someone who accompanies an ADA passenger on board a paratransit vehicle, but is not a personal care attendant as specified in the passenger's ADA certification application.
- R. Rapid MTS brand name for a premium rapid transit service operated wholly or partly on exclusive bus lanes, guideways, managed lanes, or use of other transit priority measures. Depending on specific route characteristics, individual Rapid routes may be classified as MTS Rapid or MTS Rapid Express for purposes of Section 4.5.
- S. <u>Universal Pass (U-Pass)</u> Provides unlimited rides on select transit services for an agreed upon period of time to individuals associated with a sponsoring entity, where the sponsoring entity guarantees universal participation/purchase by its employees, students, or other membership.

(Section 4.2 amended 6/17/2021)

#### SECTION 4.3: REGIONAL FARE-PRICING SCHEDULE

#### 4.3.1 Fare Product Limitations

- **4.3.1.1** Regional fare products may only be used on MTS Bus and Trolley, and NCTD BREEZE and SPRINTER
- **4.3.1.2** Premium Regional fare may only be used on all services listed above, as well as, *Rapid* Express, certain FLEX routes (listed in the NCTD Riders Guide), and Rural services.
- **4.3.1.3** COASTER Regional Month and Day Pass fares may be used on all transit services operated by MTS and NCTD except LIFT, Access, and certain FLEX routes (as listed in the NCTD Riders Guide).

## 4.3.2 Fares and Pass Products

Tables 1 through 4 list transit fares available. The tables show the fare for each type of service by passenger category and which passes are accepted on specific services.

**Table 1: One-Way Fares** 

	One-Way Cash		
Service	Adult	S/D/M & Youth	
Regional: MTS Bus, <i>Rapid</i> , Express, Trolley, NCTD BREEZE and SPRINTER	\$2.50	\$1.25	
Premium Regional: MTS Rapid Express	\$5.00	\$2.50	
NCTD FLEX	\$5.00	\$2.50	
NCTD FLEX 372	\$10.00	\$5.00	
MTS Rural	\$8.00	\$4.00	
MTS Access/NCTD LIFT	N/A	\$5.00	

**Table 2: One-Way Fares - COASTER** 

	One-Way Fare			
Service	Adult S/D/M Youth			
NCTD COASTER 1 Zone	\$5.00 \$2.50			
NCTD COASTER 2 Zones	\$5.75	\$2.75		
NCTD COASTER 3 Zones	\$6.50	\$3.25		

**Table 3: Day Pass Prices** 

	Day Pass			
Service	Adult S/D/M Youth			
Regional*	\$6.00	\$3.00		
Premium Regional*	\$12.00	\$6.00		
COASTER Regional	\$15.00	\$7.50		

<sup>\*</sup>Regional and Premium Regional 1-Day Passes are only available for institutions. The general public can earn a Day Pass through Stored Value.

**Table 4: Monthly Pass Prices** 

	Monthly			
Service	Adult	S/D/M & Youth		
Regional	\$72.00	\$23.00		
Premium Regional	\$100.00	\$32.00		
NCTD COASTER 1 Zone	\$140.00			
NCTD COASTER 2 Zones	\$161.00	\$58.00		
NCTD COASTER 3 Zones	\$182.00			

#### 4.3.3 COASTER Zones

The COASTER Fares are based on three zones. The number of zones between stations is shown in Table 5. Passengers must purchase a single-trip or round-trip ticket or pass based on the number of zones between their origin and destination.

Table 5
COASTER Stations and Zones

To From	Oceanside	Carlsbad Village	Carlsbad Poinsettia	Encinitas	Solana Beach	Sorrento Valley	Old Town	Santa Fe Depot
Oceanside		1	1	1	1	2	3	3
Carlsbad Village	1		1	1	1	2	3	3
Carlsbad Poinsettia	1	1		1	1	2	3	3
Encinitas	1	1	1		1	2	3	3
Solana Beach	1	1	1	1		2	3	3
Sorrento Valley	2	2	2	2	2		2	2
Old Town	3	3	3	3	3	2		1
Santa Fe Depot	3	3	3	3	3	2	1	

One-way and round-trip tickets and passes are valid only for travel between the number of zones or the stations listed on the ticket or pass.

## 4.3.4 Senior/Disabled/Medicare and Youth

The single-trip Cash Fare for persons eligible for S/D/M and Youth fares shall be 50 percent of the single-trip regular fare, rounded down to the nearest \$0.05.

## 4.3.5 Children

Children five years old and under may ride free on all bus, light rail, and commuter services when traveling with a paying passenger.

# 4.3.6 Classroom Day Pass

Classroom Day Passes may be issued to school and youth groups (up to 18 years of age) on an advance sales basis only. Each group shall consist of a minimum of 12 people. One chaperone per every five students may ride at the Regional Classroom Day Pass price.

Valid on	Price
MTS Bus, SPRINTER, BREEZE, and Rapid Express	\$1.50
COASTER only	\$5
COASTER plus any of the following: MTS Bus, MTS Trolley, Rapid Express, SPRINTER, and BREEZE	\$6.50

A maximum of 135 students and adults per group are permitted to ride a single scheduled COASTER train. Advance confirmation of the availability of space is required at the time of purchase for all COASTER Classroom Day Pass.

## 4.3.8 Juror Day Pass

Any state or federal court in San Diego County may purchase Juror Passes after signing an agreement with MTS. Juror Passes are not valid for use on any special service with a higher fare (e.g., Stadium Bus Service) or ADA complementary paratransit service. The agreement may include a portion of passes to be supplied free of charge to the courts in exchange for promoting transit use in all juror summons.

A Regional Juror Day Pass is valid for travel on all NCTD and MTS services except Rapid Express, COASTER, or Rural services. A COASTER Regional Juror Day Pass is valid for travel on all NCTD and MTS services.

The price for Regional Juror Day Passes sold to the courts shall be based on the price of the Regional Day Pass and included in the agreement with the court. The price for COASTER Regional Juror Day Passes sold to the courts shall be based on the price of the COASTER Regional Day Pass and included in the agreement with the court.

Each Juror Day Pass becomes activated/valid on the day it is tapped by the passenger.

## 4.3.9 Advance Purchase Group Day Pass Sales

Entities (e.g., social service groups, employers, schools) which purchase Day or Multi-Day Passes in bulk or for other authorized purposes, shall be entitled to reduced fares.

## 4.3.10 Monthly Passes

All Calendar Month Passes shall be valid from the first day of the calendar month until the end of the Service Day on the last day of the calendar month.

## (Section 4.3 amended 6/17/2021)

#### SECTION 4.4: PRONTO FARE MEDIA

#### 4.4.1 Card Acquisition and Registration

MTS, the administrator of the PRONTO Card Program, may require a nonrefundable fee for passengers wishing to acquire a PRONTO Card. The fee shall not exceed \$7.

PRONTO Card users may elect to register their card. If registered, users will be entitled to one free replacement per year if the card is lost or stolen. Additionally, registered users of the PRONTO Card are entitled to balance protection. Registered users will be reimbursed the remaining value of their cash or transit product at the time the card is reported lost or stolen. Reimbursement will be provided on a new PRONTO Card. An unregistered user shall have no right to reimbursement or refund of a PRONTO Card balance even if the card is lost or stolen. Registered PRONTO Cards are not transferable.

PRONTO Card users may opt not to participate in the registration program, but shall be required to pay the above-mentioned fee and will not receive the benefits of registration. Whether or not a user pays a fee or participates in the registration program, the PRONTO Card shall be the property of MTS and may be revoked and/or confiscated by MTS or NCTD.

## 4.4.2 Validating a PRONTO Card

PRONTO Card users who have a transit fare product or Stored Value loaded on their card must validate their card each time they board a bus or train. Passengers who fail to tap and validate their PRONTO Card as required may be deemed to not be in possession of a valid fare consistent with the ordinances and policies of MTS and NCTD.

## 4.4.3 Inspection and Use of PRONTO Cards and Mobile App

Users of the PRONTO Card must produce the PRONTO Card or Mobile App for inspection by authorized MTS or NCTD personnel or their designated agents. The PRONTO Card and Mobile App are intended as fare payment devices on MTS, NCTD, or any transportation service that is part of the San Diego Regional Fare System. Any nonauthorized use of the card or app is strictly forbidden.

#### 4.4.4 Refunds of Stored Value and Transit Products

Refunds will not be issued for transit pass products or Stored Value loaded onto a PRONTO Card.

## 4.4.5 Photographs of Cardholders

A photograph of a registered card holder may be printed onto a PRONTO Card if requested by the registered user. MTS or NCTD may charge a fee for placement of a photograph on the PRONTO Card. PRONTO Cards bearing a photograph only may be used by the person whose photograph appears on the card. The photograph provided by the customer may be used to verify a non-photo printed card is the account holder.

#### 4.4.6 Stored Value

The Stored Value feature allows passengers to load cash value into the PRONTO account for use with the PRONTO card or app. A PRONTO Card with Stored Value may not be used to purchase an additional or replacement PRONTO Card. A PRONTO Card with Stored Value may not be used to purchase fare products or Stored Value to be loaded onto a different PRONTO Card.

#### 4.4.7 Best Fare for Stored Value

The PRONTO system has the ability to charge customers (using PRONTO Stored Value) the cost of a one-way fare per boarding up to a daily and monthly maximum equal to the cost of a Day or Monthly Pass and not more ("capped") for the type of service being used (i.e., Regional or Premium Regional but excluding COASTER). Additional boardings made during the day or month after reaching the cap are free.

## 4.4.8 Free Transfers for One-Way Fares

Riders using the PRONTO Stored Value feature can transfer free to a Regional class service (transfers from Regional to Regional, Premium Regional to Regional, Rural to Regional) within two (2) hours of paying a one-way fare. No transfers are allowed for MTS Access, NCTD LIFT and COASTER services.

#### (Section 4.4 amended 6/17/2021)

## SECTION 4.5: MOBILE TICKETING

PRONTO Mobile ticketing used on a mobile phone application (or "app") allows for the purchase of many of the fares available. It has the capability to offer the full range of fares and passes, including special events, universal passes, discounted fares, one-way fares, day passes and monthly passes. The products offered are at the discretion of the transit agencies, through a joint decision. Discounted fares and universal passes require proof of eligibility to make the fares available. Refunds will not be issued for transit pass products loaded onto PRONTO mobile ticket applications. Customers are responsible for maintaining a charged and working mobile device in order to utilize the mobile app as valid fare.

## (Section 4.5 amended 6/17/2021)

#### SECTION 4.6: DISCOUNTED POST-SECONDARY AND GROUP PASSES

## 4.6.1 Post-Secondary Discounted Passes

MTS and NCTD shall each have the right to negotiate agreements, individually or jointly, with educational institutions. MTS and NCTD may establish their own policies, terms or eligibility rules regarding the sale of the passes in the sales agreements; however, the prices to the education institutions must conform to this Ordinance.

## 4.6.1.1 Discounted Calendar Monthly Post-Secondary Regional Pass

The price of a Regional Monthly for post-secondary institutions shall be 80 percent of the price of an Adult Regional Monthly. The discounted pass shall be valid for unlimited travel during a calendar month.

# 4.6.1.2 Discounted Post-Secondary Regional Quarter/Trimester/Semester Pass

The price of the quarter/trimester/semester pass for post-secondary educational institutions shall be based on 65 percent of the price of an Adult Regional Monthly, divided by 31 and multiplied by the average number of calendar days in the academic term of all institutions with similar academic terms.

The discounted Regional pass shall be valid for unlimited travel during an academic term until the end of the Service Day on the last day of the academic term. All Regional Pass rules apply to the Post-Secondary Regional Quarter/Trimester/Semester Pass.

## 4.6.2 Group Pass Program

## 4.6.2.1 PRONTO Partners Plus Group Sales Pass Program

This program is for businesses or groups who purchase Regional and Premium passes and who are willing to purchase sufficient passes to provide a full year of transportation for 10 employees or members at a discounted rate and execute a participation agreement.

The pass price discount would be based on the pre-purchase of a specified number of passes for a 12-month period. Only one three-month trial program is permitted per employer or group interested in testing the program. Advance payment is generally required for both the trial program and permanent program annual passes. Participants may purchase additional monthly passes as provided in the participation agreement at a discounted rate.

The price of the employer or group sales pass program shall be set according to the number of annual regular adult passes purchased as defined in the participation agreement. All passes purchased in excess of limits in the participation agreement may be sold at retail rates.

## 4.6.2.2 Universal Pass Program

MTS and NCTD shall each have the right to negotiate U-Pass agreements, individually or jointly, with sponsoring entities. MTS and NCTD may establish their own policies, terms, or eligibility rules regarding the sale of the U-Pass in the sales agreements.

Upon entering into an agreement with MTS that meets MTS requirements, sponsoring entities may purchase a U-Pass at the negotiated rate to provide to the designated, guaranteed participation group. The negotiated fare/payment shall be sufficient to compensate MTS for the estimated actual ridership from the guaranteed participation group.

## (Section 4.6 amended 6/17/21)

## SECTION 4.7: SPECIAL FARES

# 4.7.1 Sworn Peace Officers

MTS and NCTD transit operators will allow all San Diego County, state, and federal sworn peace officers, in uniform or in civilian clothes, to ride on scheduled bus and train routes without charge. Officers must show identification when requested by MTS or NCTD.

## 4.7.2 Temporary, Promotional, and Experimental Fares

MTS and NCTD shall have the ability to set temporary, promotional, and experimental fares. Temporary, promotional, and experimental fares are defined as fares implemented for no more than 12 months for seasonal events or for marketing purposes. These fares, because of their short term/temporary nature, are not included in this Ordinance.

#### SECTION 4.8: S/D/M AND YOUTH PRONTO CARDS ELIGIBILITY AND REQUIREMENTS

## 4.8.1 Eligibility

In order to prove eligibility for discounted S/D/M and Youth Passes, passengers must present one of the valid identification cards listed in the following sections: 4.8.2, 4.8.3 and 4.8.4.

## 4.8.2 Seniors

Seniors must provide a valid Medicare card, state-issued driver's license, government-issued photo identification, or an S/D/M PRONTO Card with integral photo identification topurchase a One-Way fare on MTS bus, or to ride a transit vehicle with a One-Way fare or Senior Pass.

#### 4.8.3 Persons with Disabilities and Medicare

#### 4.8.3.1 Cash Fares

All persons with a valid MTS identification card, Medicare Card, NCTD disabled identification card, State of California Department of Motor Vehicles (DMV) disabled identification card, or DMV placard identification card are accepted as proof of eligibility to pay for or to use S/D/M and Youth discounted fares.

#### 4.8.3.2 Reduced Fare PRONTO Accounts

In order to qualify and establish a reduced fare PRONTO Account, a person with a disability must present for approval their completed application form and show a government-issued photo identification card and original versions of at least one of the following (photocopies will not be accepted) at the time of submitting the application:

- **4.8.3.2.1** State of California DMV disabled identification card, (the white receipt from the DMV)
- **4.8.3.2.2** State of California DMV placard identification card
- **4.8.3.2.3** ADA Paratransit Identification Card
- 4.8.3.2.4 Certification on the application form by a doctor or a qualified heath care professional or a statement from a physician or rehabilitation center (on original letterhead or prescription notepad with an original signature). In addition to the nature of the disability, the statement should identify whether it is permanent or temporary in nature
- **4.8.3.2.5** Individualized Education Program from school for disabled students
- **4.8.3.2.6** Current year Supplemental Security Income. (S.S.I.) or Social Security Administration (S.S.A.), or Social Security Disability Insurance (S.S.D.I.). award letter
- **4.8.3.2.7** Letter from the Epilepsy Foundation

**4.8.3.2.8** Letter from the San Diego Center for the Blind

**4.8.3.2.9** Letter from the San Diego Regional Center

4.8.3.2.10 Unexpired MTS or NCTD disabled identification card

#### 4.8.4 Youth

Youth must provide upon request a valid school, college, or government-issued photo identification to establish eligibility for a Youth discount when boarding or riding a transit vehicle with a Youth pass.

## (Section 4.8 amended 6/17/21)

## SECTION 4.9: ADA PARATRANSIT

## 4.9.1 Fares

The Cash Fare for ADA paratransit per ride for ADA-certified passengers for one complete trip, origin to destination, regardless of any need to transfer between ADA transit operators or zones, shall be double the local fixed-route fare of the typical fixed-route service linking the origin and destination based on a determination by MTS or NCTD. Such determination must be made by calculating the regular fixed-route fare, including transfers for a trip of similar length, at a similar time of day, on the transit operators fixed-route system.

All ADA prepaid fare media only will be good on the system for which it was created. ADA prepaid fare media may not be loaded onto a PRONTO Card.

One personal care attendant may ride free with each ADA passenger riding an ADA paratransit or transit vehicle if requirement is identified on ADA certification.

## 4.9.2 LIFT and Access Transfers

Paratransit customers needing to transfer between MTS Access, and NCTD LIFT or FLEX will need to pay the corresponding fares.

## (Section 4.9 amended 6/17/21)

#### SECTION 4.10: PUBLIC NOTICE

Before the expiration of fifteen (15) days after its passage, a summary of this Ordinance shall be published once with the names and members voting for and against the same in a newspaper of general circulation published in the County of San Diego.

(Section 4.11 amended 7/17/08; renumbered as Section 4.10 on 6/17/21)

#### SECTION 4.11: EFFECTIVE DATE OF ORDINANCE

This Ordinance shall become effective on October 1, 2021.

(Section 4.11 amended and renumbered as Section 4.11 on 6/17/2021)

Amended: 6/17/21 Adopted: 06/08/81

Amended: 6/13/19 Amended: 10/30/14 Amended: 1/19/12 Amended: 5/28/09 Amended: 11/13/08 Amended: 7/17/08 Amended: 11/8/07 Amended: 12/8/05 Amended: 1/15/04 Amended: 11/13/03 Amended: 05/22/03 Amended: 04/10/03 Amended: 10/17/02 Amended: 06/14/01 Amended: 05/10/01 Amended: 08/10/00 Amended: 07/13/00 Amended: 05/13/99 Amended: 02/26/98

Repeal & Readopted: 07/17/97

(operative – 11/23/97) Amended: 04/28/94 Amended: 01/13/94 Amended: 07/08/93 Amended: 02/11/93

Repealed & Readopted: 05/28/92

Amended: 01/09/92

Repealed & Readopted: 03/14/91

Amended: 09/27/90 Amended: 05/10/90

Repealed & Readopted: 02/23/89

Amended: 11/10/88

Repealed & Readopted: 02/25/88

Amended: 12/10/87 Amended: 10/09/86 Amended: 04/24/86 Amended: 03/01/86

Repealed & Readopted: 12/05/85

Amended: 07/11/85 Amended: 05/23/85 Amended: 10/04/84 Amended: 07/19/84

Repealed & Readopted: 02/27/84

Amended: 07/25/83 Amended: 07/11/83

Repealed & Readopted: 05/24/82

Amended: 10/05/81 Amended: 07/08/81 Amended: 06/30/81



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

June 17, 2021

SUBJECT:

SUPPLY 115RE HEAD HARDENED STEEL RAIL - 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. L1575.0-21 (in substantially the same format as Attachment A), with Progress Rail Services Corporation, for the one-time supply of 106 tons of 115RE head hardened steel rail, in the amount of \$132,375.19.

#### **Budget Impact**

The total cost for this project shall not exceed \$132,375.19. This project is funded as follows:

Project	WBSE	Amount
Grade Crossing Replacement	2005109201	\$82,422.29
America Plaza and Kettner Rail Replacement	2005112201	\$49,952.90
	Total	\$132,375.19

#### **DISCUSSION:**

The current UC San Diego Blue Line terminates service at America Plaza. With the opening of the Mid-Coast extension at the end of 2021, Blue Line Trolley service will continue through America Plaza, across the Kettner Blvd. grade crossing, and continue north to the new terminal at the University Town Center (UTC).

To minimize the potential risk of future service disruptions, MTS is contracting with Herzog Contracting Corp. to replace approximately 800 track feet of existing rail, including waterproofing, fasteners, and rubber rail interface at America Plaza Trolley Station, and replace the existing grade crossing at Kettner Blvd. The materials required for this project will be owner furnished due to potential delays in material lead times.









MTS is looking for a contractor to furnish 106 tons of 115RE head hardened steel rail for the Grade Crossing and America Plaza/Kettner rail replacement projects.

On March 17, 2021, MTS issued an Invitation for Bids (IFB), and five bids were received by the due date of April 23, 2021 from the following bidders:

Name	Amount	Delivery Costs	Sales Tax	Overall Total Amount
Progress Rail	\$122,854.00	\$0	\$9,521.19	\$132,375.19
A&K Railroad Materials, Inc.	\$110,240.00	\$15,293.68	\$8,543.60	\$134,077.28
L.B. Foster Company	\$135,044.00	\$0	\$10,465.91	\$145,509.91
Gantrex, Inc.	\$142,040.00	\$0	\$11,008.10	\$153,048.10
Technology International, Inc.	\$168,010.00	\$0	\$13,020.78	\$181,030.78
MTS Independent Cost Estimate (ICE)	\$123,596.00	\$0	\$9,578.69	\$133,174.69

MTS staff has deemed Progress Rail to be the lowest responsive and responsible bidder. Staff has determined the bid to be fair and reasonable by comparison of bids received and MTS's ICE shown above.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1575.0-21 (in substantially the same format as Attachment A), with Progress Rail Services Corporation, for the one-time supply of 106 tons of 115RE head hardened steel rail, in the amount of \$132,375.19 effective July 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 Agreement MTS Doc. No. L1575.0-21

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: L1575.0-21

## 115RE HH RAIL PROCUREMENT

		*1
THIS AGREEMENT is entered into this  California by and between San Diego Metropolitan T and the following, hereinafter referred to as "Contract	ransit System	, 2021 in the State of ("MTS"), a California public agency,
Name: Progress Rail Services Corporation	Address:	1600 Progress Drive Albertville, Alabama 35950
Form of Business: Corporation (Corporation, Partnership, Sole Proprietor, etc.)  Telephone: (256) 505-6710	Email:	kroney@progressrail.com
Authorized person to sign contracts Kelly R		Vice President Title
The Contractor agrees to provide goods as specification (Exhibit A), Contractor's Biddithe Standard Agreement, including Standard Condition	Pricing Form (Exhibit C)	(Exhibit B), and in accordance with and Forms (Exhibit D).
The contract term is effective July 1, 2021 through Occ Delivery shall be ninety (90) calendar days after MT 2021).		·
Payment terms shall be net 30 days from invoice da \$132,375.19 without the express written consent of M		cost of this contract shall not exceed
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	PROGRESS RAIL SERVICES CORPORATION	
By:		
Sharon Cooney, Chief Executive Officer	Ву	
Approved as to form:		
Ву:	Title:	
Karen Landers, Office of General Counsel		

# SCOPE OF WORK/TECHNICAL SPECIFICATIONS

## 4.1. GENERAL

Contractor shall provide 106 Tons of 115 RE head hardened steel rail in 80-ft lengths with 10% shorts as a one-time purchase.

This section includes specifications for the manufacturing, testing, fabricating, shipping, and unloading of steel rail as specified herein.

#### 4.2. REFERENCES

This section incorporates by reference the latest revisions of the following documents:

- A. The American Railway Engineering and Maintenance-of-Way Association (AREMA)
  - i. AREMA Manual for Railway Engineering (AREMA Manual)
  - ii. Portfolio of Trackwork Plans
  - iii. Specifications for Special Trackwork
- B. Association of American Railroads (AAR)
  - i. AAR: Manual of Standards and Rec. Practices
- C. ASTM International
  - i. ASTM A578/A578M Standard Specification for Straight-Beam Ultrasonic Examination of Rolled Steel Plates for Special Application
  - ii. ASTM E10 Standard Test Method for Brinell Hardness of Metallic Materials
  - iii. ASTM E164 Standard Practice for Contact Ultrasonic Testing of Weldments
- D. American Welding Society (AWS)
  - i. AWS B2.1: Standards for Welding Procedures and Performance Qualifications
  - ii. AWS D1.1: Structural Welding Code

#### 4.3. SUBMITTALS

Awarded bidder shall submit the following two (2) weeks after MTS issues the Notice to Proceed:

- A. Product Data: Submit the following product data for each rail section:
  - i. Steel manufacturing process
  - ii. Hydrogen elimination process
  - iii. Heat treatment process, as applicable
  - iv. Alloy rail chemical composition

- v. Production records and production test results. These records and test results shall be provided at the time of shipment of associated rails.
- B. Submit Test Program Plan and test results as required under the program.
- C. Mill Certificates: Submit mill certifications complete with the following data with each shipment:
  - i. Rail section and type
  - ii. Heat number
  - iii. Number of pieces in each heat
  - iv. Chemical analysis
  - v. Brinell hardness readings
  - vi. Macroetch test results
  - vii. Ultrasound test results
- D. Method for hydrogen elimination.
- E. Method for head hardening premium rail.
- F. Description of the ultrasonic testing procedures, and certifications for the testing personnel. Hard copy results for rails with reject able discontinuities.
- G. Method of identifying the rail.
- H. Method of handling, loading, shipping, unloading and stockpiling the running rail not later than 30 days before shipment. Include working drawings showing the rail stocking arrangement.
- I. Ultrasonic Technician qualification certification for the individuals actually conducting the testing at least 30 days before the commencement of the in-plant inspection.

#### 4.4. QUALITY ASSURANCE

- A. Develop and maintain a quality control program regulating methods, procedures, and processes to ensure compliance with standards of quality as specified herein.
- B. Test Program Plan
  - i. Provide a test program plan including a product flow chart identifying the approach for accomplishing each of the specified rail inspections and tests. Make available at rail mill a detailed narrative for each test and inspection describing the test set-up; equipment and instrumentation used; procedure implemented; and the anticipated, as well as acceptable, test results. Include drawings showing the relationship of the rail and significant components of the test equipment, as necessary, to describe the test set-up and procedure. Include in the test program plan the test sequencing.

- ii. Include key equipment specifications and calibration methods as requested for testing equipment used to perform rail testing and inspection in the test program plan. Indicate the calibration certificates to be submitted with the test reports.
- iii. Include the identity and qualifications of personnel who performs rail testing and inspection and certification records for personnel who perform nondestructive testing.
- iv. Include a description list of the testing facilities.
- v. Include the proposed format for reporting test data.
- vi. Include the projected schedule for submittals of test procedures, test executions, and test results reports.
- vii. After approval of the test program plan, have proposed changes approved by the contractor QC or its designee before implementing the change.
- viii. Perform tests and analyses specified in Chapter 4, Part 2, of the AREMA Manual and submit the results in accordance with this Section.
- C. Testing Facilities Perform rail inspection and testing at the rail mill using qualified manufacturer's personnel. The rail mill will use the equipment for the rail testing and inspection described herein. Rail testing and inspection equipment, and personnel, will be subject to approval by the contractor QC or its designee. The contractor QC or its designee, or an independent witness designated by the contractor QC or its designee, will monitor the operations at the rail plant to ensure that the inspections and tests are being performed in accordance with accepted procedures and in compliance with these Specifications.
- D. Qualification of Testing Personnel
  - i. Use personnel performing tests and inspections who are qualified for such Work by virtue of previous experience or training.
  - ii. Use personnel performing nondestructive testing who are qualified and certified in accordance with the American Society for Nondestructive Testing Recommended Practice No. SNT-TC-1A. Only persons certified for NDT Level I, and Working under a NDT Level II person or persons certified for NDT Level II, may perform nondestructive testing.
- E. Testing Equipment Use testing equipment that is in good operating condition, of adequate capacity and range, and accurately calibrated, that is calibrated, certified and traceable to recognized national standards such as the National Institute of Standards and Technology. Calibrate testing equipment in accordance with the accepted Quality Assurance Plan.

# F. Test Report

i. The rail mill's standard, computer-generated, test reports may be used upon review and acceptance by the contractor QC or its designee. Supplemental

- reports may be required by the contractor QC or its designee, to provide additional information. Submittal list shows requirements.
- ii. MTS Notification Notify MTS and contractor QC or their designee in writing not less than five Working days in advance of dates scheduled for any tests or inspections. MTS and contractor QC or their designee retains the right to witness the tests.
- iii. Whether or not the Engineer inspects or tests any materials, the Contractor shall not be relieved from any responsibility regarding defects or other failures to meet the Contract requirements, nor shall such inspection or testing by the Engineer be considered as a guarantee of acceptance of any material that may be delivered later.

## G. Tolerances

- i. Manufacturing tolerances and Dimensions to conform to the AREMA Manual "Specifications for Steel Rails".
- ii. Workmanship to conform to AREMA Manual, Chapter 4, Section 2.1.13, "Workmanship."

#### 4.5. PRODUCTS

- 115 RE rail where specified shall be high strength head hardened steel rail conforming to AREMA Volume 1, Chapter 4, Section 2.1, Specifications for Steel Rails.
- ii. Furnish rails with blank ends in 80-ft lengths with 10% shorts unless otherwise noted.

## 4.6. EXECUTION

## A. Manufacture:

- i. Conform to AREMA Manual, Chapter 4, Section 2.1.2, "Manufacture."
- ii. Conform to AREMA Manual, Chapter 4, Section 2.1.7, "Hydrogen Elimination."

# B. Rail cutting and end preparation:

- i. Rails used for electric-flash butt welds shall have their ends saw-cut or abrasive disc-cut clean and square by means of accepted equipment.
- ii. Torch cutting of rail is prohibited.
- iii. The head and base of the rail for a length of approximately six inches from welding end shall have mill scale removed down to bright metal.
- iv. All burrs shall be removed from the area where the welding current carrying electrodes contact on the head and base of the rail.
- v. Holes will not be permitted in the rail, except as approved by the Engineer.

# C. Testing:

- Brinell Hardness Test Perform in accordance with AREMA Manual, Chapter 4, Section 2.1.3.2, Surface Hardness" and 2.1.3.3, "Internal Hardness of High Strength Rail."
- ii. Ultrasonic Testing Determine the internal condition of the rails by nondestructive testing in accordance with AREMA Manual, Chapter 4, Section 2.1.8, "Ultrasonic Testing."
- iii. Manual ultrasonic testing In accordance with AREMA Manual Chapter 4, Section 2.1.17.2, "Manual Ultrasonic Testing."
- iv. Tensile Test Perform in accordance with AREMA Manual Chapter 4, Section 2.1.3.4, "Tensile Properties."
- v. Brinell Hardness Test Perform in accordance with Per AREMA Manual Chapter 4, Section 2.1.3.3, "Internal Hardness of High-Strength Rail."
- vi. Macroetch Test Perform in accordance with AREMA Manual Chapter 4, Section 2.1.9, "Interior Condition/Macroetch Standards."
- vii. Defective Rail Rework, retreat, cut-back or reject rails failing to meet the requirements of these Specifications in accordance with the AREMA Manual.

#### 4.7. MEASUREMENT AND INVOICE PAYMENT

- A. Measurement of acceptable materials shall be by the actual number of tons manufactured and delivered in accordance with the specifications.
- B. Payment shall be made for each ton of rail delivered and accepted in accordance with the specifications, in the amount bid for each type furnished.
- C. Material not meeting the requirements of the specifications will be rejected. Rejected material shall be returned to the vender at his expense.
- D. MTS shall process the invoice for payment within thirty (30) days of the final invoice approval date. Invoices must be sent to the MTS Accounting Department, via email, at <a href="mailto:ap@sdmts.com">ap@sdmts.com</a>, including along with supporting delivery receipts. 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.
- E. 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.

## 4.8. 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.

#### 4.9. 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.

### 4.10. DELIVERY AND ACCEPTANCE

Delivery shall be ninety (90) calendar days after MTS issues the Notice to Proceed.

Delivery shall be in accordance with AREMA Paragraph 2.1.16 and the following:

Bidders may choose either rail or truck option to make their delivery. All deliveries should meet the instructions shown in the scope of work. Total delivery cost (if any is charged) should be included in the bid form.

MTS will be responsible for hiring a separate contractor to unload. Bidder is responsible for all other shipping/delivery costs.

If delivering by rail, bidder will contact their connecting railroad, and ask for a rate to San Diego on the BNSF for delivery to the San Diego & Imperial Valley Railroad (SDIY). The rail car will need to be routed from point of origin to BNSF/San Diego/SDIY for delivery. SDIY will deliver the car to MTS Track S13.

If delivering by truck, the delivery location shall be at north of Sigsbee Street on the Blue Line at 1699 Main Street, San Diego, CA 92113.

Because of all the coordination involved, the Contractor shall notify the San Diego Trolley five (5) calendar days prior to delivery of the rail to allow unloading by MTS.

The deliverable provided under this contract shall be delivered F.O.B. to the addresses 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.

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 PROCUREMENT OF 115RE HEAD HARDENED STEEL RAIL MTS DOC. NO. L1575.0-21

		-	endent Cost ate (ICE)	Progr	ess Rail		Railroad ials, Inc	L.B. Fost	er Company	Gantı	rex, Inc.		nology ional, Inc.
Description	Quantity (Unit of Measure Tons)	Unit Cost	Extended Cost	Unit Cost	Extended Cost	Unit Cost	Extended Cost	Unit Cost	Extended Cost	Unit Cost	Extended Cost	Unit Cost	Extended Cost
115RE Head Hardened Steel Rail	106	\$1,166.00	\$123,596.00	\$1,159.00	\$122,854.00	\$1,040.00	\$110,240.00	\$1,274.00	\$135,044.00	\$1,340.00	\$142,040.00	\$1,585.00	\$168,010.00
Total De	livery Cost (i	f applicable)	\$0.00		\$0.00		\$15,293.68		\$0.00		\$0.00		\$0.00
	Total (Basi	s for Award)	\$123,596.00		\$122,854.00		\$125,533.68		\$135,044.00		\$142,040.00		\$168,010.00
	С	A Sales Tax	\$9,578.69		\$9,521.19		\$8,543.60		\$10,465.91		\$11,008.10		\$13,020.78
Overall	Total (Boar	d Approval)	\$133,174.69		\$132,375.19		\$134,077.28		\$145,509.91		\$153,048.10		\$181,030.78
					1		2		3		4		5



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# Agenda Item No. 13

# MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

SUBJECT:

FARE COLLECTION CHANGE ORDERS - AMENDMENT

### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 7 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 \$270,050.09.

## **Budget Impact**

The total budget for this project shall not exceed \$43,240,719.85 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...



03/18/21	03/11/21	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 changes and applies the fare media capital credit	\$765,271.76
TBD	06/17/21	AM 7	Change Orders – adds transfer and business rule changes to website and CRM; modified 2 phase bus validator and Driver Control Unit (DCU) installation; installation of modified ticket validator arm	\$270,050.09
			Total Board Approved Amount	\$43,240,719.85

#### 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. 7 adds the following change orders:

Transfer and business rule changes to website and CRM

The new PRONTO fare system will allow free transfers for one-way fares within two hours of the first boarding. The policy will require a PRONTO account in order to access free transfers. There are necessary business rules and sales channel language modifications needed in order to support the new policy.

2. Modified 2 phase bus validator and DCU installation

The PRONTO fare system will require a two phased installation approach in order to successfully install the new INIT validator, DCU and GFI Genfare (GFI) farebox upgrade. During the first phase, INIT will install a validator on all the buses but will leave the current Cubic DCU in place until go-live. GFI will then start upgrading the old Genfare fare boxes at go-live. As GFI finishes each farebox upgrade, INIT will follow behind, remove the old Cubic driver control unit and install the new INIT driver control unit.

This second phase requires additional costs associated with staging installations a second time. The second installation is necessary in order to minimize the impact on our customers and to reduce the transition timeline. Phase 2 will also incur installation on 20 buses that were not accounted for in the initial cost.

In addition, the ticket validator needs to be installed on a modified arm to accommodate the new driver barriers installed on the bus. This additional install will occur on 290 vehicles and will take approximately 2 weeks.

## Amendment No. 7 costs are summarized below:

Change Order	Sub-Total	Total Amount
1. Transfer and business rule changes to website & CRM		\$63,143.50
2. Modified 2 phase bus validator and DCU installation		
2.a. Additional cost for a 2 phase installation	\$80,800.00	
2.b. Cost for vehicle equipment for 20 additional buses	\$26,825.60	\$122,896.59
2.c. Installation	\$13,192.00	
2.d. Sales tax on vehicle equipment	\$2,078.99	
3. Installation of validator arm and relocation	\$84,010.00	\$84,010.00
Amendment 7 Total		\$270,050.09

MTS staff has determined the bid to be fair and reasonable in comparison to MTS Independent Cost Estimate (ICE) of \$256,400.00

Therefore, staff recommends that the MTS Board authorize the CEO to execute Amendment No. 7 to MTS Doc. No. G2091.0-18 (in substantially the same format as Attachment A), with INIT, for a total contract increase of \$270,050.09.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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

Attachment: A. Draft Amendment MTS Doc. No. G2091.7-18



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

# **Amendment 7**

May 10, 2021 MTS Doc No. G2091.7-18

#### 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.7 to the original agreement G2091.0-18 as further described below.

### **SCOPE**

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

- 1. Transfer and business rule changes to website and Customer Relationship Module (CRM)
- 2. Modified 2 phase bus validator and Driver Control Unit (DCU) installation
- 3. Install validator arm and relocate validator on 290 Gillig buses per the attached scope (Attachment C).

## **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 7 is \$270,050.09 as shown below. This amount shall not be exceeded without prior written approval from MTS. The new contract amount of this contract is not to exceed \$43,240,719.85

Change Order	Sub-Total	Total Amount
Transfer and business rule changes to website & CRM		\$63,143.50
Modified 2 phase bus validator and DCU installation		
2.a. Additional cost for a 2 phase installation	\$80,800.00	
2.b. Cost for vehicle equipment for 20 additional buses	\$26,825.60	
2.c. Installation	\$13,192.00	Ψ122,090.09
2.d. Sales tax on vehicle equipment	\$2,078.99	
3. Installation of validator arm and relocation	\$84,010.00	\$84,010.00
	Amendment 7 Total	\$270,050.09



U	. ,	o the Contract Specialist at MTS. All other terms and stain the other copies for your records.
Sincerely,		Agreed:
Sharon Coon	ey, Chief Executive Officer	Roland Staib, President and CEO INIT Innovations in Transportation, Inc.
		Date:
Attachment:	A. Transfer and business rule chan B. Modified 2 phase bus validator a	and DCU installation



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# Agenda Item No. 14

# MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

#### SUBJECT:

CLOSED-CIRCUIT TELEVISION (CCTV) SYSTEM INSTALLATION FOR THE MID-COAST TROLLEY EXTENSION PROJECT – CHANGE ORDERS

#### RECOMMENDATION:

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

- Ratify Construction Change Order (CCO) 1 under MTS Doc No. PWL320.0-21 (Attachment A) with Electro Specialty Systems (ESS) totaling \$52,939.53; and
- 2) Authorize the Chief Executive Officer (CEO) to execute CCO 2 under MTS Doc No. PWL320.2-21 (in substantially the same format as Attachment B) with ESS in the amount of \$92,252.16 for additional camera coverage at all Mid-Coast Stations and Parking Lots/Structures.

### **Budget Impact**

The total budget for this project shall not exceed \$768,807.69. This project is funded through San Diego Association of Governments (SANDAG) Mid-Coast Trolley Extension Project via Addendum 17 Scope of Work (SOW) 93.

MTS Doc No.	Purpose	Amount	Board Approval Date
PWL320.0-21	Mid Coast CCTV	\$623,616.00	9/17/2020, Item 15
CCO 1	Elevator Cameras	\$52,939.53	Today's action to ratify
CCO 2	Additional Cameras	\$92,252.16	Today's Proposed Action
	Total	\$768,807.69	



#### DISCUSSION:

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

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

To keep MTS passengers, employees, equipment and infrastructure safe and secure, MTS has video surveillance cameras and Network Video Recorders throughout the system. This project will provide cameras and recorders to the new Mid-Coast Trolley Extension and ensure the new system is compatible with the MTS current video surveillance system platform. Beyond security, video surveillance also helps MTS improve efficiency and enhance the overall passenger experience. The video surveillance is considered essential to monitor and capture clear incident images from MTS Operation Control Center and keep operations running smoothly.

On September 17, 2020, the MTS Board approved MTS Doc No. PWL320.0-21 to ESS for procuring and installing CCTV (video surveillance) system for the Mid-Coast Trolley Extension Project.

During the Mid-Coast CCTV bidding time, the station elevator cameras were not included due to SANDAG's assumption to have the Mid-Coast Transit Constructors (MCTC) elevator contractor to install these cameras. However, due to CCTV system compatibility, MTS Security has asked SANDAG to use the same MTS Avigilon CCTV system and SANDAG has agreed to have MTS take over the elevator cameras installation. These additional cameras were incorporated into the contract as CCO 1.

During recent job walks with MTS Security staff and ESS, the team noticed many critical areas at the Mid-Coast stations and parking lots/structures without camera coverage. In addition, the construction team has identified locations along the alignment that have been subject to periodic vandalism. MTS staff has worked with our contractors to identify locations to implement additional cameras at these stations, parking lots and facilities, to assist with protection of the new Mid-Coast assets once complete. If approved, these cameras would be incorporated into the contract as CCO 2.

The cost for these additional cameras has been reviewed and staff determined that the pricing was fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors:

1) Ratify CCO 1 under MTS Doc No. PWL320.1-21 (Attachment A) with ESS totaling \$52,939.53; and

2) Authorize the CEO to execute CCO 2 under MTS Doc No. PWL320.2-21 (in substantially the same format as Attachment B) with ESS in the amount of \$92,252.16 for additional cameras coverage at all Mid Coast Stations and Parking Lots/Structures.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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

Attachments: A. PWL320.1-21 CCO 1

B. PWL320.2-21 Draft CCO 2



# **CONSTRUCTION CHANGE ORDER**

Project Name:	CCTV CONSTRUCTION	Date:	2/3/21
To:	MTS	Contract Number:	PWL320.0-21
From (Contractor)	ELECTRO SPECIALTY SYSTEMS	CCO Number:	1
Any time there is SUBCONTRACT be made in accordance DESCRIPTION This CCO is presented as a substitution of the substitution of	ETORS AND OTHER THIRD PARTY CONTRACTORS  s a change to a Subcontractor or Other Third Party Contractor  ETORS AND OTHER THIRD PARTY CONTRACTORS. Any or  ordance with Public Contract Code sections 4100 et seq., as a  OF WORK  epared in accordance with and incorporates Section Changes  consists of: Camera location and qty changes. See Propose	change to these forn applicable, and as p and Extra Work Pa	ns after bid submittal must ermitted by MTS.  yment of the Contract
A. Contractor (	Cost of the Work		
Materials (See Equipment (S Consultant C		\$ - \$ - \$ - \$ - \$ 52,939.53 \$ -	Subtotal A: \$ 52,939.53
Payroll Costs Equipment (See Materials (See	tor Cost of the Work 6 (See attached supporting documentation.) 6ee attached supporting documentation.) attached supporting documentation.) 6osts (See attached supporting documentation.) all Costs (See attached supporting documentation.)	\$ - \$ - \$ - \$ - \$ -	Subtotal B: \$ -
Overhead an	d Profit on Subcontractors -5%	\$ -	Subtotal C: \$ -
		Total = (A + B + C)	Total: \$ 52,939.53
Original Contract	value:		\$ 623,616.00
Adjustment by this	Change Order		\$ 52,939.53
New Contract Amo		Total:	\$ 676,555.53
Original Completion	ange Order No. <u>X</u> through Change Order <u>X (if applicable)</u> s Change Order	✓ Unchanged	######################################
Milestones Affecte	d: Add Descriptions of any milestones affected as a resul	t of a change in serv	vices, term, and/or price
Contractor	02/03/2021 St	Chief Executive Officer	3/8/21 Date:
	Follow all applicable procedures and provide all appropriate the Contract Documents.	documentation as r	equired by

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# **SCOPE CHANGES**

PROJECT: MIDCOAST CCTV

CUSTOMER: SAN DIEGO METRO TRANSIT

ATTENTION: TROY GIRARD

DATE: 23 OCTOBER 2020

Below is a list of items to be added/corrected to the CCTV systems for the various locations. ESS will provide and install all of these devices. This quote does not include CAT6 cable to each elevator machine room, travel cable in the elevator shaft or charges by the elevator contractor. ESS will coordinate with the elevator contractors to install the cameras and ethernet extenders in the cabs.

**Nobel Parking** 

Bid Doc	Addm 1	Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	2	0	HD-NVR4-PRM-64TB-NA	64TB NVR Server	\$0.00	\$0.00	\$68.00	8	0	\$0.00
37	34	3	ACC7-ENT	CCTV License	\$188.50	\$565.50	\$68.00	0	0	\$0.00
0	6	-6	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	-\$5,850.00	\$68.00	4	-24	(\$1,632.00)
6	4	2	2.0C-H4IRPTZ-DP30-WP	2MP PTZ Camera	\$2,291.25	\$4,582.50	\$68.00	4	8	\$544.00
20	10	10	32C-H4A-4MH-360	32MP 360° Camera	\$1,560.00	\$15,600.00	\$68.00	4	40	\$2,720.00
3	1	2	3.0C-HD-LP-B1	License Plate Camera	\$572.00	\$1,144.00	\$68.00	6	12	\$816.00
0	2	-2	H4A-MT-POLE1	Pole Adapter	\$58.50	-\$117.00	\$68.00	2	-4	(\$272.00)
6	4	2	IRPTZ-MNT-WALL1	PTZ Wall Mount	\$35.75	\$71.50	\$68.00	2	4	\$272.00
20	10	10	H4AMH-AD-PEND1	Multisensor Back Box	\$104.00	\$1,040.00	\$68.00	1	10	\$680.00
20	10	10	H4AMH-DO-COVR1	Multisensor Clear Dome	\$104.00	\$1,040.00	\$68.00	1	10	\$680.00
0	7	-7	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	-\$409.50	\$68.00	2	-14	(\$952.00)
3	1	2	ES-HD-LP-HS	LPR Camera Housing	\$422.50	\$845.00	\$68.00	2	4	\$272.00
3	1	2	ES-HD-IR-IP6	LPR IR Illuminator	\$435.50	\$871.00	\$68.00	2	4	\$272.00
3	1	2	ES-PS-MNT-POLE	LPR Pole Mount Bracket	\$45.50	\$91.00	\$68.00	2	4	\$272.00
6	4	2	POE-INJ2-95W-NA	Injector	\$260.00	\$520.00	\$68.00	2	4	\$272.00
1	1	0	NV-FLX-024	24 Port Flex Switch	\$4,659.99	\$0.00	\$68.00	4	0	\$0.00
10	10	0	NV-FLX-LK	Flex Link Adapter	\$264.99	\$0.00	\$68.00	2	0	\$0.00
1	1	0	S24P-382W-NA	28 Port Switch	\$1,083.34	\$0.00	\$68.00	2	0	\$0.00
4	13	-9	8.0C-H5A-DO1-IR	8MP Dome Camera	\$975.00	-\$8,775.00	\$68.00	4	-36	(\$2,448.00)
2	0	2	12.0L-H4F-DO1-IR	12MP Fisheye Camera	\$702.00	\$1,404.00	\$68.00	4	8	\$544.00
2	0	2	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$785.98	\$68.00	8	16	\$1,088.00
1	0	1	NV-EC1701U-KIT2	Ethernet Over Pair	\$735.00	\$735.00	\$68.00	6	6	\$408.00

 Material
 \$14,143.98
 52
 \$3,536.00

 Tax
 \$1,096.16

 Labor
 \$3,536.00

 Subtotal
 \$18,776.14

 15%
 \$2,816.42

 Total
 \$21,592.56

## **Nobel Station**

## Add a camera to one elevator

Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
1	ACC7-ENT	CCTV License	\$188.50	\$188.50	\$68.00	0	0	\$0.00
1	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$392.99	\$68.00	8	8	\$544.00
1	NV-EC1701U-KIT1	Ethernet Over Pair	\$521.00	\$521.00	\$68.00	4	4	\$272.00
			Material	\$1,102.49			12	\$816.00
			Tax	\$85.44				
			Labor	\$816.00				
			Subtotal	\$2,003.93				
			15%	\$300.59				
			Total	\$2.304.52				

# Pepper Canyon

## Add a camera to one elevator

Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
1	ACC7-ENT	CCTV License	\$188.50	\$188.50	\$68.00	0	0	\$0.00
1	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$392.99	\$68.00	8	8	\$544.00
1	NV-EC1701U-KIT1	Ethernet Over Pair	\$521.00	\$521.00	\$68.00	4	4	\$272.00
			Material	\$1,102.49			12	\$816.00
			Tax	\$85.44				
			Labor	\$816.00				
			Subtotal	\$2,003.93				
			15%	\$300.59				
			Total	\$2,304.52				

## Voigt

## Add cameras to three elevators

Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
3	ACC7-ENT	CCTV License	\$188.50	\$565.50	\$68.00	0	0	\$0.00
3	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$1,178.97	\$68.00	8	24	\$1,632.00
1	NV-EC1701U-KIT1	Ethernet Over Pair	\$521.00	\$521.00	\$68.00	4	4	\$272.00
1	NV-EC1701U-KIT2	Ethernet Over Pair	\$735.00	\$735.00	\$68.00	6	6	\$408.00
			Material	\$3,000.47			34	\$2,312.00
			Tax	\$232.54				
			Labor	\$2,312.00				
			Subtotal	\$5,545.01				
			15%	\$831.75				
			Total	\$6,376.76				

## Executive

## Add cameras to four elevators

Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
4	ACC7-ENT	CCTV License	\$188.50	\$754.00	\$68.00	0	0	\$0.00
4	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$1,571.96	\$68.00	8	32	\$2,176.00
2	NV-EC1701U-KIT2	Ethernet Over Pair	\$735.00	\$1,470.00	\$68.00	6	12	\$816.00
			Material	\$3,795.96			44	\$2,992.00
			Tax	\$294.19				
			Labor	\$2,992.00				
			Subtotal	\$7,082.15				
			15%	\$1,062.32				
			Total	\$8.144.47				

## **UTC Station**

## Add cameras to four elevators

Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
4	ACC7-ENT	CCTV License	\$188.50	\$754.00	\$68.00	0	0	\$0.00
4	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$1,571.96	\$68.00	8	32	\$2,176.00
2	NV-EC1701U-KIT2	Ethernet Over Pair	\$735.00	\$1,470.00	\$68.00	6	12	\$816.00
			Material	\$3,795.96			44	\$2,992.00
			Tax	\$294.19				
			Labor	\$2,992.00				
			Subtotal	\$7,082.15				
			15%	\$1,062.32				
			Total	\$8,144.47				

## **UTC** Parking

## Add cameras to two elevators

Delta	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	ACC7-ENT	CCTV License	\$188.50	\$377.00	\$68.00	0	0	\$0.00
2	EV-N4206-2S4Q	Elevator Camera	\$392.99	\$785.98	\$68.00	8	16	\$1,088.00
1	NV-EC1701U-KIT2	Ethernet Over Pair	\$735.00	\$735.00	\$68.00	6	6	\$408.00
			Material	\$1,897.98			22	\$1,496.00
			Tax	\$147.09				
			Labor	\$1,496.00				
			Subtotal	\$3,541.07				
			15%	\$531.16				
			Total	\$4,072.23				

## Cost Summary

Jose Juliniar j	
Nobel Parking	\$21,592.56
Nobel Station	\$2,304.52
Pepper Canyon	\$2,304.52
Voigt	\$6,376.76
Executive	\$8,144.47
UTC Station	\$8,144.47
UTC Parking	\$4,072.23

\$52,939.53

Let me know if you have any questions.

Respectfully Submitted,

Daniel Brault President

# **CONSTRUCTION CHANGE ORDER**

Project Name:	CCTV CONSTRUCTION	Date:		6/18/21	
To:	MTS	Contract Number:		PWL320.2-2	21
From (Contractor):	ELECTRO SPECIALTY SYSTEMS	CCO Number:		2	
SUBCONTRAC	TORS AND OTHER THIRD PARTY CONTRACTORS				
Any time there is SUBCONTRAC	s a change to a Subcontractor or Other Third Party Contractor TORS AND OTHER THIRD PARTY CONTRACTORS. Any ordance with Public Contract Code sections 4100 et seq., as	change to these for	ms afte	r bid submitt	al must
•	OF WORK  pared in accordance with and incorporates Section Changes consists of: Various camera changes. See proposal dated		ayment	of the Contra	act
A. Contractor C	Cost of the Work				
Payroll Costs	(See attached supporting documentation.)	\$ -			
	attached supporting documentation.)	\$ -			
	ee attached supporting documentation) OStS (See attached supporting documentation.)	\$ - \$ -			
	I Costs (See attached supporting documentation.)	\$ -			
Lump Sum co		\$ 92,252.16			
Other - descr	be services	\$ -	Su	btotal A: \$	92,252.16
Payroll Costs Equipment (S	or Cost of the Work (See attached supporting documentation.) tee attached supporting documentation.) attached supporting documentation.)	\$ - \$ - \$ -			
	OSTS (See attached supporting documentation.)	\$ -			
Supplementa	Costs (See attached supporting documentation.)	\$ -	Su	btotal B: \$	
C Contractor F	<b>Ge:</b> (As per the Contract Documents)				
Overhead and					
	Profit on Subcontractors -5%	<u> </u>			
Bonds and In		<del></del>			
	<del></del>		Su	btotal C: \$	
		Tatal (A - B - C)		Tatal: C	00.050.46
	<u> </u>	Total = (A + B + C)		Total: \$	92,232.16
Original Contract v	alue:				
Adjustment by this	Change Order		\$		92,252.16
-		Tatal	•		02,202.10
New Contract Amo		Total:	hv	##	dovo
Original Completio		✓Unchanged	by	##/##/####	days
•	inge Order No. X through Change Order X (if applicable)			##/##/####	
Adjustment by this	Change Order			##/##/###	
New Completion D	ate			##/##/####	
Milestones Affecte	d: Add Descriptions of any milestones affected as a result	It of a change in ser	vices t	erm and/or i	orice
Wilestones Affected	1. And Descriptions of any fillinestories directed as a result	it of a charige in ser	V1003, 1	ciiii, aiia/oi į	<u> </u>
Contractor	Date: MTS	Chief Executive Officer		Date:	
	Follow all applicable procedures and provide all appropriate the Contract Documents.	e documentation as	require	d by	
			6	GA	0.6

Metropolitan Transit System (MTS) is a Galifornia public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations), MTS is the taxicab administrator for seven cities. MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego.

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# **SCOPE CHANGES**

PROJECT: MIDCOAST CCTV

CUSTOMER: SAN DIEGO METRO TRANSIT

ATTENTION: THANG NGUYEN

DATE: 29 APRIL 2021

Below is a list of items to be added to the CCTV systems for the various locations. ESS will provide and install all of these devices. CAT6 cable to each camera will be by others. ESS will coordinate with the elevator contractors to install the cameras and ethernet extenders in the cabs.

# Nobel Station Add an 8MP bullet camera at the north end of the platform and a camera in the comm room

Bid Doc	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	ACC7-ENT	CCTV License	\$188.50	\$377.00	\$68.00	0	0	\$0.00
1	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$975.00	\$68.00	2	2	\$136.00
1	H4A-MT-POLE1	Pole Adapter	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	NV-FLX-LK	Flex Link Adapter	\$264.99	\$264.99	\$68.00	1	1	\$68.00
1	3.0C-H4A-25G-DP1-IR-B	3MP Camera w/25G Memory	\$1,297.00	\$1,297.00	\$68.00	4	4	\$272.00
1	H4A-MT-WALL1	Wall Mount Bracket	\$392.99	\$392.99	\$68.00	1	1	\$68.00
			Material	\$3,423.98			10	\$680.00
			Tax	\$265.36				

 Tax
 \$265.36

 Labor
 \$680.00

 Subtotal
 \$4,369.34

 15%
 \$655.40

 Total
 \$5,024.74

### Pepper Canyon

Add one camera to a street level pole and two cameras in the comm room

Bid Doc	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
3	ACC7-ENT	CCTV License	\$188.50	\$565.50	\$68.00	0	0	\$0.00
1	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$975.00	\$68.00	4	4	\$272.00
1	H4A-MT-POLE1	Pole Adapter	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	NV-FLX-LK	Flex Link Adapter	\$264.99	\$264.99	\$68.00	1	1	\$68.00
2	3.0C-H4A-25G-DP1-IR-B	3MP Camera w/25G Memory	\$1,297.00	\$2,594.00	\$68.00	4	8	\$544.00
2	H4A-MT-WALL1	Wall Mount Bracket	\$392.99	\$785.98	\$68.00	1	2	\$136.00
			Material	\$5,302.47			17	\$1,156.00

Material \$5,302.47

Tax \$410.94

Labor \$1,156.00

Subtotal \$6,869.41

15% \$1,030.41

Total \$7,899.82

Voigt Add one four imager 360 camera at the bridge and one camera in the comm room

QTY	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	ACC7-ENT	CCTV License	\$188.50	\$377.00	\$68.00	0	0	\$0.00
1	32C-H4A-4MH-360	32MP 360° Camera	\$1,560.00	\$1,560.00	\$68.00	4	4	\$272.00
1	H4A-MT-POLE1	Pole Adapter	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	IRPTZ-MNT-WALL1	PTZ Wall Mount	\$35.75	\$35.75	\$68.00	2	2	\$136.00
1	H4AMH-AD-PEND1	Multisensor Back Box	\$104.00	\$104.00	\$68.00	1	1	\$68.00
1	H4AMH-DO-COVR1	Multisensor Clear Dome	\$104.00	\$104.00	\$68.00	1	1	\$68.00
1	NV-FLX-LK	Flex Link Adapter	\$264.99	\$264.99	\$68.00	1	1	\$68.00
1	3.0C-H4A-25G-DP1-IR-B	3MP Camera w/25G Memory	\$1,297.00	\$1,297.00	\$68.00	4	4	\$272.00
1	H4A-MT-WALL1	Wall Mount Bracket	\$392.99	\$392.99	\$68.00	1	1	\$68.00
			Material	\$4,194.23			15	\$1,020.00
			Tax	\$325.05				
			Labor	\$1,020.00				
			Subtotal	\$5,539.28				
			15%	\$830.89				

Total

\$6,370.18

### Executive

Add four, four imager 270 cameras and one 8MP bullet to the bridges and one camera in the comm room

QTY	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
6	ACC7-ENT	CCTV License	\$188.50	\$1,131.00	\$68.00	0	0	\$0.00
1	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$975.00	\$68.00	4	4	\$272.00
4	24C-H4A-3MH-270	24MP 270° Camera	\$1,290.00	\$5,160.00	\$68.00	4	16	\$1,088.00
5	H4A-MT-POLE1	Pole Adapter	\$58.50	\$292.50	\$68.00	1	5	\$340.00
4	IRPTZ-MNT-WALL1	PTZ Wall Mount	\$35.75	\$143.00	\$68.00	2	8	\$544.00
4	H4AMH-AD-PEND1	Multisensor Back Box	\$104.00	\$416.00	\$68.00	1	4	\$272.00
4	H4AMH-DO-COVR1	Multisensor Clear Dome	\$104.00	\$416.00	\$68.00	1	4	\$272.00
1	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$58.50	\$68.00	1	1	\$68.00
5	NV-FLX-LK	Flex Link Adapter	\$264.99	\$1,324.95	\$68.00	1	5	\$340.00
1	Flex 24 Extender Switch	24 Port Switch	\$3,058.00	\$3,058.00	\$68.00	2	2	\$136.00
-1	Flex 8 Extender Switch	8 Port Switch	\$1,044.00	-\$1,044.00	\$68.00	2	-2	(\$136.00)
1	3.0C-H4A-25G-DP1-IR-B	3MP Camera w/25G Memory	\$1,297.00	\$1,297.00	\$68.00	4	4	\$272.00
1	H4A-MT-WALL1	Wall Mount Bracket	\$392.99	\$392.99	\$68.00	1	1	\$68.00
			Material	\$13,620.94			52	\$3,536.00
			_	44 055 00				

Tax \$1,055.62
Labor \$3,536.00
Subtotal \$18,212.56
15% \$2,731.88
Total \$20,944.45

UTC Station
Add four, four imager 270 cameras to the bridges and one camera in the comm room

	PART #	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
5	ACC7-ENT	CCTV License	\$188.50	\$942.50	\$68.00	0	0	\$0.00
4	24C-H4A-3MH-270	24MP 270° Camera	\$1,290.00	\$5,160.00	\$68.00	4	16	\$1,088.00
4	H4A-MT-POLE1	Pole Adapter	\$58.50	\$234.00	\$68.00	1	4	\$272.00
4	IRPTZ-MNT-WALL1	PTZ Wall Mount	\$35.75	\$143.00	\$68.00	2	8	\$544.00
4	H4AMH-AD-PEND1	Multisensor Back Box	\$104.00	\$416.00	\$68.00	1	4	\$272.00
4	H4AMH-DO-COVR1	Multisensor Clear Dome	\$104.00	\$416.00	\$68.00	1	4	\$272.00
4	NV-FLX-LK	Flex Link Adapter	\$264.99	\$1,059.96	\$68.00	1	4	\$272.00
1 F	Flex 24 Extender Switch	24 Port Switch	\$3,058.00	\$3,058.00	\$68.00	2	2	\$136.00
-1	Flex 8 Extender Switch	8 Port Switch	\$1,044.00	-\$1,044.00	\$68.00	2	-2	(\$136.00)
1 3	3.0C-H4A-25G-DP1-IR-B	3MP Camera w/25G Memory	\$1,297.00	\$1,297.00	\$68.00	4	4	\$272.00
1	H4A-MT-WALL1	Wall Mount Bracket	\$392.99	\$392.99	\$68.00	1	1	\$68.00
			Material	\$12,075.45			45	\$3,060.00
			Tax	\$935.85				
			Labor	\$3,060.00				
			Subtotal	\$16,071.30				
			15%	\$2,410.69				
			Total	\$18,481.99				

**VA Station** 

Add one 8MP camera at the north end of the station

QTY	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
1	ACC7-ENT	CCTV License	\$188.50	\$188.50	\$68.00	0	0	\$0.00
1	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$975.00	\$68.00	4	4	\$272.00
1	H4A-MT-POLE1	Pole Adapter	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$58.50	\$68.00	1	1	\$68.00
1	NV-FLX-LK	Flex Link Adapter	\$264.99	\$264.99	\$68.00	1	1	\$68.00
			Material	\$1,545.49			7	\$476.00
			Tax	\$119.78				
			Labor	\$476.00				
			Subtotal	\$2,141.27				
			15%	\$321.19				
			Total	\$2,462.46				

Tecolote Add one four imager 360 on each of two bus stop VMS and two 8MP bullet cameras to view separation wall.

QTY	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	SP-SMP30	Camera Mounrt Ar,	\$160.00	\$320.00	\$68.00	1.5	3	\$204.00
4	ACC7-ENT	CCTV License	\$188.50	\$754.00	\$68.00	0	0	\$0.00
2	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$1,950.00	\$68.00	4	8	\$544.00
2	32C-H4A-4MH-360	32MP 360° Camera	\$1,560.00	\$3,120.00	\$68.00	4	8	\$544.00
2	IRPTZ-MNT-NPTA1	PTZ Pendant Mount	\$46.00	\$92.00	\$68.00	1	2	\$136.00
2	H4AMH-AD-PEND1	Multisensor Back Box	\$104.00	\$208.00	\$68.00	1	2	\$136.00
2	H4AMH-DO-COVR1	Multisensor Clear Dome	\$104.00	\$208.00	\$68.00	1	2	\$136.00
2	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$117.00	\$68.00	1	2	\$136.00
4	NV-FLX-LK	Flex Link Adapter	\$264.99	\$1,059.96	\$68.00	1	4	\$272.00
			Material	\$7,828.96			31	\$2,108.00
			Tax	\$606.74				
			Labor	\$2,108.00				
			Subtotal	\$10,543.70				
			15%	\$1,581.56				
			Total	\$12,125.26				

Balboa Add two 8MP bullet cameras to each of two VMS and 8MP bullet cameras to view separation wall

QTY	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	SP-SMP30	Camera Mount Arm	\$160.00	\$320.00	\$68.00	1.5	3	\$204.00
6	ACC7-ENT	CCTV License	\$188.50	\$1,131.00	\$68.00	0	0	\$0.00
6	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$5,850.00	\$68.00	4	24	\$1,632.00
6	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$351.00	\$68.00	1	6	\$408.00
5	NV-FLX-LK	Flex Link Adapter	\$264.99	\$1,324.95	\$68.00	1	5	\$340.00
			Material	\$8,976.95			38	\$2,584.00
			Tax	\$695.71				
			Labor	\$2,584.00				
			Subtotal	\$12,256.66				
			15%	\$1,838.50				
			Total	\$14,095.16				

## Clairemont

Add two 8MP bullet cameras to view separation wall

QTY	PART#	DESCRIPTION	UNIT COST	EXT COST	LABOR RATE	UNIT LABOR	EXT LABOR	LABOR CHARGE
2	SP-SMP30	Camera Mount Arm	\$160.00	\$320.00	\$68.00	1.5	3	\$204.00
2	ACC7-ENT	CCTV License	\$188.50	\$377.00	\$68.00	0	0	\$0.00
2	8.0C-H5A-BO1-IR	8MP Bullet Camera	\$975.00	\$1,950.00	\$68.00	4	8	\$544.00
2	H4-BO-JBOX1	Bullet Camera Back Box	\$58.50	\$117.00	\$68.00	1	2	\$136.00
1	NV-FLX-LK	Flex Link Adapter	\$264.99	\$264.99	\$68.00	1	1	\$68.00
			Material	\$3,028.99			14	\$952.00

Tax \$234.75 Labor \$952.00 Subtotal \$4,215.74 15% \$632.36 Total \$4,848.10

**Cost Summary** 

Nobel	\$5,024.74
Pepper Canyon	\$7,899.82
Voigt	\$6,370.18
Executive	\$20,944.45
UTC	\$18,481.99
VA	\$2,462.46
Tecolote	\$12,125.26
Balboa	\$14,095.16
Clairemont	\$4,848.10

Total \$92,252.16

Respectfully Submitted,

Daniel Brault President



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

# Agenda Item No. 15

## MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM **BOARD OF DIRECTORS**

June 17, 2021

#### SUBJECT:

KEARNY MESA DIVISION (KMD) HOISTS CONSTRUCTION - CONTRACT AWARD

## **RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB317.0-20 (in substantially the same format as Attachment A), with Western Pump Inc., a Small Business (SB), for KMD Hoists Construction in the amount of \$4,213,648 plus 10% contingency, for a total of \$4,635,012.80.

## **Budget Impact**

The total cost of this project shall not exceed \$4,635,012.80 (\$4,213,648.00 plus \$421,364.80 in contingency) over the duration of the construction services consisting of the following:

DESCRIPTION	BID AMOUNT	BID W/CONTINGENCY
Base – Executing	\$1,609,106.00	\$1,770,016.60
Add Alternate 1 – Executing	\$403,508.00	\$443,858.80
Add Alternate 2 – Executing	\$296,780.00	\$326,458.00
Add Alternate 3 – Executing at a later date.	\$1,862,535.00	\$2,048,788.50
Bid Bond - Executing	\$41,719.00	\$45,890.90
Grand Total Incl. Add Alternates	\$4,213,648.00	\$4,635,012.80
Total to Execute Now	\$2,351,113.00	\$2,586,224.30









This project is funded by MTS Capital Improvement Projects (CIP) as follows:

CIP/COST CENTER NUMBER	CIP DESCRIPTION	AMOUNT
CIP 3006110401	KMD Shop Hoists	\$2,586,224.30
Proposed FY23 CIP	KMD Shop Hoists	\$2,048,788.50
	Total	\$4,635,012.80

#### **DISCUSSION:**

The KMD Bus Maintenance Facility was constructed in 1988. Currently there are thirteen (13) in-ground hydraulic lifts that are used to service MTS buses. These lifts are original installation, antiquated, obsolete and past their useful life. The original equipment manufacturer is defunct and original parts are no longer available. Newer, safer, more efficient and more environmentally sound equipment is available to replace these lifts.

The base bid of this project includes the complete removal and replacement of five lifts at KMD in Bays 1, 2, 3, 13, and 14.

In order to ensure the base bid work could be completed within budget and schedule, to minimize operational impacts to the site, and to maximize agency use of capital funds, the project was split into base bid work and several 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 complete removal and replacement of Bay 12 three tiered inground axle hoist.

#### Add Alternate 2

Work will include the complete removal and replacement of Bay 11 in-ground two hoists platform lift with a flush mounted scissor lift which will boost facility capacity in this bay to allow work on 60' articulating buses.

#### Add Alternate 3

Work will include the complete removal and replacement of Bay 4, 5, 6, 9, 10 and tire shop single axles hoists with new upgraded systems. This contract option can be executed immediately after CIP board approval in FY23 with no impact to project schedule

On March 25, 2021, staff issued an Invitation for Bids (IFB). During the IFB process, MTS received a Request for Approved Equal (RFA) from a potential bidder, Auto Lift Services. The RFA was denied on the grounds that the proposed alternative did not meet the required electrical specifications, and MTS currently has an Auto Lift product in service, which has performed poorly over a one-year period. Auto Lift Services has appealed that decision which has also been rejected. Auto Lift Services did not submit a bid for this project. The following bids were received:

KMD HOIST CONSTRUCTION							
COMPANY NAME	CERTIFICATIONS	BID AMOUNT					
Western Pump	SB	\$4,213,648.00					
Makai Solutions	SB	\$4,568,972.32					
Southwest Lift & Equipment	SB	\$4,698,129.58					
Air and Lube Systems Inc.	Disadvantaged Business Enterprise (DBE)	\$4,846,629.60					
MTS Independent Cost Estimate (ICE)		\$4,165,626.00					

Based on the bids received, and in comparison, with the ICE, MTS staff recommends awarding the Base Bid, Add Alternate 1 and 2 with Western Pump Inc. Staff determined the price to be fair and reasonable. If future CIPs include funding for the remaining Add Alternate 3, staff may execute Add Alternate 3 at a future date.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. PWB317.0-20 (in substantially the same format as Attachment A), with Western Pump Inc. for KMD Hoists Construction in the amount of \$4,213,648.00 plus 10% contingency for a total of \$4,635,012.80.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

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

Attachments: A. Draft Agreement PWB317.0-20

B. Bid Price Form



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

#### STANDARD CONSTRUCTION AGREEMENT

#### **FOR**

### MTS DOC. NO. PWB317.0-20

#### KMD HOISTS CONSTRUCTION

THIS AGREEMENT is entered int	o this c	lay of	2020, in the State of
California by and between San Dieg and the following, hereinafter referre	•	•	n ("MTS"), a California public agency,
Name: Western Pump Inc.		Address:	3235 F St.
			San Diego, CA 92102
Form of Business: <u>Corp.</u> (Corporation, Partnership, Sole P	oprietor, etc.)	Email :	ryanr@westernpump.com
Telephone:		•	
Authorized person to sign contracts	Ryan Reth Name		President 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

### **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:

#### KMD HOISTS CONSTRUCTION

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 120 calendar days, from the commencement date stated in the Notice to Proceed. The Contractor shall complete all Add Alternative 1 Work required by the Contract Documents within 120 calendar days, from the commencement date stated in the Notice to Proceed. The Contractor shall complete all Add Alternative 2 required by the Contract Documents within 120 calendar days, from the commencement date stated in the Notice to Proceed. The Contractor shall complete all Add Alternative 3 required by the Contract Documents within 120 calendar days, from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

#### CONTRACT PRICE.

DESCRIPTION	AMOUNT
Base – Executing	\$1,609,106.00
Add Alternate 1	\$403,508.00
Add Alternate 2	\$296,780.00
Bid Bond	\$41,719.00

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 \_two million three hundred fifty one thousand one hundred thirteen Dollars (\$ 2,351,113.00). 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 <a href="http://www.dir.ca.gov">http://www.dir.ca.gov</a> and which must be posted at the job site.



SAN DIEGO METROPOLITAN TRANSIT SYSTEM	WESTERN PUMP INC.
By:	
Sharon Cooney, Chief Executive Officer	Ву
Approved as to form:	
By:	Title:
Karen Landers, General Counsel	

MTS Shop Hoists Design - Bid Price Form Summary Page (see other sheets for detail)

BID ITEM	DESCRIPTI ON	TOTAL COST	
\$1	Base Bid Total Cost	\$1,609,106.00	
S2	Additive Alternative 1 Total Cost	\$403,508.00	
S3	Additive Alternative 2 Total Cost	\$296,780.00	
S4	Additive Alternative 3 Total Cost	\$1,862,535.00	
	BID BOND	\$41,719.00	
	GRAND TOTAL (BASIS OF AWARD)	\$4,213,648.00	

MTS Shop Hoists Design Base Bid - Bid Form

ITEM	DESCRIPTI ON	QUANTIT Y	UNIT	UNIT COST	EXTENDED COST
				General	
1.0	Mobilization	1	LS	\$86,408.00	\$86,408.00
2.0	Temporary Storm Wat	1	LS	\$8,601.00	\$8,601.00
				Existing Conditions	
3.0	Mechanical, Plumbing	1	LS	\$50,761.00	\$50,761.00
	Electrical Demolition	1	LS	\$5,821.00	\$5,821.00
	Structural Demolition	1	LS	\$105,649.00	\$105,649.00
5.0				Concrete	
6.0	Equipment Foundation	1	LS	\$230,411.00	\$230,411.00
	Slab-on-grade/Equipm		LS	\$108,025.00	\$108,025.00
710				Specialties	
8.0	Epoxy Flooring	5,564	SF	\$12.39	\$68,938.00
	Safety Signage	15	EA	\$83.00	\$1,245.00
	Floor Striping	1	LS	\$5,963.00	\$5,963.00
10.0				Equipment	
11.0	Contractor Furnished	1	LS	\$813,429.00	\$813,429.00
	Owner Furnished/Con		LS	\$16,261.00	\$16,261.00
12.0	851			Plumbing	
13.0	Plumbing Systems	1	LS	\$53,333.00	\$53,333.00
	Compressed Air System	1	LS	\$13,471.00	\$13,471.00
2110				Electrical	
15.0	Modify Existing Panell	1	LS	\$4,902.00	\$4,902.00
	Power Distribution	1	LS	\$35,888.00	\$35,888.00
10.0		SUB	TOTAL		\$1,609,106.00
	Pa	yment / Per	formance	e Bond	\$16,091.00
			D TOTAL		\$1,625,197.00

# MTS Shop Hoists Design Additive Alternate 1 - Bitt Forth 15, 06/17/2021

ID ITEM	DESCRIPTI ON	QUANTITY	UNIT	UNIT COST	EXTENDED COST
			General		
1.0	Mobilization	1	LS	\$19,586.00	\$19,586.00
	Temporary Storm Wat	1	LS	\$1,456.00	\$1,456.00
		Existin	ng Condition:	s	
3.0	Mechanical, Plumbing	1	LS	\$12,151.00	\$12,151.00
	Electrical Demolition	1	LS	\$2,866.00	\$2,866.00
	Structural Demolition	1	LS	\$22,072.00	\$22,072.00
			Concrete		
6.0	Equipment Foundation	1	LS	\$55,263.00	\$55,263.00
	Slab-on-grade/Equipm	1	LS	\$29,052.00	\$29,052.00
		S	pecialties		
8.0	Epoxy Flooring	1,150	SF	\$13.60	\$15,640.00
	Safety Signage	1	EA	\$180.00	\$180.00
	Floor Striping	1	LS	\$1,988.00	\$1,988.00
		E	quipment		
11.0	Contractor Furnished	1	LS	\$206,857.00	\$206,857.00
	Owner Furnished/Con	1	LS	\$0.00	\$0.00
			Plumbing		
13.0	Plumbing Systems	1	LS	\$13,421.00	\$13,421.00
	Compressed Air Syster	1	LS	\$2,718.00	\$2,718.00
			Electrical		
15.0	Modify Existing Panelt	1	LS	\$1,975.00	\$1,975.00
	Power Distribution	1	LS	\$18,283.00	\$18,283.00
10.0		SUB TOTAL			\$403,508.00
	Pa	ayment / Performan	ce Bond		\$4,035.00
		GRAND TOTAL			\$407,543.00

# MTS Shop Hoists Design Additive Alternate 2 - Bid Form

BID ITEM	DESCRIPTI ON	QUANTIT Y	UNIT	UNIT COST	EXTENDED COST
			Gene	ral	
1.0	Mobilization	1	LS	\$17,977.00	\$17,977.00
2.0	Temporary Storm Wat	1	LS	\$1,456.00	\$1,456.00
		E	xisting Co	nditions	
3.0	Mechanical, Plumbing,	1	LS	\$18,960.00	\$18,960.00
4.0	Electrical Demolition	1	LS	\$2,866.00	\$2,866.00
	Structural Demolition	1	LS	\$16,572.00	\$16,572.00
			Concr	ete	
6.0	Equipment Foundation	1	LS	\$7,818.00	\$7,818.00
	Slab-on-grade/Equipm		LS	\$16,991.00	\$16,991.00
			Specia	lties	
8.0	Epoxy Flooring	1,150	SF	\$14.46	\$16,629.00
9.0	Safety	1	EA	\$90.00	\$90.00
10.0	Floor	1	LS	\$1,988.00	\$1,988.00
			Equipr	nent	
11.0	Contractor Furnished a	1	LS	\$164,041.00	\$164,041.00
	Owner Furnished/Con	1	LS	\$0.00	\$0.00
			Plumi	bing	
13.0	Plumbing Systems	1	LS	\$15,984.00	\$15,984.00
	Compressed Air Syster	1	LS	\$2,751.00	\$2,751.00
	Marie Control		Electi	rical	
15.0	Modify Existing Panell	1	LS	\$1,643.00	\$1,643.00
	Power Distribution	1	LS	\$11,014.00	\$11,014.00
			\$296,780.00		
	Paymen	d	\$2,968.00		
		\$299,748.00			

MTS Shop Hoists Design Additive Alternate 3 - Bid Form

ID ITEM	DESCRIPTI ON	QUANTITY	UNIT	UNIT COST	EXTENDED COST		
		General					
	Mobilization	1	LS	\$90,497.00	CO0 407.0		
2.0	Temporary Storm Water Pollution	1	LS	\$3,273.00			
		<b>Existing Conditio</b>	ns	\$3,273.00	\$3,273.0		
3.0	Mechanical, Plumbing, Industrial/	1	LS	\$51,315.00	ĆE1 31E 0		
	Electrical Demolition	1	LS	\$15,025.00			
5.0	Structural Demolition	1	LS	\$116,341.00			
		Concrete		9110,541.00	\$116,341.0		
6.0	Equipment Foundation (include e	1	LS	\$212,746.00	¢242.746.04		
7.0	Slab-on-grade/Equipment pads	1	LS	\$128,542.00	7-2277 10.00		
		Specialties	1 25	\$120,342.00	\$128,542.00		
8.0	Epoxy Flooring	6,444	SF	\$12.11			
	Safety Signage	17	EA	\$89.00	\$78,037.00		
10.0	Floor Striping	1	LS		\$1,513.00		
		Equipment		\$6,142.00	\$6,142.00		
11.0	Contractor Furnished and Installe	1	LS	\$1,002,576.00	44 444 444		
12.0	Owner Furnished/Contractor Inst	1	LS	\$0.00	\$1,002,576.00		
		Plumbing		\$0.00	\$0.00		
	Plumbing Systems	1	LS	\$71,251.00	A74 00 1 00		
14.0 C	Compressed Air System	1	LS	\$19,560.00	\$71,251.00		
		Electrical		\$13,560.00	\$19,560.00		
	Modify Existing Panelboards	1	LS	\$5,049.00	d= 0.00 a=		
16.0 P	ower Distribution	1	LS	\$60,668.00	\$5,049.00		
		\$60,668.00					
		1,862,535.00 18,625.00					
	Payment / Performance Bond GRAND TOTAL						
				Ş	1,881,160.00		



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# Agenda Item No. 16

# MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

#### SUBJECT:

PRINTED CIRCUIT BOARDS (PCBs) AND ELECTRONIC COMPONENTS FOR LIGHT RAIL VEHICLES (LRVs) – Sole Source

### **RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1572.0-21 (in substantially the same format as Attachment A), a Sole Source award to Siemens Mobility Inc., to provide PCBs and Electronic Components for LRVs as further described in the attached list (Attachment B), in the amount of \$14,600,000 for a seven (7) year period from July 1, 2021 to June 30, 2028.

## **Budget Impact**

The total budget for this project shall not exceed \$14,600,000. This project is funded by the LRV Maintenance Budget 350016-545100.

#### DISCUSSION:

San Diego Trolley, Inc. (SDTI) requires an agreement for the purchase and repair of PCBs and electronic components for Siemens' LRV models: SD100, S70 and S70us. These critical components determine the acceleration/de-acceleration rates and speed of the vehicle, and as such are considered safety critical.

This is a Sole Source award to Siemens, the sole supplier and repairer for these components. The commissioning and subsequent safety certification of the vehicles was performed with these components on board, and any deviation from the original design would require extensive and expensive re-testing and safety certification of the system and approval by California Public Utilities Commission.

Substitutions increase risk of damage to equipment, injury to employees or passengers and potential loss of life.



In addition, SDTI has neither the qualified personnel nor the facilities to make repairs to these highly technical and complicated electronic components.

SDTI has used other vendors to make repairs to non-safety critical electronic systems of the LRV fleet, however, in this case the board components are considered safety critical items that are designed and manufactured by Siemens, and all drawings and specifications are proprietary. Any repairs made by other companies would have to be reverse engineered, compromising the reliability of its design and possible compromising safety of operations as well.

Siemens offers the refurbished part supply, Unit Exchange (UTEX) program to support the need for replacement PCBs and electronic components throughout the transit industry. This program offers pricing for purchasing as new, core exchange or repair/return. At MTS, parts are used on an as-needed basis as repairs are completed and stock room inventory levels are depleted.

Siemens has established standard pricing for these components in order to ensure fair and equal pricing throughout the North American transit market based on each agency's needs. As PCBs and electronic components parts are needed, a purchase order will be issued based on the proposed unit pricing. Based on MTS's historical costs, a forecasted not-to-exceed amount of \$14,600,000 for the seven years should meet the needs of the project. In addition, MTS staff negotiated an increase based on material and labor indexes capped at 3%, estimates for future years include a 3% increase for budgeting purposes.

Therefore, staff recommends that the MTS Board authorize the CEO to execute MTS Doc. No. L1572.0-21, a Sole Source award to Siemens Mobility Inc., to provide PCBs and electronic components for LRVs, in the amount of \$14,600,000 for a seven (7) year period from July 1, 2021 to June 30, 2028.

<u>/s/ Sharon Cooney</u> Sharon Cooney

Chief Executive Officer

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

Attachments: A. Draft Standard Agreement MTS Doc. No. L1572.0-21

B. Scope of Work

C. Pricing



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

## STANDARD AGREEMENT FOR MTS Doc No: L1572.0-21

### PRINTED CIRCUIT BOARDS & ELECTRONIC COMPONENTS FOR LIGHT RAIL VEHICLES

TRINTED ORGOTT BOARDO & ELECTRONIO	COMPONENTS FOR EIGHT RAIL VEHICLES
THIS AGREEMENT is entered into this  California by and between San Diego Metropolitan T and the following, hereinafter referred to as "Contract	ransit System ("MTS"), a California public agency
Name: Siemens Mobility, Inc.	Address: 5301 Price Avenue  McClellan, CA 95652
Form of Business: Corporation (Corporation, Partnership, Sole Proprietor, etc.)	Email: reiner.g.martin@siemens.com
Telephone: (916) 273-2960	-
Authorized person to sign contracts Reiner I	
Nan	ne Title
Standard Agreement, including Standard Conditions Forms (Exhibit E).  The contract term is effective July 1, 2021 through July Payment terms shall be net 30 days from invoice da \$14,600,000 without the express written consent of Management.	une 30, 2028.  ate. The total cost of this contract shall not exceed
SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SIEMENS MOBILITY, INC
By: Sharon Cooney, Chief Executive Officer	Ву
Approved as to form:	
Ву:	Title:
Karen Landers, Office of General Counsel	



### LIGHT RAIL VEHICLE PRINTED CIRCUIT BOARDS PURCHASE, REPAIR & EXCHANGE (UTEX)

### 1.1. SCOPE OF WORK

The San Diego Metropolitan Transit System (MTS), on behalf of San Diego Trolley, Inc., (SDTI) is inviting Siemens ("Contractor") to submit firm fixed pricing for Light Rail Vehicle (LRV) Printed Circuit Boards (PCBs) as described in the attached list for a period of seven (7) years from July 1<sup>st</sup>, 2021.

#### A. General Overview:

MTS requires the purchase, exchange and repair of Propulsion and Auxiliary Power related Electronics and PCBs for Contractor' LRV models: SD100 up to end of approximately 2025 for the last car, S70 and S70us, SD8, SD9 and SD10s as listed in Exhibit B. The description provided for each part represents MTS minimum technical requirements.

MTS requests the Contractor to expand the percentage of UTEX exchange or new in-stock material across the components under this contract to represent an aggregated minimum of 70% availability, by volume per the service level provided in Exhibit B. The remaining 30% may consist of either New out of stock material and/or Repair options that make up the balance of the contracted volume.

The maximum material that will be supplied per year will reflect up to 100% of the initial consumption forecast provided. Upon depletion of the annual allocation, the minimum time before stock will be reallocated will be up to one year or the standard lead time per component for new or UTEX.

In the event that MTS consumption may exceed the annual forecast threshold, the Contractor may backfill those quantities with either New or Repair components on a like part number basis. Additionally, consumption exceeding the 100% annual forecast threshold may be fulfilled utilizing common UTEX material not specifically allocated to MTS, when available. If MTS forecasts an expected increased consumption, MTS may order additional material beyond the annual forecast threshold at any time. Any orders beyond the 100% annual forecast threshold will not be subject to liquidated damages or guaranteed shipping times, and will be subject to the standard lead time.

For components where the Contractor currently has insufficient float levels to support the required exchange thresholds, MTS requests the Contractor to increase its pool stocking levels and provide a ramp up period for each component under this contract so that the stock levels shall accommodate the minimum 70% exchange or new in-stock availability requirement.

The ramp up period will include all components with the exception of all SD100 components and will have a ramp up period not to exceed 12 months from the execution of the contract and the Contractor shall communicate to MTS the required float levels to facilitate a 100% exchange or new in-stock supply program based off MTS forecast requirements and the lead times for repair across each component at the commencement of the contract.

For the avoidance of doubt, the monthly exchange or new in-stock part volume threshold shall not exceed 110% of the average 12-month fixed forecast. Where the consumption exceeds this amount, the Contractor may at its discretion revert to the repair option until the following month. In the event of increased usage as requested by MTS, Contractor may order additional components to match the provided forecast adjustment. Lead times for any new material will have a ramp-up period not to exceed 12 months. Any material that exceeds the latest volume threshold

shall not be subject to liquidated damages. Adjustments to the annual fixed material forecast will not take place until the annual review.

# B. Contractor's Service Levels and Pricing Proposal:

Contractor shall provide pricing options as follows for the items listed in Exhibit B:

# i. Service Level: New Supply

Pricing shall be as per the price list supplied by the Contractor in Exhibit B.
 These items shall be shipped from stock within 5 business days according to and up to the initial fixed consumption forecast provided.

#### ii. Service Level: UTEX

- UTEX core exchange shall be shipped from stock within 5 business days as per the price supplied by the Contractor in Exhibit B. These items shall be shipped from stock after receipt of a defective core by the Contractor.
- Ocores returned to the Contractor must have a clearly marked project identifier on the shipment container to ensure priority receiving. Any turnaround metric is contingent on the correct board being shipped by MTS and a corresponding correct purchase order. Material exceeding 70 lbs. will have additional handling time and will not be subject to liquidated damages.

## iii. Service Level: SD100

- Contractor will provide best efforts to support stocking requirements.
- A thorough review of Contractor and MTS float will be necessary to update quantities. Contractor and MTS shall review the Contractor's and MTS's total available float material, the MTS material forecasts, and the MTS SD100 vehicle retirement plan on a 12-month basis to optimize support.
- All SD100 material will not be subject to liquidated damages.

#### iv. Service Level: New Out-Of-Stock and Repair

o Pricing and lead times shall be provided on demand as needed.

If a returned component is found to be unrepairable, a new, exchange or refurbished replacement will be made available within the designated material ramp up time as indicated in Exhibit B. The Contractor will provide a quote to replenish unrepairable MTS float material at a discounted rate. Any catastrophic failure will be handled under standard Siemens repair and replacement procedures separate from this contract. For catastrophic failures, an assessment will take place to determine if repair is possible or if a new replacement component is recommended. New unit and repair pricing to address catastrophic failures are not subject to pricing and terms under this contract and will be handled on a case-by-case basis.

In the event material included within this contract are subject to discontinuation, a last time purchase will be offered to MTS for an amount that covers a 6-month consumption quantity. In addition, the Contractor shall provide MTS with an advanced 6-month notice on items deemed for obsolescence and provide the replacement part details, source and pricing.

To ensure total compatibility with existing equipment nothing less than the parts described or an approved equivalent between MTS and the Contractor will be accepted by MTS for its needs.

PCBs requiring software shall have the current applicable software version installed prior to delivery to MTS.

# C. Price and Payment

The total price herein specified, unless otherwise expressly stated, shall include all taxes of any kind which either party is required to pay with respect to the sale of the goods covered by this Agreement, including sales and use taxes, and shall include all charges and expenses for customs duties, freight charges, inspection, testing, packaging and loading unless specifically excluded. It is agreed the Contractor contract price list does not include sales tax, and this will be calculated and added to the price contained in the annual price list, via normal business process between MTS and Contractor.

Price is subject to annual escalation based on the lower of the material and labor Escalation Factor as indicated below or 3%, and currency Escalation Factor. Pricing adjustments due to currency index adjustments are not subject to a maximum cap. If market conditions change due to legislative action or other reasons that result a significant fluctuation in unit part price of 10% or greater and where this change is industry wide, MTS and Contractor will review evidence of the escalation and determine the appropriate rate of escalation for the affected parts.

The Escalation Factor will be based on an agreed upon annual material price index for railroad manufacturers, annual labor price index for railroad manufacturers, and annual currency exchange rate between United States Dollars and Euros.

The Escalated Payment Amount for each contract year will be calculated utilizing index values specified on June 1st, or the next closest date in which index values are available, during each contract year based on the formulas below, and will take effect on July 1st of each contract year.

# $Escalation\ Factor_{(Material+Labor)}$

$$=\overline{\left(\frac{\textit{Material Index Value at Time of Escalation}}{\textit{Material Index Value from Prior Year}}, \frac{\textit{Labor Index Value at Time of Escalation}}{\textit{Labor Index Value from Prior Year}}\right)_{(\textit{Average}, 3\% \ \textit{Cap})}}$$

$$\textbf{\textit{Escalation Factor}}_{(\textit{Currency})} = \left(\frac{\textit{EUR to USD Conversion Rate at Time of Escalation}}{\textit{EUR to USD Conversion Rate from Prior Year}}\right)_{(\textit{Uncapped})}$$

$$Escalation \ Factor_{(Total)} = \overline{\left(Escalation \ Factor_{(Material + Labor)}, Escalation \ Factor_{Currency}\right)_{(Average)}}$$

**Escalated Payment Amount** = Payment Amount  $\times$  Escalation Factor<sub>(Total)</sub>

If the Bureau of Labor Statistics discontinues the selected indexes, MTS and the Contractor shall mutually agree on an appropriate substitute index published by the Bureau of Labor Statistics. In

the event that the index is rebased by the Bureau of Labor Statistics, MTS and the Contractor agree to accept the rebased index.

# D. Packaging:

All parts must be packaged individually in boxes designed to occupy the least amount of shelf space as possible without damage to the materials. The box must be clearly and visibly labeled with a decal showing "UTEX" and the product part number.

# E. Purchase Orders (PO):

Orders will be placed by the MTS Purchasing Department only. All Purchase Orders (POs) must be delivered F.O.B. to SDTI, 1341 Commercial St. as indicated on the PO, unless otherwise specified by SDTI. All shipments made against a PO must be accompanied by a packing slip referencing the PO number.

## F. Delivery:

All quantities up to 100% of the MTS annual forecast shall be shipped out within 5 business days of receiving the core exchange return. Any quantities that exceed the above forecast shall be delivered as per the condition available and lead time listed under the price list.

All orders must be shipped complete within this time frame unless otherwise approved.

Contractor will be notified by phone, e-mail, or fax of all shipping discrepancies. It is the Contractor's responsibility to handle all claims with the shipper, provide proof of deliveries, and correct discrepancies within five (5) working days of notification by SDTI.

# G. Acceptance:

Deliverables provided under this contract shall be delivered complete and ready for operation, and the Contractor shall assume all responsibility and risk of loss incident to said delivery until receipt by MTS.

Contractor will not be held liable for failure to make delivery because of strikes, government regulations, acts of God or any other causes beyond their control, provided a written request for an extension of time is submitted to MTS with sufficient detail to justify such extension.

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 return products are found in conformance, MTS shall immediately approve the Contractor's invoice for payment; thereby constituting acceptance.

Payment terms begin from the date of acceptance not to exceed 5 business days from the actual delivery date. 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 either correct the deficiencies or supply new items or products within 15 business days from the return date (at the discretion of MTS), and resubmit for inspection and testing (where necessary).

# H. Damaged or Defective Material:

Any materials delivered damaged or with a defect in packaging or manufacture that precludes the use of the materials for its intended purpose will be returned to the Contractor. If the part is found to be damaged upon receipt, the Contractor will make best effort to deliver the replacement item within 10 business days from the date of receipt of the return into its facilities. SDTI may request, at their discretion, a credit in full or a replacement in full. Any additional costs incurred by SDTI related to the return such as freight, packaging, or re-stocking, will be reimbursed by the Contractor.

#### 1.2. ADDITIONS AND CHANGES

The SDTI Director of Maintenance or designee shall approve any additions or changes to parts across the contract. It is the Contractor's responsibility to notify the MTS Purchasing Department of the approved additions or changes who will then confirm with the SDTI Director of Maintenance prior to amending the contract. The Contractor will be notified and provided with a formal copy of the amendment notice to verify the change order once completed. Changes are not effective until confirmed by an executed amendment.

All requested changes to the annual forecast, whether an increase or decrease, will require a review of and potential adjustment of pricing, support levels, and stocking levels for common and MTS specific material. If MTS decreases or eliminates the annual forecast for material which has been purchased and stocked by the Contractor, MTS will be responsible for purchasing the difference in stocked materials on an annual basis per End of Contract Documentation section.

#### 1.3. 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. <u>Advanced Payment is Not Allowable</u>

# 1.4. INVOICES

Invoices must be sent to the MTS Accounting Department at <u>AP@sdmts.com</u>. All invoices must have the PO number, contract number and SDTI item 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.

## 1.5. KEY PERFORMANCE INDICATORS (KPI)

There will be 3 Key Performance Indicators to measure the performance of this contract:

- A. On Time Shipment from Stock
- B. Percentage of Purchase Options
- C. Quality Acceptance

Siemens will be responsible for supplying KPI's on a monthly basis per the methodology below.

# A. On Time Shipment from Stock

- a. This KPI will be measured in the following way, per the service level provided on Exhibit B.
  - New Supply: On Time Shipment for New Orders will be calculated from the date of creation of the Sales Order to the date the New material is shipped from a Siemens warehouse. The target for this KPI will be 5 days.
  - ii. UTEX: On Time Shipment for UTEX Orders will be calculated from the day that the defective core material is received at a Siemens warehouse to the date the UTEX material is shipped from a Siemens warehouse. The target for this KPI will be 5 days.
  - iii. Repair and Return: Repair only material will be calculated from the day that the defect material is received at a Siemens warehouse to the date the UTEX material is shipped from a Siemens warehouse. Exhibit B denotes this KPI, measured in days, for repair material by line item.

# B. Percentage of Purchase Options

a. This KPI will be measured by the percentage of volume (number of materials) shipped per month in accordance with each defined Service Level.

# C. Quality Acceptance

a. For this KPI, acceptance of shipment is considered in accordance with defined quality standards. MTS is responsible for informing Siemens of any material that is not in accordance with the quality standards within 5 business days of delivery. This KPI is calculated as a total percentage of material shipped.

#### 1.6. LIQUIDATED DAMAGES

The Parties agree that time is of the essence under this contract. With respect to any Good(s) that is(are) not delivered in accordance with the applicable guaranteed shipment date set forth above, the Contractor agrees to apply the following percentage price adjustment discounts to the price of affected goods.

Duration	Adjustment
1 to 10 days late relative to guaranteed shipment date	Discount Equal to 5% of Good(s) Price
11 to 20 days late relative to guaranteed shipment date	Discount Equal to 10% of Good(s) Price
21 to 30 days late relative to guaranteed shipment date	Discount Equal to 15% of Good(s) Price
More than 30 days late relative to guaranteed shipment	Discount Equal to 20 % of Good(s)
date	Price

In the event of Contractor's failure to deliver Goods in accordance with the applicable guaranteed shipment date Contractor will reduce price or create a transaction credit by corresponding percentage, at the customer's sole discretion. Liquidated Damages will not be assessed for late delivery of parts for which consumption is higher than the originally forecasted demand over the lead time period or delivery is otherwise excused in accordance with Section 1.1-G. Except for the discounts set forth above, Contractor will not be liable to MTS for any consequential, special, incidental or punitive damages (including any loss of profit or revenue) due to Contractor's failure to deliver Goods in accordance with

the applicable guaranteed delivery date. Applicability of Liquidated Damages per line item is detailed in End of Contract Obligations and Liquidated Damages Applicability section.

#### 1.7. END OF CONTRACT TERM OBLIGATIONS

#### A. Contract Demobilization

Contractor agrees to fully cooperate by taking all measures necessary as directed by MTS in order to secure continuity of MTS's operations at the expiration of the Contract. Specifically, MTS and the Contractor shall agree upon a demobilization plan which will take effect six months prior to the last day of the Term. This six month period prior to expiration of the contract shall be referred to as the "Demob Period". As part of this demobilization plan, within the first week of the Demob Period, Contractor shall provide MTS with a list of all MTS- contracted parts, including quantities, and lead times, that Contractor has on hand, in inventory or on order. MTS and the Contractor shall consult together and reach agreement on which Goods (Parts) Contractor will continue to order into inventory and which Goods will be consumed and not be reordered. If there are previously ordered Goods or Goods that are ordered during the Demob Period that are not scheduled to be delivered to MTS until after the contract expiration date, Contractor shall assign the purchase orders/contracts for such Goods to MTS or the successor Contractor as directed by MTS, at the current contracted price.

#### B. Warehouse Stocked Parts - Purchase Commitment

During the six-month period prior to the last date of the Term, MTS and the Contractor will review the disposition of any stock allocated for the Contract.

Within 6 months of the expiration of the Contract, MTS and/or Successor, as directed by MTS, shall be responsible to purchase 100% of stocked items which are specific only to MTS vehicles and/or specifically requested to be stocked by MTS.

Within 6 months of the expiration of the Contract, MTS and/or Successor, as directed by MTS, shall be responsible to purchase the specific percentage of the market share of parts and materials that are common to other transit agency fleets.

Details regarding MTS specific stocked material and shared material market share are provided in End of Contract Obligations and Liquidated Damages Applicability section.

Any contract extension between MTS and the Contractor with an equal or higher quantity of the identical materials will be transferred to the new contract, offsetting the MTS purchase commitment for those materials.

## **Forecasted Contract Value**

Material	Material Description	7/1/21 to 6/30/22	2021 Unit cost	2021 total	7/1/22 to 6/30/23	2022 Unit cost	2022 total
70155531	PCB C051 C059 Digital Iface SD100 (UTEX)	1	\$5,974.00	\$5,974.00	2	\$6,153.22	\$12,306.44
70155549 70155564	PCB C027,MC Memory SD100 (UTEX) PCB C097 C115 Pwr Convtr - SD100 (UTEX)	4	\$3,164.00	\$12,656.00	<u>5</u>	\$3,258.92	\$16,294.60
70166587	PCB C097 C115 PWr Convtr - SD100 (UTEX) PCB C019 CPU Module (486) SD7 (UTEX)	1	\$4,635.00 \$7,449.00	\$4,635.00 \$7,449.00	2	\$4,774.05 \$7,672.47	\$9,548.10 \$15,344.94
70166595	PCB C003 TCN Gateway VCU SD7 (UTEX)	8	\$8,748.00	\$69,984.00	7	\$9,010.44	\$63,073.08
70166637	PCB G047 5V±15V VCU SD7 (UTEX)	2	\$2,682.00	\$5,364.00	2	\$2,762.46	\$5,524.92
70166660	PCB C031 MVB32 VCU SD7 (UTEX)	3	\$7,568.00	\$22,704.00	4	\$7,795.04	\$31,180.16
70166694	PCB C039 Multi In/Output VCU SD7 (UTEX)	2	\$6,192.00	\$12,384.00	3	\$6,377.76	\$19,133.28
70185793	APS AUX PWR Supply - SD8 (UTEX)	15	\$0.00	\$100,000.00	15	\$0.00	\$100,000.00
70187823 70188391	PCB G011 Output Pulse AMP SD100 (UTEX) PCB Board GTO Firing SD100 (UTEX)	2	\$4,845.00	\$9,690.00	3	\$4,990.35	\$14,971.05
70188516	ICU (A90)(A91) Invt Cntl Unit SD7 (UTEX)	9	\$4,845.00 \$0.00	\$43,605.00 \$0.00	10 4	\$4,990.35 \$0.00	\$49,903.50 \$0.00
70188730	PCB C035 C043 Chopper Ctrl SD100 (UTEX)	2	\$5,585.00	\$11,170.00	3	\$5,752.55	\$17,257.65
70188748	PCB C083 Cntr Sys Monitor SD100 (UTEX)	3	\$3,715.00	\$11,145.00	3	\$3,826.45	\$11,479.35
70188755	PCB C133 Pwr Sup Convtr - SD100 (UTEX)	1	\$4,635.00	\$4,635.00	2	\$4,774.05	\$9,548.10
70188763	PCB G071 IC Digital Signal SD100 (UTEX)	3	\$6,387.00	\$19,161.00	4	\$6,578.61	\$26,314.44
70188771	PCB G003 Outp Pulse AMP GTO SD100 (UTEX)	4	\$4,845.00	\$19,380.00	5	\$4,990.35	\$24,951.75
70188789 70188805	PCB G111 Output Measure AMP SD100 (UTEX) PCB G079 Input Train Cntr SD100 (UTEX)	1 1	\$4,267.00 \$5,585.00	\$4,267.00 \$5,585.00	2	\$4,395.01 \$5,752.55	\$8,790.02 \$11,505.10
70188813	PCB G063 ICD Signal GNLS SD100 (UTEX)	1	\$6,387.00	\$6,387.00	2	\$6,578.61	\$13,157.22
70188821	PCB C067 In/Output Digtal - SD100 (UTEX)	1	\$6,546.00	\$6,546.00	2	\$6,742.38	\$13,484.76
70188839	PCB G103 Input Temp Convert SD100 (UTEX)	1	\$4,997.00	\$4,997.00	2	\$5,146.91	\$10,293.82
70188847	PCB C157 Pwr Start-Up - SD100 (UTEX)	1	\$14,567.00	\$14,567.00	2	\$15,004.01	\$30,008.02
70188854	PCB G087 In/Output Analog SD100 (UTEX)	2	\$4,426.00	\$8,852.00	3	\$4,558.78	\$13,676.34
70188862	PCB G131 Ref Value Convertr SD100 (UTEX)	1	\$5,076.00	\$5,076.00	2	\$5,228.28	\$10,456.56
70196592 70196600	PCB G055 Inp Conv Dig Sgnl SD100 (UTEX) PCB C019 CPU SD100 (UTEX)	1 2	\$5,585.00 \$5,197.00	\$5,585.00 \$10,394.00	3	\$5,752.55 \$5,352.91	\$11,505.10 \$16,058.73
70196634	DC Link Capacitor C1-C6 SD100 (UTEX)	1	\$5,522.00	\$5,522.00	1	\$5,687.66	\$5,687.66
70197483	Control Unit Inverter ICU - SD8 (UTEX)	18	\$10,188.00	\$183,384.00	20	\$10,493.64	\$209,872.80
70197939	CETAC Power Supply GTO SD100 (UTEX)	1	\$5,522.00	\$5,522.00	1	\$5,687.66	\$5,687.66
70197989	PCB G019 Output Cont Dr SD100 (UTEX)	2	\$4,959.00	\$9,918.00	3	\$5,107.77	\$15,323.31
70198172	PCB C019 Central Processor - SD8 (UTEX)	3	\$4,896.00	\$14,688.00	3	\$5,042.88	\$15,128.64
70198184	PCB G031 RS485 SD7 (UTEX)	1	\$7,400.00	\$7,400.00	2	\$7,622.00	\$15,244.00
70198186 70198230	Compact Invert Unit Kernel SD8/9 (UTEX) G047 PCS 24V-110V/5V/±15V 50W SD8 (UTEX)	8	\$2,682.00 \$20,465.00	\$21,456.00 \$20,465.00	10 1	\$2,762.46 \$21,078.95	\$27,624.60 \$21,078.95
70198230	Line Reactor 3.3 MH/370A Prop SD7 (UTEX)	1	\$3,479.00	\$3,479.00	1	\$3,583.37	\$3,583.37
70198233	PCB C047/SD7,G031/SD8 Bin In Conv (UTEX)	4	\$3,725.00	\$14,900.00	6	\$3,836.75	\$23,020.50
70198234	PCB C055 Output Contactor Drv SD7 (UTEX)	5	\$1,309.00	\$6,545.00	4	\$1,348.27	\$5,393.08
70198235	PCB G039 Converter SD7/SD8 (UTEX)	2	\$3,558.00	\$7,116.00	3	\$3,664.74	\$10,994.22
70198237	C039 EM1 Carrier W ACAN SD8 (UTEX)	2	\$6,192.00	\$12,384.00	3	\$6,377.76	\$19,133.28
70198238 70198239	PCB C055 Multifunction I/O SD8/9 (UTEX)	3	\$4,387.00 \$1,309.00	\$13,161.00	3	\$4,518.61 \$1,348.27	\$13,555.83 \$4,044.81
70198240	PCB G039 Binary Opt 24-36V/2A SD8/9 UTEX PCB G063 Adapter Converter - SD8 (UTEX)	3	\$1,299.00	\$3,927.00 \$1,299.00	<u>3</u>	\$1,337.97	\$1,337.97
70198249	Voltage Transducer QPSW SD8 (UTEX)	1	\$1,299.00	\$1,299.00	1	\$1,337.97	\$1,337.97
70198620	Combination Choke L1/L2 SD100 (UTEX)	1	\$9,325.00	\$9,325.00	1	\$9,604.75	\$9,604.75
70198621	C075 Analog Interface - SD100 (UTEX)	2	\$7,139.00	\$14,278.00	3	\$7,353.17	\$22,059.51
70198690	Radial Blower Propulsion SD7 SD8 (UTEX)	4	\$4,959.00	\$19,836.00	5	\$5,107.77	\$25,538.85
70198705	G031 Output Contact Drive SD100 (UTEX)	3	\$23,438.00	\$70,314.00	4	\$24,141.14	\$96,564.56
70198891 70198893	Line Reactor 3.3 MH/370A Prop SD8 (UTEX)	1 3	\$34,571.00	\$34,571.00	3	\$35,608.13	\$35,608.13
70198979	Pulse Wid Mod Invert 120KVA SD8/9 (UTEX)  Voltage Transducer SD7 (UTEX)	2	\$1,667.00 \$0.00	\$5,001.00 \$50,000.00	2	\$1,717.01 \$0.00	\$5,151.03 \$50,000.00
70198981	Compact Inverter Unit KERNEL SD7 (UTEX)	3	\$6,862.00	\$20,586.00	3	\$7,067.86	\$21,203.58
70199015	SIBCOS M2000-30-9 APS - SD8 (UTEX)	2	\$49,099.00	\$98,198.00	3	\$50,571.97	\$151,715.91
70199016	DC/DC Inverter 120KVA SD8 (UTEX)	1	\$7,405.00	\$7,405.00	2	\$7,627.15	\$15,254.30
70199017	Dead Battery Start SD8 (UTEX)	2	\$55,222.00	\$110,444.00	2	\$56,878.66	\$113,757.32
70199019	Battery Charge Module APS - SD8/9 (UTEX)	1	\$4,451.00	\$4,451.00	2	\$4,584.53	\$9,169.06
70199020 70199025	Control Unit M9000 APS SD8 (UTEX) Radial Fan APS SD8 (UTEX)	5	\$5,210.00 \$5,076.00	\$10,420.00 \$25,380.00	6	\$5,366.30 \$5,228.28	\$10,732.60 \$31,369.68
70199029	Reference Value Converter SD7/8/9 (UTEX)	3	\$16,121.00	\$48,363.00	5	\$16,604.63	\$83,023.15
70200039	Over Voltage Protection SD8 (UTEX)	1	\$1,093.00	\$1,093.00	2	\$1,125.79	\$2,251.58
70200096	QPSW4200-03 4200V;50MA APS SD8 (UTEX)	2	\$469.00	\$938.00	2	\$483.07	\$966.14
70200216	QPSW-Transducer 1000/600/400V SD8 (UTEX)	3	\$5,040.00	\$15,120.00	3	\$5,191.20	\$15,573.60
70200217	6K5-DRV-SEK SD8 (UTEX)	3	\$15,909.00	\$47,727.00	3	\$16,386.27	\$49,158.81
70200218	SIBCOS M2500-2-9 SD8 (UTEX)	1	\$2,891.00	\$2,891.00	2	\$2,977.73	\$5,955.46
70201089 70201088	Line Contactor SD7 (UTEX) PCB Power Supply 16.8-47V, 24V SD7 (UTEX)	1 1	\$4,857.00 \$5,426.00	\$4,857.00 \$5,426.00	2	\$5,002.71 \$5,588.78	\$5,002.71 \$11.177.56
70198890	Line Reactor SD8/SD9 (UTEX)	1	\$3,799.00	\$3,799.00	2	\$3,912.97	\$7,825.94
70198185	Power Supply 16.8-47V IN 24V (UTEX)	5	\$3,799.00	\$18,995.00	6	\$3,912.97	\$23,477.82
70201908	Over Voltage Protection (A3) SD8 (UTEX)	1	\$15,156.00	\$15,156.00	2	\$15,610.68	\$31,221.36
70201906	Battery Charger 14kVA SD8 (UTEX)	1	\$2,130.00	\$2,130.00	1	\$2,193.90	\$2,193.90
70200089	ZS-MEL-02 SD8 (UTEX)	2	\$3,951.00	\$7,902.00	2	\$4,069.53	\$8,139.06
70200095	Blower Tier SD100 (UTEX) - Fan Tray	2	\$3,951.00	\$7,902.00	3	\$4,069.53	\$12,208.59
70160358 70160275	Control Unit Vehicle (VCU) A-Car SD7/SD8 (UTEX)  Control Unit Vehicle (VCU) B-Car SD7/SD8 (UTEX)	1 1		\$0.00 \$0.00	1	\$0.00 \$0.00	\$0.00 \$0.00
70160275	Propulsion Container A-Car SD7/SD8 (UTEX)	1	\$110,196.61	\$0.00 \$110,196.61	1 1	\$0.00 \$113,502.51	\$0.00 \$113,502.51
70168237	Propulsion Container A-Car SD7 (UTEX)	1	\$110,196.61	\$110,196.61	1	\$113,502.51	\$113,502.51
70200091	VCU Complete B-Car SD8 (UTEX)	1	ψ,	\$0.00	1	\$0.00	\$0.00
70200090	VCU Complete A-Car SD8 (UTEX)	1		\$0.00	1	\$0.00	\$0.00
70198242	J000 Fan Sub Assembly SD8 (UTEX)	1	\$2,198.02	\$2,198.02	2	\$2,263.96	\$4,527.92
70188797	PCB Memory C027 SD100 (UTEX)	1	\$4,234.33	\$4,234.33	2	\$4,361.36	\$8,722.72
70201087	PCB C003 TCN Gateway VCU SD8 (UTEX)	6	\$5,860.95	\$35,165.68	8	\$6,036.78	\$48,294.20
70201073	PCB C003 TCN Gateway VCU SD9 (UTEX)  Total	1	\$9,556.34	\$9,556.34 <b>\$1,698,712.59</b>	2	\$9,843.03	\$19,686.06 \$2,127,956.56

Total \$9,556.34 \$9,556.34 2 \$9,843.03 \$19,686.06 \$1,698,712.59 C.-1 \$2,127,956.56

## **Forecasted Contract Value**

Forecasted Contract Value							
Material	Material Description	7/1/23 to 6/30/24	2023 Unit cost	2023 total	7/1/24 to 6/30/25	2024 Unit cost	2024 total
70155531	PCB C051 C059 Digital Iface SD100 (UTEX)	2	\$6,337.82	\$12,675.63	1	\$6,527.95	\$6,527.95
70155549	PCB C027,MC Memory SD100 (UTEX) PCB C097 C115 Pwr Convtr - SD100 (UTEX)	5 2	\$3,356.69 \$4,917.27	\$16,783.44 \$9,834.54	<u>3</u>	\$3,457.39 \$5,064.79	\$10,372.16 \$5,064.79
70155564 70166587	PCB C019 CPU Module (486) SD7 (UTEX)	2	\$7,902.64	\$15,805.29	2	\$8,139.72	\$16,279.45
70166595	PCB C003 TCN Gateway VCU SD7 (UTEX)	7	\$9,280.75	\$64,965.27	7	\$9,559.18	\$66,914.23
70188755 70188763	PCB C133 Pwr Sup Convtr - SD100 (UTEX)	2	\$4,917.27	\$9,834.54	1	\$5,064.79	\$5,064.79
70188771	PCB G071 IC Digital Signal SD100 (UTEX) PCB G003 Outp Pulse AMP GTO SD100 (UTEX)	5	\$6,775.97 \$5,140.06	\$27,103.87 \$25,700.30	2	\$6,979.25 \$5,294.26	\$13,958.49 \$10,588.52
70188789	PCB G111 Output Measure AMP SD100 (UTEX)	2	\$4,526.86	\$9,053.72	1	\$4,662.67	\$4,662.67
70188805	PCB G079 Input Train Cntr SD100 (UTEX)	2	\$5,925.13	\$11,850.25	1	\$6,102.88	\$6,102.88
70188813 70188821	PCB G063 ICD Signal GNLS SD100 (UTEX)	2	\$6,775.97 \$6.944.65	\$13,551.94	1 4	\$6,979.25	\$6,979.25
70188839	PCB C067 In/Output Digtal - SD100 (UTEX) PCB G103 Input Temp Convert SD100 (UTEX)	2 2	\$5,301.32	\$13,889.30 \$10,602.63	1	\$7,152.99 \$5,460.36	\$7,152.99 \$5,460.36
70188847	PCB C157 Pwr Start-Up - SD100 (UTEX)	2	\$15,454.13	\$30,908.26	1	\$15,917.75	\$15,917.75
70188854	PCB G087 In/Output Analog SD100 (UTEX)	3	\$4,695.54	\$14,086.63	1	\$4,836.41	\$4,836.41
70188862 70196592	PCB G131 Ref Value Convertr SD100 (UTEX) PCB G055 Inp Conv Dig Sgnl SD100 (UTEX)	2 2	\$5,385.13 \$5,925.13	\$10,770.26 \$11,850.25	1	\$5,546.68 \$6,102.88	\$5,546.68 \$6,102.88
70196600	PCB C019 CPU SD100 (UTEX)	3	\$5,513.50	\$16,540.49	1	\$5,678.90	\$5,678.90
70196634	DC Link Capacitor C1-C6 SD100 (UTEX)	1	\$5,858.29	\$5,858.29	1	\$6,034.04	\$6,034.04
70197483 70197939	Control Unit Inverter ICU - SD8 (UTEX) CETAC Power Supply GTO SD100 (UTEX)	20	\$10,808.45 \$5,858.29	\$216,168.98 \$5,858.29	20 1	\$11,132.70 \$6,034.04	\$222,654.05 \$6,034.04
70197989	PCB G019 Output Cont Dr SD100 (UTEX)	3	\$5,261.00	\$15,783.01	1	\$5,418.83	\$5,418.83
70198172	PCB C019 Central Processor - SD8 (UTEX)	3	\$5,194.17	\$15,582.50	4	\$5,349.99	\$21,399.97
70198184 70198186	PCB G031 RS485 SD7 (UTEX)  Compact Invert Unit Kernel SD8/9 (UTEX)	2 12	\$7,850.66	\$15,701.32	2 15	\$8,086.18	\$16,172.36
70198180	G047 PCS 24V-110V/5V/±15V 50W SD8 (UTEX)	1	\$2,845.33 \$21,711.32	\$34,144.01 \$21,711.32	1	\$2,930.69 \$22,362.66	\$43,960.41 \$22,362.66
70198231	Line Reactor 3.3 MH/370A Prop SD7 (UTEX)	1	\$3,690.87	\$3,690.87	1	\$3,801.60	\$3,801.60
70198233	PCB C047/SD7,G031/SD8 Bin In Conv (UTEX)	6	\$3,951.85	\$23,711.12	6	\$4,070.41	\$24,422.45
70198234 70198235	PCB C055 Output Contactor Drv SD7 (UTEX) PCB G039 Converter SD7/SD8 (UTEX)	3	\$1,388.72 \$3.774.68	\$5,554.87 \$11,324.05	3 4	\$1,430.38 \$3,887.92	\$4,291.14 \$15,551.69
70198237	C039 EM1 Carrier W ACAN SD8 (UTEX)	3	\$6,569.09	\$19,707.28	3	\$6,766.17	\$20,298.50
70198238	PCB C055 Multifunction I/O SD8/9 (UTEX)	4	\$4,654.17	\$18,616.67	4	\$4,793.79	\$19,175.17
70198239 70198240	PCB G039 Binary Opt 24-36V/2A SD8/9 UTEX PCB G063 Adapter Converter - SD8 (UTEX)	1	\$1,388.72 \$1,378.11	\$5,554.87 \$1,378.11	<u>4</u> 2	\$1,430.38 \$1,419.45	\$5,721.52 \$2,838.90
70198249	Voltage Transducer QPSW SD8 (UTEX)	1	\$1,378.11	\$1,378.11	2	\$1,419.45	\$2,838.90
70198620	Combination Choke L1/L2 SD100 (UTEX)	1	\$9,892.89	\$9,892.89	1	\$10,189.68	\$10,189.68
70198621 70198690	C075 Analog Interface - SD100 (UTEX)  Radial Blower Propulsion SD7 SD8 (UTEX)	3 5	\$7,573.77 \$5,261.00	\$22,721.30 \$26,305.02	1 6	\$7,800.98 \$5,418.83	\$7,800.98 \$32,513.00
70198090	G031 Output Contact Drive SD100 (UTEX)	3	\$24,865.37	\$74,596.12	1	\$25,611.34	\$25,611.34
70198891	Line Reactor 3.3 MH/370A Prop SD8 (UTEX)	1	\$36,676.37	\$36,676.37	1	\$37,776.67	\$37,776.67
70198893 70198979	Pulse Wid Mod Invert 120KVA SD8/9 (UTEX)	3	\$1,768.52	\$5,305.56	4	\$1,821.58	\$7,286.30
70198981	Voltage Transducer SD7 (UTEX)  Compact Inverter Unit KERNEL SD7 (UTEX)	3	\$0.00 \$7,279.90	\$50,000.00 \$21,839.69	3	\$0.00 \$7,498.29	\$50,000.00 \$22,494.88
70199015	SIBCOS M2000-30-9 APS - SD8 (UTEX)	3	\$52,089.13	\$156,267.39	3	\$53,651.80	\$160,955.41
70199016	DC/DC Inverter 120KVA SD8 (UTEX)	2	\$7,855.96	\$15,711.93	2	\$8,091.64	\$16,183.29
70199017 70199019	Dead Battery Start SD8 (UTEX) Battery Charge Module APS - SD8/9 (UTEX)	2 2	\$58,585.02 \$4,722.07	\$117,170.04 \$9,444.13	2	\$60,342.57 \$4,863.73	\$120,685.14 \$9,727.46
70199020	Control Unit M9000 APS SD8 (UTEX)	2	\$5,527.29	\$11,054.58	2	\$5,693.11	\$11,386.22
70199025	Radial Fan APS SD8 (UTEX)	6	\$5,385.13	\$32,310.77	6	\$5,546.68	\$33,280.09
70199029 70200039	Reference Value Converter SD7/8/9 (UTEX)  Over Voltage Protection SD8 (UTEX)	5 2	\$17,102.77 \$1,159.56	\$85,513.84 \$2,319.13	5 2	\$17,615.85 \$1,194.35	\$88,079.26 \$2,388,70
70200039	QPSW4200-03 4200V;50MA APS SD8 (UTEX)	2	\$497.56	\$995.12	2	\$512.49	\$1,024.98
70200216	QPSW-Transducer 1000/600/400V SD8 (UTEX)	3	\$5,346.94	\$16,040.81	4	\$5,507.34	\$22,029.38
70200217	6K5-DRV-SEK SD8 (UTEX)	3	\$16,877.86	\$50,633.57	4	\$17,384.19	\$69,536.78
70200218 70201089	SIBCOS M2500-2-9 SD8 (UTEX) Line Contactor SD7 (UTEX)	2	\$3,067.06 \$5,152.79	\$6,134.12 \$5,152.79	<u>2</u> 1	\$3,159.07 \$5,307.38	\$6,318.15 \$5,307.38
70201088	PCB Power Supply 16.8-47V, 24V SD7 (UTEX)	2	\$5,756.44	\$11,512.89	3	\$5,929.14	\$17,787.41
70198890	Line Reactor SD8/SD9 (UTEX)	2	\$4,030.36	\$8,060.72	2	\$4,151.27	\$8,302.54
70198185 70201908	Power Supply 16.8-47V IN 24V (UTEX) Over Voltage Protection (A3) SD8 (UTEX)	6 2	\$4,030.36 \$16,079.00	\$24,182.15 \$32,158.00	6	\$4,151.27 \$16,561.37	\$24,907.62 \$33,122.74
70201906	Battery Charger 14kVA SD8 (UTEX)	1	\$2,259.72	\$2,259.72	1	\$2,327.51	\$2,327.51
70200089	ZS-MEL-02 SD8 (UTEX)	2	\$4,191.62	\$8,383.23	2	\$4,317.36	\$8,634.73
70200095 70160358	Blower Tier SD100 (UTEX) - Fan Tray  Control Unit Vehicle (VCU) A-Car SD7/SD8 (UTEX)	3	\$4,191.62 \$0.00	\$12,574.85	1	\$4,317.36 \$0.00	\$4,317.36
70160356	Control Unit Vehicle (VCU) A-Car SD7/SD8 (UTEX)	1	\$0.00	\$0.00 \$0.00	1	\$0.00	\$0.00 \$0.00
70168229	Propulsion Container A-Car SD7 (UTEX)	1	\$116,907.58	\$116,907.58	1	\$120,414.81	\$120,414.81
70168237	Propulsion Container B-Car SD7 (UTEX)	1	\$116,907.58	\$116,907.58	1	\$120,414.81	\$120,414.81
70200091 70200090	VCU Complete B-Car SD8 (UTEX) VCU Complete A-Car SD8 (UTEX)	1 1	\$0.00 \$0.00	\$0.00 \$0.00	1	\$0.00 \$0.00	\$0.00 \$0.00
70198242	J000 Fan Sub Assembly SD8 (UTEX)	2	\$2,331.88	\$4,663.76	2	\$2,401.84	\$4,803.67
70188797	PCB Memory C027 SD100 (UTEX)	2	\$4,492.20	\$8,984.40	1	\$4,626.97	\$4,626.97
70201087	PCB C003 TCN Gateway VCU SD8 (UTEX)	8	\$6,217.88	\$49,743.03	8	\$6,404.42	\$51,235.32
70201073	PCB C003 TCN Gateway VCU SD9 (UTEX) Total	4	\$10,138.32	\$40,553.28 \$2,194,440.08		\$10,442.47	\$41,769.88 \$2,035,888.93
				72,134,440.00			72,033,000.93

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# **Forecasted Contract Value**

		Forecasted C	Contract Value				
Material	Material Description	7/1/25 to 6/30/26	2025 Unit cost	2025 total	7/1/26 to 6/30/27	2026 Unit cost	2026 total
70155531	PCB C051 C059 Digital Iface SD100 (UTEX)	0	\$6,723.79	\$0.00	0	\$6,925.50	\$0.00
70155549 70155564	PCB C027,MC Memory SD100 (UTEX) PCB C097 C115 Pwr Convtr - SD100 (UTEX)	0	\$3,561.11 \$5,216.73	\$0.00 \$0.00	0	\$3,667.94 \$5,373.24	\$0.00 \$0.00
70166587	PCB C019 CPU Module (486) SD7 (UTEX)	2	\$8.383.92	\$16,767.83	2	\$8,635.43	\$17.270.87
70166595	PCB C003 TCN Gateway VCU SD7 (UTEX)	7	\$9,845.95	\$68,921.66	7	\$10,141.33	\$70,989.31
70166637	PCB G047 5V±15V VCU SD7 (UTEX)	2	\$3,018.61	\$6,037.23	2	\$3,109.17	\$6,218.35
70166660	PCB C031 MVB32 VCU SD7 (UTEX)	4	\$8,517.85	\$34,071.40	4	\$8,773.39	\$35,093.54
70166694 70185793	PCB C039 Multi In/Output VCU SD7 (UTEX)	3	\$6,969.15	\$20,907.45	3	\$7,178.23	\$21,534.68
70185793	APS AUX PWR Supply - SD8 (UTEX) PCB G011 Output Pulse AMP SD100 (UTEX)	15 0	\$0.00 \$5,453.09	\$100,000.00 \$0.00	15 0	\$0.00 \$5.616.68	\$100,000.00 \$0.00
70188391	PCB Board GTO Firing SD100 (UTEX)	0	\$5,453.09	\$0.00	0	\$5,616.68	\$0.00
70188516	ICU (A90)(A91) Invt Cntl Unit SD7 (UTEX)	4	\$0.00	\$0.00	4	\$0.00	\$0.00
70188730	PCB C035 C043 Chopper Ctrl SD100 (UTEX)	0	\$6,285.97	\$0.00	0	\$6,474.55	\$0.00
70188748	PCB C083 Cntr Sys Monitor SD100 (UTEX)	0	\$4,181.27	\$0.00	0	\$4,306.70	\$0.00
70188755 70188763	PCB C133 Pwr Sup Convtr - SD100 (UTEX) PCB G071 IC Digital Signal SD100 (UTEX)	0	\$5,216.73	\$0.00 \$0.00	0	\$5,373.24	\$0.00 \$0.00
70188771	PCB G003 Outp Pulse AMP GTO SD100 (UTEX)	0	\$7,188.62 \$5,453.09	\$0.00	0	\$7,404.28 \$5,616.68	\$0.00
70188789	PCB G111 Output Measure AMP SD100 (UTEX)	0	\$4,802.55	\$0.00	0	\$4,946.62	\$0.00
70188805	PCB G079 Input Train Cntr SD100 (UTEX)	0	\$6,285.97	\$0.00	0	\$6,474.55	\$0.00
70188813	PCB G063 ICD Signal GNLS SD100 (UTEX)	0	\$7,188.62	\$0.00	0	\$7,404.28	\$0.00
70188821	PCB C067 In/Output Digtal - SD100 (UTEX)	0	\$7,367.58	\$0.00	0	\$7,588.61	\$0.00
70188839	PCB G103 Input Temp Convert SD100 (UTEX)	0	\$5,624.17	\$0.00	0	\$5,792.89	\$0.00
70188847 70188854	PCB C157 Pwr Start-Up - SD100 (UTEX) PCB G087 In/Output Analog SD100 (UTEX)	0	\$16,395.29 \$4,981.50	\$0.00 \$0.00	0	\$16,887.15 \$5,130.95	\$0.00 \$0.00
70188862	PCB G007 In/Output Arialog SD100 (G1EX)  PCB G131 Ref Value Convertr SD100 (UTEX)	0	\$5,713.08	\$0.00	0	\$5,884.48	\$0.00
70196592	PCB G055 Inp Conv Dig Sgnl SD100 (UTEX)	0	\$6,285.97	\$0.00	0	\$6,474.55	\$0.00
70196600	PCB C019 CPU SD100 (UTEX)	0	\$5,849.27	\$0.00	0	\$6,024.75	\$0.00
70196634	DC Link Capacitor C1-C6 SD100 (UTEX)	0	\$6,215.06	\$0.00	0	\$6,401.51	\$0.00
70197483	Control Unit Inverter ICU - SD8 (UTEX)	20	\$11,466.68	\$229,333.68	20	\$11,810.68	\$236,213.69
70197939 70197989	CETAC Power Supply GTO SD100 (UTEX) PCB G019 Output Cont Dr SD100 (UTEX)	0	\$6,215.06	\$0.00	0	\$6,401.51	\$0.00
70197989	PCB G019 Output Cont Dr SD100 (UTEX) PCB C019 Central Processor - SD8 (UTEX)	0 4	\$5,581.40 \$5,510.49	\$0.00 \$22,041.96	<u>0</u> 4	\$5,748.84 \$5,675.81	\$0.00 \$22,703.22
70198184	PCB G031 RS485 SD7 (UTEX)	2	\$8.328.77	\$16,657.53	2	\$8,578.63	\$17,157.26
70198186	Compact Invert Unit Kernel SD8/9 (UTEX)	15	\$3,018.61	\$45,279.22	15	\$3,109.17	\$46.637.60
70198230	G047 PCS 24V-110V/5V/±15V 50W SD8 (UTEX)	1	\$23,033.54	\$23,033.54	1	\$23,724.54	\$23,724.54
70198231	Line Reactor 3.3 MH/370A Prop SD7 (UTEX)	1	\$3,915.65	\$3,915.65	1	\$4,033.11	\$4,033.11
70198233	PCB C047/SD7,G031/SD8 Bin In Conv (UTEX)	6	\$4,192.52	\$25,155.12	6	\$4,318.30	\$25,909.78
70198234 70198235	PCB C055 Output Contactor Drv SD7 (UTEX)	3 4	\$1,473.29 \$4,004.56	\$4,419.87 \$16,018.24	<u>3</u>	\$1,517.49 \$4,124.70	\$4,552.47
70198237	PCB G039 Converter SD7/SD8 (UTEX) C039 EM1 Carrier W ACAN SD8 (UTEX)	3	\$6,969.15	\$20,907.45	3	\$7,178.23	\$16,498.79 \$21,534.68
70198238	PCB C055 Multifunction I/O SD8/9 (UTEX)	6	\$4,937.61	\$29,625.64	6	\$5,085.74	\$30,514.41
70198239	PCB G039 Binary Opt 24-36V/2A SD8/9 UTEX	6	\$1,473.29	\$8,839.75	6	\$1,517.49	\$9,104.94
70198240	PCB G063 Adapter Converter - SD8 (UTEX)	2	\$1,462.04	\$2,924.07	2	\$1,505.90	\$3,011.79
70198249	Voltage Transducer QPSW SD8 (UTEX)	2	\$1,462.04	\$2,924.07	2	\$1,505.90	\$3,011.79
70198620 70198621	Combination Choke L1/L2 SD100 (UTEX)	0	\$10,495.37	\$0.00	0	\$10,810.23 \$8,276.06	\$0.00
70198690	C075 Analog Interface - SD100 (UTEX)  Radial Blower Propulsion SD7 SD8 (UTEX)	6	\$8,035.01 \$5,581.40	\$0.00 \$33,488.39	<u>0</u>	\$5,748.84	\$0.00 \$34,493.04
70198705	G031 Output Contact Drive SD100 (UTEX)	0	\$26,379.68	\$0.00	0	\$27,171.07	\$0.00
70198891	Line Reactor 3.3 MH/370A Prop SD8 (UTEX)	1	\$38,909.97	\$38,909.97	2	\$40,077.26	\$80,154.53
70198893	Pulse Wid Mod Invert 120KVA SD8/9 (UTEX)	4	\$1,876.22	\$7,504.89	4	\$1,932.51	\$7,730.04
70198979	Voltage Transducer SD7 (UTEX)	3	\$0.00	\$50,000.00	3	\$0.00	\$50,000.00
70198981 70199015	Compact Inverter Unit KERNEL SD7 (UTEX)	3	\$7,723.24	\$23,169.72	3	\$7,954.94	\$23,864.82
70199015	SIBCOS M2000-30-9 APS - SD8 (UTEX) DC/DC Inverter 120KVA SD8 (UTEX)	4 2	\$55,261.36 \$8,334.39	\$221,045.43 \$16,668.79	2	\$56,919.20 \$8,584.42	\$227,676.79 \$17,168.85
70199017	Dead Battery Start SD8 (UTEX)	3	\$62,152.85	\$186,458.54	3	\$64,017.43	\$192,052.30
70199019	Battery Charge Module APS - SD8/9 (UTEX)	2	\$5,009.64	\$10,019.28	2	\$5,159.93	\$10,319.86
70199020	Control Unit M9000 APS SD8 (UTEX)	2	\$5,863.90	\$11,727.80	2	\$6,039.82	\$12,079.64
70199025	Radial Fan APS SD8 (UTEX)	6	\$5,713.08	\$34,278.50	6	\$5,884.48	\$35,306.85
70199029 70200039	Reference Value Converter SD7/8/9 (UTEX)	5	\$18,144.33	\$90,721.64	5	\$18,688.66	\$93,443.29
70200039	Over Voltage Protection SD8 (UTEX)  QPSW4200-03 4200V;50MA APS SD8 (UTEX)	2 2	\$1,230.18 \$527.86	\$2,460.36 \$1,055.73	2	\$1,267.09 \$543.70	\$2,534.17 \$1,087.40
70200030	QPSW-Transducer 1000/600/400V SD8 (UTEX)	4	\$5,672.56	\$22,690.26	4	\$5,842.74	\$23,370.97
70200217	6K5-DRV-SEK SD8 (UTEX)	4	\$17,905.72	\$71,622.88	4	\$18,442.89	\$73,771.56
70200218	SIBCOS M2500-2-9 SD8 (UTEX)	2	\$3,253.85	\$6,507.69	2	\$3,351.46	\$6,702.92
70201089	Line Contactor SD7 (UTEX)	1	\$5,466.60	\$5,466.60	1	\$5,630.59	\$5,630.59
70201088	PCB Power Supply 16.8-47V, 24V SD7 (UTEX)	3	\$6,107.01	\$18,321.03	3	\$6,290.22	\$18,870.66
70198890 70198185	Line Reactor SD8/SD9 (UTEX) Power Supply 16.8-47V IN 24V (UTEX)	8	\$4,275.81 \$4,275.81	\$8,551.62 \$34,206.46	3	\$4,404.08 \$4,404.08	\$13,212.25 \$35,232.66
70198183	Over Voltage Protection (A3) SD8 (UTEX)	2	\$17,058.21	\$34,200.40	8 2	\$17,569.96	\$35,232.00
70201906	Battery Charger 14kVA SD8 (UTEX)	2	\$2,397.33	\$4,794.67	2	\$2,469.25	\$4,938.51
70200089	ZS-MEL-02 SD8 (UTEX)	3	\$4,446.89	\$13,340.66	3	\$4,580.29	\$13,740.88
70200095	Blower Tier SD100 (UTEX) - Fan Tray	0	\$4,446.89	\$0.00	0	\$4,580.29	\$0.00
70160358	Control Unit Vehicle (VCU) A-Car SD7/SD8 (UTEX)	1	\$0.00	\$0.00	1	\$0.00	\$0.00
70160275	Control Unit Vehicle (VCU) B-Car SD7/SD8 (UTEX)	1	\$0.00	\$0.00	11	\$0.00	\$0.00
70168229 70168237	Propulsion Container A-Car SD7 (UTEX) Propulsion Container B-Car SD7 (UTEX)	1 1	\$124,027.26 \$124,027.26	\$124,027.26 \$124,027.26	<u>1</u> 1	\$127,748.07 \$127,748.07	\$127,748.07 \$127,748.07
70200091	VCU Complete B-Car SD8 (UTEX)	1 1	\$124,027.26	\$124,027.26	1	\$127,748.07	\$127,748.07
70200091	VCU Complete A-Car SD8 (UTEX)	1	\$0.00	\$0.00	1	\$0.00	\$0.00
70198242	J000 Fan Sub Assembly SD8 (UTEX)	2	\$2,473.89	\$4,947.78	2	\$2,548.11	\$5,096.22
70188797	PCB Memory C027 SD100 (UTEX)	0	\$4,765.78	\$0.00	0	\$4,908.75	\$0.00
70201087	PCB C003 TCN Gateway VCU SD8 (UTEX)	8	\$6,596.55	\$52,772.38	8	\$6,794.44	\$54,355.55
70201073	PCB C003 TCN Gateway VCU SD9 (UTEX)	4	\$10,755.74	\$43,022.98	4	\$11,078.42	\$44,313.67
	Total			\$1,993,706.33			\$2,093,498.87

,	Att. C, Al 1	7/1/27 to		
2027 total	2027 Unit cost	6/30/28	Material Description	Material
\$0.0	\$7,133.27	0	PCB C051 C059 Digital Iface SD100 (UTEX)	0155531
\$0.0 \$0.0	\$3,777.98 \$5,534.43	0	PCB C027,MC Memory SD100 (UTEX) PCB C097 C115 Pwr Convtr - SD100 (UTEX)	)155549 )155564
\$17,788.9	\$5,534.43 \$8,894.50	2	PCB C019 CPU Module (486) SD7 (UTEX)	166587
\$73,118.9	\$10,445.57	7	PCB C003 TCN Gateway VCU SD7 (UTEX)	166595
\$6,404.9	\$3,202.45	2	PCB G047 5V±15V VCU SD7 (UTEX)	166637
\$36,146.3	\$9,036.59	4	PCB C031 MVB32 VCU SD7 (UTEX)	166660
\$22,180.	\$7,393.57	3	PCB C039 Multi In/Output VCU SD7 (UTEX)	166694
\$100,000.0	\$0.00	15	APS AUX PWR Supply - SD8 (UTEX)	)185793
\$0.0	\$5,785.18	0	PCB G011 Output Pulse AMP SD100 (UTEX)	0187823
\$0.0 \$0.0	\$5,785.18	0 4	PCB Board GTO Firing SD100 (UTEX) ICU (A90)(A91) Invt Cntl Unit SD7 (UTEX)	)188391 )188516
\$0.0	\$0.00 \$6,668.78	0	PCB C035 C043 Chopper Ctrl SD100 (UTEX)	0188730
\$0.0	\$4,435.90	0	PCB C083 Cntr Sys Monitor SD100 (UTEX)	188748
\$0.0	\$5,534.43	0	PCB C133 Pwr Sup Convtr - SD100 (UTEX)	)188755
\$0.0	\$7,626.41	0	PCB G071 IC Digital Signal SD100 (UTEX)	188763
\$0.0	\$5,785.18	0	PCB G003 Outp Pulse AMP GTO SD100 (UTEX)	188771
\$0.0	\$5,095.02	0	PCB G111 Output Measure AMP SD100 (UTEX)	)188789
\$0.0	\$6,668.78	0	PCB G079 Input Train Cntr SD100 (UTEX)	188805
\$0.0	\$7,626.41	0	PCB G063 ICD Signal GNLS SD100 (UTEX)	188813
\$0.0	\$7,816.27	0	PCB C067 In/Output Digtal - SD100 (UTEX) PCB G103 Input Temp Convert SD100 (UTEX)	188821 188839
\$0.0 \$0.0	\$5,966.68 \$17,393.76	0	PCB C157 Pwr Start-Up - SD100 (UTEX)	188847
\$0.0	\$5,284.88	0	PCB G087 In/Output Analog SD100 (UTEX)	188854
\$0.0	\$6,061.01	0	PCB G131 Ref Value Convertr SD100 (UTEX)	188862
\$0.0	\$6,668.78	0	PCB G055 Inp Conv Dig Sgnl SD100 (UTEX)	196592
\$0.0	\$6,205.49	0	PCB C019 CPU SD100 (UTEX)	196600
\$0.0	\$6,593.56	0	DC Link Capacitor C1-C6 SD100 (UTEX)	196634
\$243,300.	\$12,165.00	20	Control Unit Inverter ICU - SD8 (UTEX)	197483
\$0.0	\$6,593.56	0	CETAC Power Supply GTO SD100 (UTEX)	)197939
\$0.0	\$5,921.31	0	PCB G019 Output Cont Dr SD100 (UTEX)	)197989 )198172
\$23,384.3	\$5,846.08	4 2	PCB C019 Central Processor - SD8 (UTEX)	)198172
\$17,671.9 \$48,036.	\$8,835.99 \$3,202.45	15	PCB G031 RS485 SD7 (UTEX)  Compact Invert Unit Kernel SD8/9 (UTEX)	198186
\$24,436.2	\$24,436.28	1	G047 PCS 24V-110V/5V/±15V 50W SD8 (UTEX)	198230
\$4,154.	\$4,154.11	1	Line Reactor 3.3 MH/370A Prop SD7 (UTEX)	198231
\$26,687.0	\$4,447.84	6	PCB C047/SD7,G031/SD8 Bin In Conv (UTEX)	198233
\$4,689.0	\$1,563.01	3	PCB C055 Output Contactor Drv SD7 (UTEX)	198234
\$16,993.	\$4,248.44	4	PCB G039 Converter SD7/SD8 (UTEX)	198235
\$22,180.7	\$7,393.57	3	C039 EM1 Carrier W ACAN SD8 (UTEX)	0198237
\$31,429.8	\$5,238.31	6	PCB C055 Multifunction I/O SD8/9 (UTEX)	198238
\$9,378.0	\$1,563.01	6	PCB G039 Binary Opt 24-36V/2A SD8/9 UTEX	198239
\$3,102.	\$1,551.07	2	PCB G063 Adapter Converter - SD8 (UTEX)  Voltage Transducer QPSW SD8 (UTEX)	)198240 )198249
\$3,102.° \$0.0	\$1,551.07 \$11,134.54	0	Combination Choke L1/L2 SD100 (UTEX)	0198620
\$0.0	\$8,524.34	0	C075 Analog Interface - SD100 (UTEX)	198621
\$35,527.8	\$5.921.31	6	Radial Blower Propulsion SD7 SD8 (UTEX)	0198690
\$0.0	\$27,986.20	0	G031 Output Contact Drive SD100 (UTEX)	198705
\$82,559.	\$41,279.58	2	Line Reactor 3.3 MH/370A Prop SD8 (UTEX)	198891
\$7,961.9	\$1,990.49	4	Pulse Wid Mod Invert 120KVA SD8/9 (UTEX)	198893
\$50,000.0	\$0.00	3	Voltage Transducer SD7 (UTEX)	)198979
\$24,580.	\$8,193.59	3	Compact Inverter Unit KERNEL SD7 (UTEX)	)198981
\$234,507.0	\$58,626.77	4	SIBCOS M2000-30-9 APS - SD8 (UTEX)	199015
\$17,683.9	\$8,841.96	2	DC/DC Inverter 120KVA SD8 (UTEX)	)199016 )199017
\$197,813.8 \$10,629.4	\$65,937.96 \$5,314.73	3 2	Dead Battery Start SD8 (UTEX) Battery Charge Module APS - SD8/9 (UTEX)	199017
\$10,629.4 \$12,442.0	\$5,314.73	2	Control Unit M9000 APS SD8 (UTEX)	199020
\$36,366.0	\$6,061.01	6	Radial Fan APS SD8 (UTEX)	199025
\$96,246.	\$19,249.32	5	Reference Value Converter SD7/8/9 (UTEX)	199029
\$2,610.2	\$1,305.10	2	Over Voltage Protection SD8 (UTEX)	200039
\$1,120.0	\$560.01	2	QPSW4200-03 4200V;50MA APS SD8 (UTEX)	200096
\$24,072.0	\$6,018.02	4	QPSW-Transducer 1000/600/400V SD8 (UTEX)	200216
\$75,984.	\$18,996.18	4	6K5-DRV-SEK SD8 (UTEX)	200217
\$6,904.0	\$3,452.01	2	SIBCOS M2500-2-9 SD8 (UTEX)	200218
\$5,799.5 \$10,436	\$5,799.51 \$6,479.03	1 2	Line Contactor SD7 (UTEX)	201089
\$19,436. \$13,608.6	\$6,478.93 \$4,536.20	3 3	PCB Power Supply 16.8-47V, 24V SD7 (UTEX) Line Reactor SD8/SD9 (UTEX)	1201088 1198890
\$36,289.6	\$4,536.20	8	Power Supply 16.8-47V IN 24V (UTEX)	198185
\$36,194.	\$18,097.06	2	Over Voltage Protection (A3) SD8 (UTEX)	201908
\$5,086.0	\$2,543.33	2	Battery Charger 14kVA SD8 (UTEX)	201906
\$14,153.	\$4,717.70	3	ZS-MEL-02 SD8 (UTEX)	200089
\$0.0	\$4,717.70	0	Blower Tier SD100 (UTEX) - Fan Tray	200095
\$0.0	\$0.00	1	Control Unit Vehicle (VCU) A-Car SD7/SD8 (UTEX)	160358
\$0.0	\$0.00	1	Control Unit Vehicle (VCU) B-Car SD7/SD8 (UTEX)	160275
\$131,580.	\$131,580.52	1	Propulsion Container A-Car SD7 (UTEX)	168229
\$131,580.	\$131,580.52	1	Propulsion Container B-Car SD7 (UTEX)	168237
\$0.0	\$0.00	1	VCU Complete B-Car SD8 (UTEX)	200091
\$0.0	\$0.00	1 2	VCU Complete A-Car SD8 (UTEX)	1200090 1198242
\$5,249.° \$0.0	\$2,624.55 \$5,056.01	2 0	J000 Fan Sub Assembly SD8 (UTEX) PCB Memory C027 SD100 (UTEX)	1198242 1188797
\$55,986.2	\$5,056.01	8	PCB C003 TCN Gateway VCU SD8 (UTEX)	201087
\$45,643.0	\$11,410.77	4	PCB C003 TCN Gateway VCU SD9 (UTEX)	201007

Sub-total \$14,296,007.21
2.5% contingency (includes items with no consumption history)
Forecasted Total (7-Years)

\$14,296,007.21
\$357,400.18
\$14,653,407.39
-4



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# Agenda Item No. 17

# MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

#### SUBJECT:

SEMIANNUAL UNIFORM REPORT OF DISADVANTAGED BUSINESS ENTERPRISE (DBE) AWARDS AND PAYMENTS

INFORMATIONAL ITEM

**Budget Impact** 

None.

#### DISCUSSION:

As a Federal Transit Administration (FTA) grantee, San Diego Metropolitan Transit System (MTS) complies with the federal regulations set forth in 49 CFR Part 26 regarding participation by DBEs in the U.S. Department of Transportation (DOT) Program.

I. Goals of MTS's DBE Program

The goals of MTS's race-neutral DBE program are:

- 1. to ensure nondiscrimination in the award and administration of DOT-assisted contracts:
- 2. to create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- 3. to ensure that the DBE program is narrowly tailored in accordance with applicable law;
- 4. to ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
- 5. to help remove barriers to the participation of DBEs in DOT-assisted contracts;
- 6. to assist the development of firms that can compete successfully in the marketplace outside of the DBE program; and
- 7. to provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.



#### II. MTS's DBE Triennial Overall Goal for FFY 2019-2021

The DBE regulations require MTS to prepare a DBE Triennial Overall Goal. The DBE Triennial Overall Goal is established upon the number of ready, willing, and able DBE contractors within MTS's geographic market area that are available to bid on MTS's federally assisted procurements (excludes transit vehicle procurements). For the current triennial reporting period (October 1, 2018 to September 30, 2021), MTS has an aspirational overall goal of **2.9%** DBE participation on federally funded contracts.

# III. Participation by certified DBEs

For purposes of reporting DBE participation to the FTA, MTS may only count participation by <u>certified</u> DBE contractors. In order to be certified as a DBE through the California Unified Certification Program, contractors must:

- have a majority owner who is socially and economically disadvantaged (Native Americans, African Americans, Hispanics, Asian-Pacific, Subcontinent Asian Americans and women are currently presumed to be socially and economically disadvantaged by the DOT);
- (2) the majority owner must have a personal net worth of less than \$1,320,000; and
- (3) the business must be a **small business** and, for *most* types of businesses, have average annual gross receipts less than **\$23,980,000**.

Per DOT DBE Regulations, MTS *may not* count participation from certified minority owned businesses (MBE), disabled veteran owned businesses (DVBE), women owned businesses (WBE), small businesses (SB) or lesbian gay bisexual transgender owned businesses (LGBTBE) (collectively referred to as SBEs) toward meeting its DBE Triennial Overall Goal. Nonetheless, MTS encourages participation from, conducts outreach to, and tracks awards to SBEs.

## IV. Race-Neutral Outreach Measures to Increase DBE and SBE Participation

A race-neutral DBE program means that there are no DBE contract specific goals and no advantages provided to interested DBE contractors when submitting bids or proposals. Successful bidders are chosen using race-neutral means, generally through a low-bid or best-value procurement process.

To increase DBE participation on MTS's federally assisted procurements, as well as SBE participation on all MTS's contracts, MTS conducts outreach to DBEs and SBEs in an effort to inform them of upcoming MTS procurements. The following are some of the race-neutral measures MTS has implemented:

 outreach to past and current MBEs, DVBEs, WBEs, SBs and LGBTBEs to discuss the benefits of DBE certification and what qualifications are necessary to become DBE certified, as some may already qualify;

- 2. outreach to past and current DBEs, MBEs, DVBEs, WBEs, SBs and LGBTBEs requesting that they register on PlanetBids so they can receive automatic notification of upcoming MTS formal procurements;
- for small purchase procurements in which MTS must seek out three (3) bids, MTS aims to advertise more of these procurement on PlanetBids so as to increase the potential of DBEs, MBEs, DVBEs, WBEs, SBs or LGBTBEs learning of the procurement, if such a contractor is available to perform the work;
- 4. for small purchase procurements in which MTS must seek out three (3) bids, seeking at least one (1) of those bids from a DBE or SBE, if available; and
- 5. attend and actively promote small business conferences and programs to alert DBEs, MBEs, DVBEs, WBEs, SBs or LGBTBEs of upcoming MTS contracting opportunities and to educate about MTS's procurement and DBE program.

Due to the COVID-19 public health emergency, in-person outreach events have been cancelled until further notice. There have been limited virtual outreach events hosted by other agencies requesting MTS's participation.

MTS continued to attend San Diego Public Agency Consortium bi-monthly meetings, virtually. At these meetings, San Diego County public agencies discussed upcoming planned virtual workshops and best practices regarding their agency's DBE and SB programs.

MTS plans to host its own DBE and SBE Outreach Event, virtually, on June 22, 2021. The event will include information on MTS's DBE Program, information on how to bid with MTS, presentations from certifying agencies, as well as presentations from SANDAG and NCTD regarding their upcoming projects.

## V. Federally Funded Procurements

Only contracts awarded and paid by MTS using federal funds (or a portion of federal funds) are reported to the FTA per DOT DBE Regulations. MTS generally reserves federal funds for transit vehicle procurements, transit facility improvements, state-of-good-repair vehicle or system preventative maintenance projects, and contracted fixed route and paratransit services. MTS generally uses local and state funds for capital projects (e.g. construction, engineering), administrative costs and other expenses (e.g. marketing expenses, land management, office supplies).

# VI. Summary of Semi-Annual DBE Report Achievement (Federal Funds Only)

The FTA Semi-Annual Report for October 1, 2020 to March 30, 2021 is the fifth of six reports in the triennial period of FFY 2019-2021.

# a. Contracts Awarded

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 2.9% for contracts awarded. MTS achieved **0.03%** DBE participation for contracts awarded.

	Federal Contract	Goal		
REPORTING PERIOD	Total Federal \$\$	DBE \$\$	DBE %	<u>vs 2.9%</u>
Federal Funds: Oct 1 2020 to Mar 31 2021	\$182,514,682.65	\$45,759.00	0.03%	-2.87%

The main reason for why MTS was not able to meet its DBE Triennial Overall Goal for contracts awarded was due to awarding a very large contract to a non-DBE firm.

MTS awarded a contract to Transdev, a non-DBE firm, for a six (6) year base contract to perform fixed route services in the amount of \$506,385,448.54 (36% federally funded). There is limited DBE potential within this contract because it primarily pays for labor costs (i.e. bus operator and other administrative personnel costs). Due to the specifications needed for these contracts, there were no ready, willing and able DBEs available to perform these services when the contracts were awarded. If MTS had not awarded this contract during this particular reporting period, MTS would have achieved its DBE Triennial Overall Goal (See Attachment A for a review of what MTS's DBE achievement would have been, but for this contract).

#### b. Contracts Open

For this reporting period, MTS **did not achieve** its DBE Triennial Overall Goal of 2.9% for contracts opened. MTS achieved **2.45%** DBE participation for contracts opened.

		Federal Contracts Open/Payments During Reporting Period							
REPORTING PERIOD	Total Federal \$\$	<u>DBE \$\$</u>	DBE %	<u>vs 2.9%</u>					
Federal Funds: Oct 1 2020 to Mar 31 2021	\$35,808,767.05	\$854,353.00	2.39%	-0.51%					

Despite ongoing payments to **NMS Management**, a **DBE** firm, for janitorial and antigraffiti services in the amount of \$823,211.86 (80% federally funded), paid between October 1, 2020 to March 31, 2021, and other payments on smaller contracts to DBE firms, MTS was not able to meet its DBE Triennial Overall Goal for contracts opened. The main reason is due to the newly awarded contract to Transdev, a non-DBE firm, for fixed route services. Since this contract is being paid with a significant amount of federal dollars, it is diluting the achieved DBE participation for contracts opened.

#### c. Contracts Completed

For this reporting period, MTS **achieved** its DBE Triennial Overall Goal of 2.9% for contracts completed. MTS achieved **9.17%** DBE participation for contracts completed.

	Federal Contracts C	Goal		
REPORTING PERIOD	Total Federal \$\$	<u>DBE \$\$</u>	DBE %	<u>vs 2.9%</u>
Federal Funds: Oct 1 2020 to Mar 31 2021	\$3,925,872.97	\$360,092.34	9.17%	+6.27%

The main reason why MTS was able to meet its DBE Triennial Overall Goal for contracts completed was due to completing a contract with **My Electrician**, a **DBE** firm, for VMS Monitors, paying out a total of \$436,796.77 (80% federally funded).

Please note, MTS decides contract performance periods based on MTS business and operational needs. Every reporting period will differ on the number, type and dollar amount of contracts closed out.

# VII. Summary of Triennial Achievement Toward Meeting MTS's DBE Triennial Overall Goal for FFY 2019 – FFY 2021

While the specific DBE participation rate for each six (6) month reporting period may fluctuate, the goal of the MTS DBE program is to achieve the 2.9% DBE Triennial Overall Goal as an average for the FFY 2019-2021 triennial period. MTS currently has a **1.29%** achievement toward meeting its DBE Triennial Overall Goal.

MTS has one remaining reporting period left for the triennial period. If after completion of FFY 2021, MTS did not meet its Overall Goal of 2.9%, MTS will be required to complete a Shortfall Analysis and Corrective Action Plan, detailing why MTS did not meet its Overall Goal and a plan for how MTS aims to increase DBE participation in the future. If applicable, the Shortfall Analysis and Corrective Action Plan will be submitted to the FTA for concurrence.

	DBE Achiev	rement for FFY 2019 -	FFY 2021	
FFY	Reporting Period	Total Fed Awarded	Total DBE Awarded	DBE %
FFY 2019	Oct 1 18 to Mar 31 19	\$8,603,476.55	\$204,022.26	2.37%
FFY 2019	April 1 19 to Sept 30 19	\$9,005,016.32	\$3,884,727.66	43.14%
FFY 2020	Oct 1 19 to Mar 31 20	\$7,065,591.07	\$84,861.22	1.20%
FFY 2020	April 1 20 to Sept 30 20	\$130,881,224.89	\$135,337.29	0.10%
FFY 2021	Oct 1 20 to Mar 31 21	\$182,514,682.65	\$45,759.00	0.03%
FFY 2021	April 1 21 to Sept 30 21	No	t yet completed	•
FFY 201 Ove	ment Toward Meeting 9-2021 DBE Triennial erall Goal of 2.9% 2019-2021 Total DBE ÷ FFY 2019-2021 Total Fed Awarded)	Achieved 1.29% thus	I PROGRESS: 1.29% far towards DBE Overall Goal of 2.9%	Triennial

# VIII. Summary of DBE, WBE, MBE, DVBE, LGBTBE and SB Participation for all Contracts (Regardless of Funding Source)

Although MTS may not count participation of MBE, DVBE, WBE, SB and LGBTBE (collectively referred to as SBEs) towards achievement of its DBE Overall Triennial Goal, MTS does record the participation of these businesses to gauge the success of its program to foster small business participation. MTS encourages the participation of DBEs and SBEs on all of its contracts, no matter the funding source.

To highlight just one of the many contracts awarded to a SBE firm using local funds is a contract to Chula Vista Electric, a SB firm, installing new fare validators, for \$936,270.00 (100% locally funded).

MTS's DBE and SBE participation rates for the reporting period, *using both local and federal funds*, were as follows:

	All Contract Awards/Commitments (All Funding Sources)									
REPORTING PERIOD	<u>Total \$\$</u>	DBE \$\$	DBE %	SBE \$\$ (MBE, DVBE, WBE, SB and LGBTBE)	SBE %					
All Funds: Oct 1 2020 to Mar 31 2021	\$546,248,722.19	\$428,054.08	0.08%	\$5,511,166.79	1.01%					

To compare MTS's current achievements with past reporting periods, enclosed is a History of Semi-Annual Reports (Attachment A).

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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

Attachment: A. History of Semi-Annual Reports

# MTS History of DBE Semi Annual Reports

	Contract Awards/Commitments*																
	Federal DBE GOAL	REPORTING PERIOD	TOTAL DOLLARS  AWARDED (fed & local)	TOTAL DRE 33	Total DBE <u>%</u>	10tai 3BE \$\$	Total SBE <u>%</u>	Total Federal \$\$	<u>Federal DBE \$\$</u>	Federal DBE %	<u>Federal SBE \$\$</u>	Federal SBE %	<u>Total Local \$\$</u>	Local DBE \$\$	Local DBE <u>%</u>	FOCAL 2RE 2	LOCAL SBE %
FFY16		Oct 1 15 to Mar 31 16 Apr 1 16 to Sept 30 16	\$ 63,883,438.52 \$ 32,178,592.14	\$ 298,902.02 \$ 976,115.34	0.47% 3.03%	\$ 2,929,504.04 \$ 996,434.97	4.59% 3.10%	\$ 4,094,298.13 \$ 6,418,545.41		0.29% 3.98%	\$ 246,645.99 \$ 148,325.08	6.02% 2.31%	\$ 59,789,140.39 \$ 25,760,046.73	\$ 287,042.13 \$ 720,354.37	0.48% 2.80%	\$ 2,682,858.05 \$ 848,109.89	4.49% 3.29%
FFY17**	3.75%	Oct 1 16 to Mar 31 17 Apr 1 17 to Sept 30 17	\$ 92,516,929.91 \$ 40,939,010.42	\$ 5,611,166.70 \$ 478,288.92	6.07% 1.17%	\$ 3,735,641.71 \$ 1,622,764.06	4.04% 3.96%	\$ 19,827,518.60 \$ 3,326,175.53		19.07% 0.95%	\$ 196,188.57 \$ 405,594.52	0.99% 12.19%	\$ 72,689,411.31 \$ 37,612,834.89	\$ 1,830,067.76 \$ 446,844.30	2.52% 1.19%	\$ 3,539,453.14 \$ 1,217,169.54	4.87% 3.24%
FFY18		Oct 1 17 to Mar 31 18 Apr 1 18 to Sept 30 18	\$ 31,874,559.08 \$ 68,024,202.91	\$ 754,167.60	2.37% 2.54%	\$ 3,002,750.48 \$ 4,982,014.37		\$ 5,888,603.26 \$ 5,453,720.86	\$ 107,876.47	1.83% 17.92%	\$ 716,139.92 \$ 267,303.01	12.16% 4.90%	\$ 25,985,955.82 \$ 62,570,482.05	\$ 646,291.13	2.49%	\$ 2,286,610.56 \$ 4,714,711.36	8.80%
FFY16-18	3.75%	Oct 1, 2015 thru Sept 30, 2018 (6 semi-annual reports)	\$ 329,416,732.98			\$ 17,269,109.63	5.24%		\$ 5,165,574.79			4.40%	\$284,407,871.19	\$ 4,678,800.03		\$ 15,288,912.54	
FFY19		Oct 1 18 to Mar 31 19 Apr 1 19 to Sept 30 19	\$ 73,790,097.91 \$ 40,005,268.47	\$ 606,817.10 \$ 6,243,719.33	0.82% 15.61%	\$ 5,715,068.36 \$ 1,796,894.06		\$ 8,603,476.55 \$ 9,005,016.32		2.37% 43.14%	\$ 182,110.81 \$ 644,406.58	2.12% 7.16%	\$ 65,186,621.36 \$ 31,000,252.15	\$ 402,794.84 \$ 2,358,991.67	0.62% 7.61%	\$ 5,532,957.55 \$ 1,152,487.48	
		Oct 1 19 to Mar 31 20 Apr 1 20 to Sept 30 20			8.32% 0.28%	\$ 4,831,911.79 \$ 2,322,909.77		\$ 7,065,591.07 \$ 130,881,224.89	\$ 84,861.22	1.20% 0.10%	\$ 1,309,065.78 \$ 242,071.52	18.53% 0.18%	\$ 44,956,535.75 \$ 99,707,605.78		9.44% 0.50%	\$ 3,522,846.01 \$ 2,080,838.25	7.84%
FFY20	2.9%	Apr 1 20 to Sept 30 20 w/o First Transit contract (*for reference only*)	\$ 47,280,121.00	\$ 636,712.08	1.35%	\$ 2,322,909.77	4.91%	\$ 14,306,408.31	\$ 135,337.29	0.95%	\$ 242,071.52	1.69%	\$ 32,973,712.69	\$ 501,374.79	1.52%	\$ 2,080,838.25	6.31%
		Oct 1 20 to Mar 31 21	\$ 546,248,722.19	\$ 428,054.08	0.08%	\$ 5,511,166.79	1.01%	\$ 182,514,682.65	\$ 45,759.00	0.03%	\$ 369,213.11	0.20%	\$ 363,734,039.54	\$ 382,295.08	0.11%	\$ 5,141,953.68	1.41%
FFY21		Oct 1 20 to Mar 31 21 w/o Transdev contract (*for reference only*)	\$ 39,863,273.69	\$ 428,054.08	1.07%	\$ 5,511,166.79	13.83%	\$ 1,059,896.95	\$ 45,759.00	4.32%	\$ 369,213.11	34.83%	\$ 38,803,376.74	\$ 382,295.08	0.99%	\$ 5,141,953.68	13.25%
		Apr 1 21 to Sept 30 21															
		Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports IN PROGRESS)	\$ 942,655,046.06	\$ 12,245,465.91	1.30%	\$ 20,177,950.77	2.14%	\$ 338,069,991.48	\$ 4,354,707.43	1.29%	\$ 2,746,867.80	0.81%	\$ 604,585,054.58	\$ 7,890,758.48	1.31%	\$ 17,431,082.97	2.88%
FFY19-21	2.9%	Oct 1, 2018 thru Sept 30, 2021 (6 semi-annual reports IN PROGRESS) w/o First Transit or Transdev contract (*for reference only*)	\$ 252,960,887.89	\$ 12,245,465.91	4.84%	\$ 20,177,950.77	7.98%	\$ 40,040,389.20	\$ 4,354,707.43	10.88%	\$ 2,746,867.80	6.86%	\$ 212,920,498.69	\$ 7,890,758.48	3.71%	\$ 17,431,082.97	8.19%

<sup>\*</sup>Transit Vehicle Procurements (buses, trolleys) from Transit Vehicle Manufacturers (TVM) are not included in this Report per DOT DBE Regulations. TVMs have their own DBE Program, Goals and Reporting requirements. Inventory procurements are also not included. Only at time an inventory item is issued from store room will the federal/local breakdown be known, not at the time of purchase. \*

<sup>\*\*</sup>In FY17, MTS began using the U.S. Small Business Administration Database, which provides a listing of Small Businesses. This Database tracks firms in which revenues and/or number of employees do not exceed the North American Industry Classifcation System (NAICS) code's small business size standards, which is used to determine whether a DBE is a small business or not.\*\*



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# Agenda Item No. 18

# MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

#### SUBJECT:

DISADVANTAGED BUSINESS ENTERPRISE (DBE) OVERALL GOAL FOR FEDERAL FISCAL YEARS 2022-2024

#### RECOMMENDATION:

That the Board of Directors adopt a 6.3% Overall DBE Goal for DBE-participation in federally funded contracts for Federal Fiscal Years (FFY) 2022 to 2024.

# **Budget Impact**

None with this action.

#### DISCUSSION:

As a grant recipient of Federal Transit Administration (FTA) funds, MTS must comply with FTA DBE Regulations. One such requirement is to calculate an Overall DBE Goal on a triennial basis. The upcoming triennial period is FFY 2022 to FFY 2024 (October 1, 2021, through September 30, 2024). The DBE regulations establish the required goal methodology, which includes two steps:

- determination of a base figure of the relative availability of DBEs to all firms (DBE and non-DBE) available to bid or propose on MTS's FTA-assisted contracts within MTS's geographic market area; and
- (2) adjusting the base figure to reflect any circumstances that may impact the relative availability of DBE firms in MTS's geographic market area.

This goal methodology requires MTS to forecast the federal contracts that it expects to award during the triennial period and identify if there are certified DBE contractors in its geographic market area who may successfully bid on such contracts.



To calculate the MTS overall DBE goal, MTS hired DBE Consultant, GCAP Services, to review MTS procurement information, identify DBE and non-DBE contractors available to bid on each procurement, and calculate MTS's potential DBE participation on such contracts.

In Step One, MTS reviewed its future federal procurements. MTS expects to award an estimated \$14,778,756 in federally assisted contract dollars in the upcoming triennial period (transit vehicle purchases are excluded per DBE regulations).

This figure includes certain contracts with no DBE firms available to bid on such work (e.g., bus towing services, utility trailer rental services, armored car services, tire merchant wholesalers, miscellaneous bus vehicle parts, ultrasonic rail testing, maintenance of tunnel safety equipment, dispatch consoles and radios, track geometry testing, and on-call CCTV services). In such contracts, there is no reasonable opportunity for MTS to award the associated federal dollars to a DBE contractor, which reduces MTS's base figure.

In addition, there are several contracts with very few DBE firms available, compared to the number of available non-DBE firms (e.g. vehicle upholstery services, solid waste collection, post-award inspection of bus vehicles, and miscellaneous shop tools). This also reduces MTS's base figure. As a result, the Step One base figure of DBE firms available to bid on anticipated MTS federally assisted contracts is 2.98%.

In Step Two, the base figure of 2.98% was compared to MTS's median DBE attainment for the last three years (9.57%). Using past DBE goal attainments provides demonstrable evidence of DBE availability and capacity to perform. Taking the average of the 2.98% base figure and the 9.57% median DBE attainment, resulted in a DBE Overall Goal of 6.3% (rounded 6.28% up to a tenth of a percent, per FTA guidance).

MTS reports its DBE participation to the FTA in semiannual reports. The achieved DBE participation percentage for each six month reporting period will depend heavily on the type and dollar value of contracts that were awarded during a given period. For instance, during periods when MTS awards a large, multiyear service contract such as armored car services, the large dollar value of these non-DBE contracts will dilute the percentage of achieved DBE participation on other contracts in the reporting period. Therefore, while the achieved DBE participation percentage for each six month reporting period may fluctuate, the overall aim of the MTS DBE-outreach program will be to achieve the 6.3% Overall DBE goal as an average for the FFY 2022-2024 triennial period.

MTS posted the proposed Overall DBE Goal and the Overall DBE Goal Methodology on its Website on May 5, 2021, with a request for comments. On May 10, 2021, MTS posted notice within the San Diego Daily Transcript.

Our DBE Consultant GCAP Services also reached out to various minority businesses, women owned businesses, small businesses, local business associations, and community organizations within the San Diego market. GCAP Services hosted a webinar on May 20, 2021 to explain MTS's Overall DBE Goal Methodology and provide additional opportunities to review and provide feedback. On June 1, 2021, MTS also emailed the same businesses, as well reached out to other DBE and SB vendors, and

asked them to complete a Survey, as another way to receive feedback. All feedback received was reviewed and included within MTS's Overall DBE Goal-Setting Methodology.

Upon receiving Board of Directors approval of MTS's 6.3% Overall DBE Goal, MTS will submit its Overall DBE Goal-Setting Methodology to the FTA for concurrence.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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

Attachment: A. MTS's Overall DBE Goal-Setting Methodology



# San Diego Metropolitan Transit System

Federal Transit Administration (FTA)

Overall Disadvantaged Business Enterprise (DBE)

Goal-Setting Methodology

Federal Fiscal Years (FFY) 2022-2024

August 1, 2021

Submitted in fulfillment of:
Title 49 Code of Federal Regulations Part 26



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# DBE GOAL METHODOLOGY

#### I. INTRODUCTION

The San Diego Metropolitan Transit System (MTS) herein sets forth its Overall Disadvantaged Business Enterprise (DBE) Goal and corresponding federally prescribed goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2022-2024 (October 1, 2021 through September 30, 2024), pursuant to Title 49 Code of Federal Regulations (CFR) Part 26 "Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation Programs." The purpose of the DBE goal-setting process is to level the playing field to allow DBEs to compete fairly for Department of Transportation-assisted contracts; however, the program must be narrowly tailored in accordance with applicable law.

## II. BACKGROUND

MTS is a recipient of U.S. Department of Transportation (USDOT), Federal Transit Administration (FTA), funding. As a condition of receiving this assistance, MTS signed an assurance that it will comply with FTA DBE requirements. In accordance with Title 49 CFR Part 26 provisions: Participation by DBEs in USDOT Programs, MTS is required to develop and submit an overall Triennial DBE Goal for its FTA-assisted projects.

MTS herein presents its Overall DBE Goal Methodology for FFY 2022-2024.

#### III. FTA-ASSISTED CONTRACTING PROGRAM FOR FFY 2022-2024

#### **Market Area**

The Federal DBE Program requires agencies to implement the DBE Program based on information from the relevant geographic market area—the area in which the agency spends the substantial majority of its contracting dollars. The MTS local market for contracts consists of a geographic area that is:

- where a large majority of contracting dollars is expended, and
- where a substantial number of contractors and subcontractors are located and available to submit bids, quotes, or proposals.

The MTS bidder's list was reviewed and the previously recognized a market area of San Diego county was confirmed.

# **Anticipated Projects**

MTS has 39 FTA-assisted projects that are anticipated to be awarded during the triennial period and which were considered in preparing this goal methodology. These projects and their federal share are listed in Table 1.



**TABLE 1** (amounts subject to rounding differences)

PROJECT NAME/DESCRIPTION	EST. TOTAL PROJECT COST <sup>1</sup>	EST. FTA \$  SHARE 2	EST. FTA % SHARE <sup>3</sup>
Weed Abatement	\$402,503	\$322,003	80%
Revenue Vehicle Fleet Upholstery	\$228,382	\$182,705	80%
Key Safe System Warranty - IAD, KMP, CPD	\$3,628	\$2,902	80%
Emergency Beehive Removal - FAC, MOW	\$7,004	\$5,604	80%
Armored Transportation Services	\$1,141,812	\$913,449	80%
Inspection of Bus Vehicles	\$366,264	\$293,011	80%
Pressure Washing Services - SDTC, IAD	\$91,496	\$73,196	80%
Parking Lot Sweeping	\$132,585	\$106,068	80%
Paint Gun Services - KMD	\$39,561	\$31,649	80%
Office Trailer Rental	\$14,743	\$11,794	80%
Offsite Storage - SDTC	\$5,558	\$4,446	80%
LRV OBVSS Preventative Maintenance	\$588,383	\$470,707	80%
Monthly Underground Storage Tank Inspection and Auditing Services	\$10,815	\$8,652	80%
Ultrasonic Rail Testing	\$149,998	\$119,998	80%
Towing Services - Buses	\$305,850	\$244,680	80%
HVAC Preventative Maintenance & Repairs	\$190,572	\$152,458	80%
On-Call Plumbing Services	\$184,984	\$147,987	80%
On-Call Electrical Repair Services	\$210,570	\$168,456	80%
Communication Cabinets HVAC Maintenance	\$336,778	\$269,422	80%
SDSU Maintenance and Service of Tunnel Safety Equipment	\$1,012,521	\$810,016	80%
Fleet Quarterly and Yearly CHP Inspections for Wayside and Track Vehicles	\$137,155	\$109,724	80%
Tire Replacement for Wayside and Track Maintenance Trucks	\$70,033	\$56,026	80%
Dispatch Consoles and Radios	\$553,298	\$442,639	80%
Multiyear Bridge Inspection	\$1,081,925	\$865,540	80%
Interior Bus Cleaning Services	\$923,839	\$739,071	80%
Trash Disposal, Green Waste, & Recycling Services	\$908,779	\$727,023	80%
Track Geometry Testing	\$224,025	\$179,220	80%
Hazardous Disposal & Trauma Scene Services	\$881,768	\$705,414	80%
Janitorial Services – LRV Fleet, Facilities	\$4,486,376	\$3,589,101	80%
Environmental Testing Services for Copley Park Place Location	\$23,710	\$18,968	80%

<sup>&</sup>lt;sup>1</sup> The total estimated cost of each project.

<sup>&</sup>lt;sup>2</sup> The estimated FTA dollar share for each project.

<sup>&</sup>lt;sup>3</sup> The estimated FTA percentage share for each project.



PROJECT NAME/DESCRIPTION	EST. TOTAL PROJECT COST <sup>1</sup>	EST. FTA \$ SHARE <sup>2</sup>	EST. FTA % SHARE <sup>3</sup>
Anti-Graffiti Window Film Services	\$1,504,560	\$1,203,648	80%
Fire Alarm System Monitoring, Testing, Maintenance	\$123,706	\$98,965	80%
Rail Car Maintenance Training	\$90,640	\$72,512	80%
On-Call CCTV Services	\$509,850	\$407,880	80%
On-Call Access Control Reader Repair	\$192,774	\$154,219	80%
Bus Vehicle Misc. Parts / Repairs (inventory excluded)	\$626,000	\$500,800	80%
Light Rail Vehicle Misc. Parts / Repairs (inventory excluded)	\$144,000	\$115,200	80%
Shop Tools Misc. (inventory excluded)	\$417,000	\$333,600	80%
Rail Maintenance of Way Misc. Repairs (inventory excluded)	\$150,000	\$120,000	80%
Total	\$18,473,445	\$14,778,756	80.0%

# **Subrecipients**

MTS does not reallocate any FTA funds to a subrecipient.

# **Categories of Work**

MTS reviewed each project anticipated to be awarded in the triennial period and determined the applicable categories of work applicable for each project using North American Industry Classification System (NAICS) codes. The corresponding dollar values for each NAICS code for each project were summarized for purposes of weighting the categories of work based on the staff estimates. Table 2 provides a summary of the categories of work with estimated dollars for each.



TABLE 2 (amounts subject to rounding differences)

	(unrounts subject to rounding unjectiones)							
PROJECT NAME	EST. FTA \$ SHARE⁴	NAICS CODE <sup>5</sup>	NAICS TITLE <sup>6</sup>	EST. FTA \$ SHARE NAICS <sup>7</sup>	EST. FTA % SHARE NAICS <sup>8</sup>			
Weed Abatement	\$322,003	561730	Landscaping services	\$322,003	2.18%			
Revenue Vehicle Fleet Upholstery	\$182,705	811121	Automotive body, paint, and interior repair and maintenance	\$182,705	1.24%			
Key Safe System Warranty - IAD, KMP, CPD	\$2,902	561621	Security systems services (except locksmiths)	\$2,902	0.02%			
Emergency Beehive Removal - FAC, MOW	\$5,604	561710	Exterminating and pest control services	\$5,604	0.04%			
Armored Transportation Services	\$913,449	561613	Armored car services	\$913,449	6.18%			
Inspection of Bus Vehicles	\$293,011	811198	All other automotive repair and maintenance	\$293,011	1.98%			
Pressure Washing Services - SDTC, IAD	\$73,196	561790	Other services to buildings and dwellings	\$73,196	0.50%			
Parking Lot Sweeping	\$106,068	561790	Other services to buildings and dwellings	\$106,068	0.72%			
Paint Gun Services - KMD	\$31,649	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	\$31,649	0.21%			
Office Trailer Rental	\$11,794	532120	Truck, utility trailer, and RV (recreational vehicle) rental and leasing	\$11,794	0.08%			
Offsite Storage - SDTC	\$4,446	493110	General warehousing and storage	\$4,446	0.03%			
LRV OBVSS Preventative Maintenance	\$470,707	488210	Support Activities for Rail Transportation	\$470,707	3.19%			
Monthly Underground Storage Tank Inspection and Auditing Services	\$8,652	541990	All other professional, scientific, and technical services	\$8,652	0.06%			
Ultrasonic Rail Testing	\$119,998	488210	Support Activities for Rail Transportation	\$119,998	0.81%			
Towing Services - Buses	\$244,680	488410	Motor vehicle towing	\$244,680	1.66%			
HVAC Preventative Maintenance & Repairs	\$152,458	238220	Plumbing, heating, and air-conditioning contractors	\$152,458	1.03%			
On-Call Plumbing Services	\$147,987	238220	Plumbing, heating, and air-conditioning contractors	\$147,987	1.00%			

<sup>&</sup>lt;sup>4</sup> The estimated FTA dollar share for each project from Table 1.

The category of work (NAICS code) for each project.
 The category of work (NAICS) title.

<sup>&</sup>lt;sup>7</sup> The estimated FTA dollar share for each NAICS code.

<sup>&</sup>lt;sup>8</sup> The estimated FTA percentage share for each NAICS code.



PROJECT NAME	EST. FTA \$ SHARE⁴	NAICS CODE⁵	NAICS TITLE <sup>6</sup>	EST. FTA \$ SHARE NAICS <sup>7</sup>	EST. FTA % SHARE NAICS <sup>8</sup>
On-Call Electrical Repair Services	\$168,456	238210	Electrical contractors and other wiring installation contractors	\$168,456	1.14%
Communication Cabinets HVAC Maintenance	\$269,422	238220	Plumbing, heating, and air-conditioning contractors	\$269,422	1.82%
SDSU Maintenance and Service of Tunnel Safety Equipment	\$810,016	238220	Plumbing, heating, and air-conditioning contractors	\$810,016	5.48%
Fleet Quarterly and Yearly CHP Inspections for Wayside and Track Vehicles	\$109,724	811198	All other automotive repair and maintenance	\$109,724	0.74%
Tire Replacement for Wayside and Track Maintenance Trucks	\$56,026	423130	Tire and tube merchant wholesalers	\$56,026	0.38%
Dispatch Consoles and Radios	\$442,639	423690	Other electronic parts and equipment merchant wholesalers	\$442,639	3.00%
Multiyear Bridge Inspection	\$865,540	541330	Engineering services	\$865,540	5.86%
Interior Bus Cleaning Services	\$739,071	561720	Janitorial services	\$739,071	5.00%
Trash Disposal, Green Waste, & Recycling Services	\$727,023	562111	Solid waste collection	\$727,023	4.92%
Track Geometry Testing	\$179,220	488210	Support Activities for Rail Transportation	\$179,220	1.21%
Hazardous Disposal & Trauma Scene Services	\$705,414	562211	Hazardous waste treatment and disposal	\$705,414	4.77%
Janitorial Services	\$3,589,101	561720	Janitorial services	\$3,589,101	24.29%
Environmental Testing Services for Copley Park Place Location	\$18,968	541380	Testing laboratories	\$18,968	0.13%
Anti-Graffiti Window Film Services	\$1,203,648	561720	Janitorial services	\$1,203,648	8.14%
Fire Alarm System Monitoring, Testing, Maintenance	\$98,965	238210	Electrical contractors and other wiring installation contractors	\$98,965	0.67%
Rail Car Maintenance Training	\$72,512	611430	Professional and management development training	\$72,512	0.49%
On-Call CCTV Services	\$407,880	238210	Electrical contractors and other wiring installation contractors	\$407,880	2.76%
On-Call Access Control Reader Repair	\$154,219	238210	Electrical contractors and other wiring installation contractors	\$154,219	1.04%



PROJECT NAME	EST. FTA \$ SHARE⁴	NAICS CODE⁵	NAICS TITLE <sup>6</sup>	EST. FTA \$ SHARE NAICS <sup>7</sup>	EST. FTA % SHARE NAICS <sup>8</sup>
Bus Vehicle Misc. Parts / Repairs (inventory	\$500,800	441310	Automotive parts and accessories stores	\$500,800	3.39%
excluded)	444= 000	100010		444= 000	0.700/
Light Rail Vehicle Misc. Parts / Repairs (inventory excluded)	\$115,200	488210	Support Activities for Rail Transportation	\$115,200	0.78%
Shop Tools Misc. (inventory excluded)	\$333,600	423830	Industrial machinery and equipment merchant wholesalers	\$333,600	2.26%
Rail Maintenance of Way Misc. Repairs (inventory excluded)	\$120,000	488210	Support Activities for Rail Transportation	\$120,000	0.81%
Total	\$14,778,756			\$14,778,756	100%



# IV. GOAL METHODOLOGY

# Step 1: Determination of a Base Figure (26.45)9

To establish the Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBE) available to bid or propose on MTS FTA-assisted contracting opportunities projected to be solicited during the triennial goal period, MTS followed the prescribed federal methodology to determine relative availability. This was accomplished by assessing the *California Unified Certification Program (CUCP) DBE Database of Certified Firms* and the 2018 *U.S. Census Bureau County Business Patterns Database* within the market area for each of the categories of work defined in Table 2.

Base Figure = 
$$\sum$$
 (Number of Ready, Willing and Able DBEs) x Estimated NAICS % (Number of All Ready, Willing and Able Firms)

⇒ For the numerator: CUCP DBE Database of Certified Firms

⇒ For the denominator: 2018 U.S. Census Bureau's Business Patterns Database

In accordance with the formula listed above, the Base Figure is derived by:

- dividing the number of ready, willing, and able DBE firms identified for each NAICS work category
  by the number of all firms identified within the market area for each corresponding work category
  (relative availability),
- weighting the relative availability for each work category by the corresponding work category weight from Table 2 (NAICS %) to determine the Weighted Ratio for each NAICS work category, and
- adding the weighted ratio figures together.

A concerted effort was made to ensure that the scope of businesses included in the numerator was as close as possible to the scope included in the denominator.

The weighted base figure is the sum of the weighted ratios for each NAICS code.

**TABLE 3** (amounts subject to rounding differences)

NAICS CODE	NAICS TITLE	NAICS % <sup>10</sup>	DBES 11	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms) <sup>13</sup>	WEIGHTED RATIO (Rel. Avail. x NAICS %) <sup>14</sup>
238210	Electrical contractors and other wiring installation contractors	5.61%	23	807	2.85%	0.16%

<sup>&</sup>lt;sup>9</sup> 26.45 represents Title 49 CFR Part 26 regulatory goal setting methodology reference.

<sup>&</sup>lt;sup>10</sup> The estimated percentage of each NAICS code (the estimated FTA dollars for each NAICS code divided by the grand total of all estimated FTA dollars) from Table 2.

<sup>&</sup>lt;sup>11</sup> The number of DBEs in the market area for each NAICS code from the CUCP DBE Database of Certified Firms.

<sup>&</sup>lt;sup>12</sup> The number of all firms (DBE and non-DBE) in the market area for each NAICS code from the 2018 U.S. Census Bureau County Business Patterns Database.

<sup>&</sup>lt;sup>13</sup> The relative availability of DBEs for each NAICS code (the number of DBEs divided by the number of all firms).

<sup>&</sup>lt;sup>14</sup> The weighted ratio for each NAICS code (relative availability divided by the estimated NAICS percentage).



NAICS CODE	NAICS TITLE	NAICS % <sup>10</sup>	DBES 11	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms) <sup>13</sup>	WEIGHTED RATIO (Rel. Avail. x NAICS %) <sup>14</sup>
238220	Plumbing, heating, and air- conditioning contractors	9.34%	14	936	1.50%	0.14%
423130	Tire and tube merchant wholesalers	0.38%	0	13	0.00%	0.00%
423690	Other electronic parts and equipment merchant wholesalers	3.00%	0	231	0.00%	0.00%
423830	Industrial machinery and equipment merchant wholesalers	2.26%	1	227	0.44%	0.01%
441310	Automotive parts and accessories stores	3.39%	0	287	0.00%	0.00%
488210	Support Activities for Rail Transportation	6.80%	0	0	0.00%	0.00%
488410	Motor vehicle towing	1.66%	0	86	0.00%	0.00%
493110	General warehousing and storage	0.03%	1	76	1.32%	0.00%
532120	Truck, utility trailer, and RV (recreational vehicle) rental and leasing	0.08%	0	47	0.00%	0.00%
541330	Engineering services	5.86%	57	1,179	4.83%	0.28%
541380	Testing laboratories	0.13%	6	89	6.74%	0.01%
541990	All other professional, scientific, and technical services	0.06%	15	300	5.00%	0.00%
561613	Armored car services	6.18%	0	7	0.00%	0.00%
561621	Security systems services (except locksmiths)	0.02%	3	47	6.38%	0.00%
561710	Exterminating and pest control services	0.04%	3	165	1.82%	0.00%
561720	Janitorial services	37.43 %	16	581	2.75%	1.03%
561730	Landscaping services	2.18%	12	898	1.34%	0.03%
561790	Other services to buildings and dwellings	1.21%	7	207	3.38%	0.04%
562111	Solid waste collection	4.92%	2	57	3.51%	0.17%
562211	Hazardous waste treatment and disposal	4.77%	2	10	20.00%	0.95%
611430	Professional and management development training	0.49%	18	107	16.82%	0.08%
811121	Automotive body, paint, and interior repair and maintenance	1.24%	1	300	0.33%	0.00%
811198	All other automotive repair and maintenance	2.73%	2	97	2.06%	0.06%
811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	0.21%	3	109	2.75%	0.01%



NAICS CODE	NAICS TITLE	NAICS % <sup>10</sup>	DBES 11	ALL FIRMS	RELATIVE AVAILABILITY (DBEs ÷ All Firms) <sup>13</sup>	WEIGHTED RATIO (Rel. Avail. x NAICS %) <sup>14</sup>
	Base Figure (i.e., Sum of Weighted Ratios for all Work Categories)					2.98%

## Step 2: Adjusting the Base Figure

Upon establishing the Base Figure, MTS reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within the market area, in accordance with prescribed narrow tailoring provisions set forth under 49 CFR Part 26.45: Step 2; DBE Goal Adjustment guidelines.

Evidence considered in making an adjustment to the Base Figure included past DBE goal attainments and other evidence, as follows:

#### A. Past DBE Goal Attainments

Historical DBE participation attainments provide demonstrable evidence of DBE availability and capacity to perform on MTS projects. The projects anticipated to be awarded during the triennial period are substantially similar to those awarded in the recent past. MTS does not believe there were any abnormally high or abnormally low past FFY. Every semi-annual reporting period, MTS awards FTA-assisted contracts that consist of varying dollar amounts, varying term periods, use of varying procurement selection methods and depending on the subject matter of the contract, a varying number of DBE firms ready, willing, and able to perform those types of services. These multiple factors have consistently resulted in a range of DBE attainment rates in any given semi-annual reporting period, as seen in Table 4.

For instance, in FFY 2017 MTS awarded two (2) large, multi-year janitorial contracts to a DBE. This resulted in a large amount of DBE participation in that FFY. Since 2007, MTS has awarded multi-year janitorial services to a DBE firm using only race-neutral outreach measures. As a result, every three (3) to five (5) years, MTS sees a high DBE attainment from these janitorial contracts. Achieving a high DBE attainment in FFY 2017 was not abnormal when reviewing previous triennial periods. Further MTS anticipates awarding a new multi-year janitorial services contract in the upcoming triennial period. Thus, MTS found no past FFY to be an outlier and thus no FFY was excluded.

MTS calculated past DBE participation attainments for the five (5) FFYs, for which DBE attainment data is available. Table 4 below reflects the demonstrated capacity of DBEs (measured by actual historical DBE participation attainments) on FTA-assisted contracts.

**TABLE 4** 

FEDERAL FISCAL YEAR	FTA DBE GOAL % <sup>15</sup>	FTA DBE ATTAINMENT % <sup>16</sup>
FFY 2016	3.8%	2.55%
FFY 2017	3.8%	16.47%
FFY 2018	3.8%	9.57%

<sup>&</sup>lt;sup>15</sup> The FTA DBE Goal percentage for that FFY.

<sup>&</sup>lt;sup>16</sup> The percentage of DBE attainment on the FTA share from MTS's Semi-Annual Uniform reports that were submitted to FTA.



	Median DBE Attainment	9.57%
FFY 2020	2.9%	0.16%
FFY 2019	2.9%	23.22%

The median participation for the past five (5) FFYs is higher than the Base Figure derived from Step 1; therefore, an adjustment to the Base Figure based on past DBE goal attainments has been made. The adjustment is calculated by averaging the Base Figure with the median DBE Past Attainment, as shown below.

**TABLE 5** 

Base Figure (A)	2.98%
Median DBE Attainment (B)	9.57%
Adjusted Base Figure [(A+B)/2]	6.28%

# **Disparity Study**

MTS reviewed and evaluated disparity studies from the Orange County Transportation Authority (OCTA), the San Diego—Imperial County Consortium, and Caltrans as part of this goal setting process. MTS has declined to apply the results of these disparity studies to the triennial goal methodology since the nature of procurements covered under these other studies include significantly different projects and market areas from the projects anticipated for MTS during this triennial period. OCTA, the San Diego—Imperial County Consortium, and Caltrans include construction projects in their analysis. MTS does not use FTA funds for construction projects. The disparity studies reviewed significantly different projects than MTS plans to award. For this reason, MTS will not be making an adjustment to the base figure using evidence from the other disparity studies.

MTS uses a strictly race-neutral DBE program since the *Western States Paving v. Washington State Department of Transportation (Westerns States)* decision. If MTS fails to reach its goal for two (2) complete FFYs, MTS will we re-evaluate its DBE program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation MTS believes a race-conscious program is necessary, as required by *Western States*, MTS will gather evidence to determine if discrimination in the transportation contracting industry is present. MTS will make a determination at that time what type of evidence gathering is appropriate, based on DOT regulations and case law.

# Other Available Evidence

In accordance with DOT DBE regulations, if available, MTS must consider evidence from related fields that affect the opportunity for DBEs to form, grow, and compete which include, but not limited to: statistical disparities in the ability of DBEs to get financing, bonding and insurance required to participate in MTS's DBE Program; and data on employment, self-employment, education, training, and union apprenticeship programs to the extent related to the opportunities for DBEs to perform in MTS's DBE Program. No such evidence was found. Therefore, no adjustment to MTS's Step One Base Figure based on other evidence was made.

# V. PROPOSED OVERALL DBE GOAL

Since the Ninth Circuit Court of Appeals decision regarding *Western States*, MTS has set race neutral goals. MTS will periodically re-evaluate its DBE Program to determine whether contract goals are necessary to achieve the overall goal. If after re-evaluation MTS believes a race-conscious program is necessary, as



required by Western States, MTS will gather evidence to determine if discrimination in the transportation contracting industry is present. MTS will make a determination at that time what type of evidence gathering is appropriate, based on DOT regulations and case law.

# The Final Proposed Overall DBE Goal for FFY 2022-2024 for MTS FTA-assisted contracts is 6.3%<sup>17</sup>.

MTS will continue to have race-neutral DBE program for FFY 2022-2024. MTS has been able to achieve moderate DBE participation by using only race-neutral methods and will continue to use the existing race-neutral measures as listed below and will consider new measures in order to achieve even greater participation over the triennial period. MTS will carefully monitor participation during the course of the goal period. At the conclusion of each year during the goal period, MTS will re-evaluate the effectiveness of the race-neutral methods and determine if it is necessary to institute a race-conscious portion and contract specific goals. If, in the future, as a result of this re-evaluation, MTS decides to implement race-conscious means, MTS will submit a revised DBE Goal methodology for FTA review and approval.

MTS intends to use race-neutral methods, as shown below, to meet the overall DBE goal of 6.3% for FFY 2022-2024 in accordance with Title 49 CFR Part 26.51.

RACE-CONSCIOUS & RACE-NEUTRAL PROJECTIONS				
DBE Adjusted Base Figure	6.3%			
Race-Conscious Component	0.0%			
Race-Neutral Component	6.3%			

# VI. RACE-NEUTRAL IMPLEMENTATION MEASURES

The United States Department of Transportation (USDOT) regulations require that race-neutral methods be used to the maximum extent feasible to reach the DBE overall goal. MTS is currently implementing a number of race- and gender-neutral remedies to outreach and promote the participation of DBEs and small businesses in the MTS FTA-assisted contracting program. MTS plans to continue or implement the following race-neutral measures for FFY 2022-2024 and will continue to explore other options for consideration based on success in meeting overall DBE goals based on these efforts. MTS will:

- MTS will hold and/or participate in conferences, which include a networking component to promote teaming opportunities between prospective prime contractors and the DBE and Small Business contracting community. MTS will also actively promote the Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs.
- MTS will provide assistance in overcoming limitations such as inability to obtain bonding or financing. Specifically, MTS will, through its website, refer the DBE and Small Business contracting community to the U.S. Small Business Administration Bonding Assistance Program and San Diego Small Business Development Center.
- MTS will solicit DBEs and other small business participation by carrying out information and on specific contract opportunities. Specifically, MTS will: ensure the inclusion of DBEs and other small

<sup>&</sup>lt;sup>17</sup> Rounded to a tenth of a percent, per FTA guidance.



businesses on MTS's mailing lists of bidders and/or MTS's e-procurement web-based vendor list; make available to prime contractor information on how to view a listing of potential DBE and other small business subcontractors; and provide contracting information in languages other than English, where appropriate and upon request.

- MTS will advise its contracting community of the benefits of becoming DBE certified, the eligibility requirements to become certified as a DBE, and the online directory of certified DBEs, found at the CUCP website: https://caltrans.dbesystem.com/.
- Encourage DBE and other small business contracting community to register and receive solicitation notices through its on-line procurement website: https://pbsystem.planetbids.com/portal/14771/portal-home.

# Fostering Small Business Participation<sup>18</sup>

In addition to the race/gender-neutral measures that are aimed to increase small business participation, MTS has implemented several strategies to foster small business participation in its contracting process. These include the following:

- MTS will advise past and current MTS contractors of the benefits of becoming SB certified and the eligibility requirements to become certified as a SB.
- MTS will advise the contracting community of the online directory of certified SBs, found at the California Department of General Services (DGS) website: <a href="https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx">https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx</a>.
- MTS will aim to advertise more of its small purchase procurements on MTS's e-procurement site
  to better outreach to the small business community of potential MTS contracting opportunities,
  rather than just requesting three quotes.

# VII. PUBLIC PARTICIPATION AND FACILITATION<sup>19</sup>

A Public Notice was issued on the MTS website (Attachment 1: Public Notice), publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024. The notice informed the public that the proposed goal and rationale were available upon request, that MTS would host a webinar to present the DBE goal and methodology, and that MTS would accept comments on the proposed goal for 30 days from the date of the Public Notice. MTS also published the notice in a local newspaper (Attachment 2: Newspaper Publication).

In accordance with Public Participation Regulatory Requirements of Title 49 CFR Part 26, minority, women, local business associations, and community organizations within the market area were contacted and provided an opportunity to review the triennial goal analysis and provide input. MTS reached out to 39 local minority, women, and community business organizations to provide them information on the MTS DBE program and specifically the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2022-2024 and to solicit comments. Each organization was contacted multiple times by e-blast (Attachment 3: E-Blast), which included a list of questions to consider (Attachment 4: Consultation Questions), telephone (Attachment 5: Telephone Log), and direct email (Attachment 6: Direct Email), which included a link to a survey (Attachment 7: Survey). Notifications were also sent to the Public Agency Consortium (PAC) members (Attachment 8: Email to PAC Members) with the request that they send the email to their DBE and small business contacts.

<sup>&</sup>lt;sup>18</sup> See Title 49 CFR Part 26 Section 26.39 "Fostering Small Business Participation."

<sup>&</sup>lt;sup>19</sup> The goal was changed from 6.2% to 6.3% after the public comment period due to a change in NAICS code.



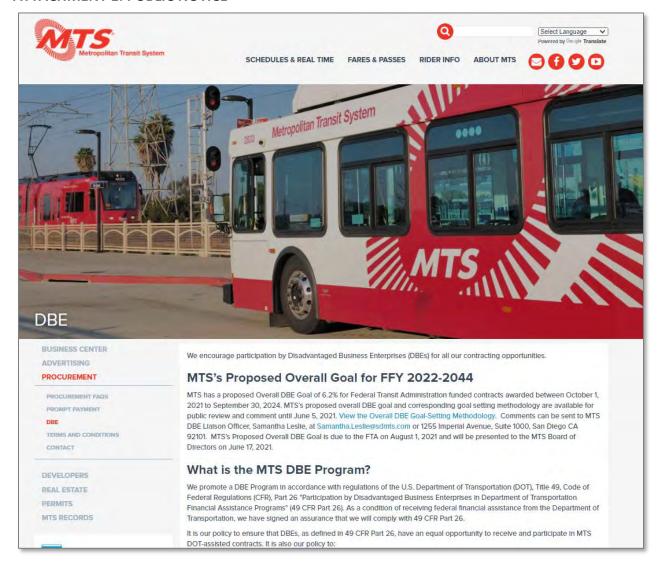
MTS hosted a webinar for public comment with a presentation (Attachment 9: Webinar Presentation) describing how the goal was developed and inviting questions and comments. Four individuals participated however no comments or questions were received during the webinar.

MTS received comments (Attachment 10: Comments Received) on the Triennial DBE goal and methodology from one individual over a phone call.

The results of the Survey (Attachment 7: Survey) were summarized and MTS has provided a response the comments received through the survey (Attachment 11: Summary of Survey Results). All responses received from the survey are included in Attachment 12: Survey Responses.



#### **ATTACHMENT 1: PUBLIC NOTICE**





## ATTACHMENT 2: NEWSPAPER PUBLICATION

## THE DAILY TRANSCRIPT

Mailing Address: 2652 4TH AVE 2ND FL, SAN DIEGO, CA 92103 Telephone (619) 232-3486 / Fax (619) 270-2503 Visit us @ www.LegalAdstore.com

DALIA GONZALEZ METROPOLITAN TRANSIT BOARD OF DIRECTORS 1255 IMPERIAL AVE #1000 SAN DIEGO, CA 92101

# COPY OF NOTICE

GPN GOVT PUBLIC NOTICE Notice Type:

Ad Description

PUBLIC NOTICE - DBE

To the right is a copy of the notice you sent to us for publication in THE DAILY TRANSCRIPT. Thank you for using our newspaper. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

05/10/2021

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication \$33.80 Total \$33.80

#### SD# 3469515

SD# 3469515

PUBLIC NOTICE

San Diego Metropolitan Transit System

NOTICE IS HEREBY GIVEN, that the San
Diego Metropolitan Transit System (MTS),
has established a Proposed Overall
Disadvantaged Business Enterprise
(DBE) Goal of 6.2%, for Federal Fiscal
Years 2022-2024. The DBE Goal is
applicable to Federal Transit
Administration (FTA) assisted contracting
opportunities scheduled to be awarded
during the period of October 1, 2021
through September 30, 2024. MTS's
Proposed Overall DBE Goal and its
rationale (developed in response to
Department of Transportation's DBE
Regulations published under Title 49 CFR
Part 26) are available for review and Regulations published under Title 49 CFR
Part 26) are available for review and
comments from MTS's website at
http://www.sdmts.com/businesscenterprocurement/dbe until June 5,
2021. Comments can be directed to
Samantha Leslie, DBE Liaison Officer, at
1255 Imperial Ave. Suite 1000, San Diego
CA 92103 or by email to
Samantha.Leslie@sdmts.com. MTS's
Proposed Overall DBE Goal is due to the
FTA on August 1, 2021 and will be
presented to the MTS Board of Directors
on June 17, 2021.
5/10/21

SD-3469515# SD-3469515#



## **ATTACHMENT 3: E-BLAST**

E-blasts were sent to the 39 organizations listed in the telephone log (Attachment 6) on 5/6/21, 5/11/21, 5/13/21, 5/18/21, and 5/19/21.







## **ATTACHMENT 4: CONSULTATION QUESTIONS**



## Triennial DBE Goal Methodology Consultative Process Questions

In accordance with 49 CFR Part 26.45(g), the San Diego Metropolitan Transit System (MTS), as a recipient of U.S. Department of Transportation assistance, announces a proposed Federal Transit Administration (FTA) overall Triennial Disadvantaged Business Enterprise (DBE) goal of 6.5% for Federal Fiscal Years 2022-2024. (October 2021 – September 2024).

Pursuant to the requirements in 49 CFR 26.45(g)(1)(i), prior to submitting the goal document to the FTA, MTS is required to consult with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and MTS efforts to establish a level playing field for the participation of DBEs. As part of the consultation phase, MTS is requesting your input.

Please review the questions listed below at your earliest opportunity. The questions are to provide a context for you to consider in determining information you may have available or that could be useful as part of the consultation. Any feedback or comments you may have will be used to further enrich our DBE Program Plan activities.

Comments and responses may be submitted via email to <a href="mailto:Samantha,Leslie@sdmts.com">Samantha,Leslie@sdmts.com</a> no later than June 5, 2021.

- Are you aware of or have you experienced any specific barriers toward DBEs in competing for federally funded contracts?
- Has your firm experienced discrimination in the process for competing for government contracts? If yes, please explain.
- 3. Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?
- 4. Have you participated in any DBE or small business specific training, workshops, or outreach events locally? If so, please list the event and hosting organization, and provide feedback on the value of the event.
- 5. Do you use any other eProcurement systems to compete for contracts with any other agencies?
- 6. What is your overall opinion of eProcurement systems?
- Have you recently worked with DBEs or other small businesses on pursuing contracts? If so, please describe your experience.
- 8. Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

For additional information on the consultative process and the MTS Triennial DBE Goal Methodology, please email the MTS DBE Liaison Officer, Samantha Leslie, at <a href="mailto:Samantha.Leslie@sdmts.com">Samantha.Leslie@sdmts.com</a> or mailed to 1255 Imperial Avenue, Suite 1000, San Diego, CA 92101.



## **ATTACHMENT 5: TELEPHONE LOG**

Organization	Contact Efforts
American Indian Chamber of Commerce-	Called and left a voicemail 5/10/21; Called and left a
San Diego Chapter	voicemail 5/20/21
Asian Business Association	Called and left a voicemail 5/10/21; Called and left a
	voicemail 5/20/21
Associated General Contractors of America-	Called and left a voicemail 5/10/21; Spoke with Marcy and
San Diego Chapter	decided not to attend webinar 5/20/21
Associated Subcontractor Alliance- San	Called and spoke with Nancy, unable to attend 5/10/21
Diego	
Black Contractors Association, Inc.	Called and emailed more information to Abdul 5/10/21; emailed 5/20/21
Black Entrepreneurs Leaders and Learners	Called and unable to leave voicemail; email 5/10/21; email
(BELL)	and registered 5/20/21
Central San Diego Black Chamber of	Called and left a voicemail 5/10/21; called and left a
Commerce	voicemail 5/20/21
Chula Vista Chamber	Called and left a voicemail 5/10/21; called and left a
	voicemail 5/20/21
City Heights CDC	Called and left a voicemail 5/10/21 emailed more
	information to Stephanie 5/11/21; email 5/20/21
Clairemont Town Council	Called and left a voicemail 5/10/21; called and left a
	voicemail 5/20/21
Conference of Minority Transportation	Called and left a voicemail 5/10/21; called and left a
Officials, Southern California	voicemail 5/20/21
Council for Supplier Diversity- San Diego	Called and unable to leave voicemail; emailed 5/10/21;
	emailed 5/20/21
Greater Golden Hill CDC	Emailed 5/11/21; email unable to send 5/20/21
American Planning Association California	Called and left a voicemail 5/10/21; called and left a
Chapter San Diego	voicemail 5/20/21
Latino Equity Council	Called and left a voicemail 5/10/21; called and left a
	voicemail 5/20/21
Logan Heights Community Development	Called and left a voicemail 5/10/21; called and left a
Corporation	voicemail 5/20/21
Mira Mesa Chamber of Commerce	Emailed 5/11/21; emailed 5/20/21
National Association of Minority	Called and left a voicemail 5/10/21; called and emailed more
Contractors (NAMC), Mid CA -E. Bay	information to Wendell 5/20/21
National Association of Women in	Called and left a voicemail 5/10/21; called and left a
Construction (NAWIC)- San Diego, CH 21	voicemail 5/20/21
National City Chamber of Commerce	Called and left a voicemail 5/10/21; called and left a
	voicemail 5/20/21
National Latina Business Women	Called and left a voicemail 5/10/21; called and mailbox if full
Association	5/20/21
North San Diego Business Chamber	Called and left a voicemail 5/10/21; called and left a voicemail 5/20/21
Old Town San Diego Chamber of Commerce	Called and left a voicemail 5/10/21; called and left a voicemail 5/20/21



Organization	Contact Efforts
Otay Mesa Chamber of Commerce	Called and left a voicemail 5/10/21; called and left a
	voicemail 5/20/21
San Diego Contracting Opportunities	Called and left a voicemail 5/10/21; called and unable to
Center (SDCOC)	attend 5/20/21
San Diego County Hispanic Chamber of	Called and emailed more information to Ricardo 5/10/21;
Commerce (SDCHCC)	emailed 5/20/21
San Diego East County Chamber of	Called and left a voicemail 5/10/21 Emailed more
Commerce	information 5/12/21 emailed and unable to
	attend 5/20/21
San Diego Equity Business Association	Called and left a voicemail 5/10/21; called and left a
(SDEBA) formerly Greater San Diego	voicemail 5/20/21
Business Association	
San Diego National Organization of	Emailed 5/11/21; emailed 5/20/21
Minority Architects	
San Diego National Society of Black	Called and unable to leave voicemail; emailed 5/10/21;
Engineers	emailed 5/20/21
San Diego Regional Chamber of Commerce	Called and left a voicemail 5/10/21; called and left a
	voicemail 5/20/21
San Diego Women's Transportation	Called and left a voicemail 5/10/21; called and left a
Seminar (WTS)	voicemail 5/20/21
San Ysidro Chamber of Commerce	Emailed 5/11/21
	Jason registered for the webinar 5/12/21
Small Business Development Center-	Called and mailbox is full; emailed 5/10/21; emailed Victor
Imperial Valley	5/20/21
Small Business Development Center- North	Called and left a voicemail 5/10/21; called and left a
San Diego	voicemail 5/20/21
Small Business Development Center- South	Called and left a voicemail 5/10/21; called and left a
San Diego	voicemail 5/20/21
Society of Hispanic Professional	Called and left a voicemail 5/10/21; called and left a
Engineering (SHPE)	voicemail 5/20/21
South County Economic Development	Called and emailed more information to Alejandra 5/10/21;
Corporation (EDC)	emailed 5/20/21
University Heights Community	Called and left a voicemail 5/10/21; called and left a
Development Corporation	voicemail 5/20/21



## **ATTACHMENT 6: DIRECT EMAIL**

Emails were sent directly to the 39 organizations listed in the telephone log (Attachment 6) on 6/1/21.

From: Samantha Leslie <Samantha.Leslie@sdmts.com>

Sent: Tuesday, June 1, 2021 10:28 AM

Subject: MTS's Proposed DBE Goal of 6.2% - Feedback Requested - Raffle Prizes Available

Hello!

The San Diego Metropolitan Transit System (MTS) is proposing an Overall Disadvantaged Business Enterprise (DBE) Goal of 6.2% for its federally funded contracts awarded in the next 3 federal fiscal years.

We need your help to ensure we are setting appropriate DBE goals for our contracting opportunities and are informed on the experiences of DBEs and SBEs trying to win contracts.

Can you please help by completing this <u>short online survey</u>? As an incentive, if you respond, MTS will enter you into a raffle to win one of three prizes! The MTS marketing team has some cool prizes to give away!

And for background information, view the Overall DBE Goal-Setting Methodology.

Thank you in advance for your help!

Samantha Leslie
DBE Liaison Officer / Staff Attorney – Regulatory Compliance
San Diego Metropolitan Transit System
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Phone: 619-557-4539 Fax: 619-814-1559

Email: Samantha.Leslie@sdmts.com



### **ATTACHMENT 7: SURVEY**

## MTS Proposed Disadvantaged Business Enterprise Goal Survey

## Survey for Proposed MTS DBE Goal

San Diego Metropolitan Transit System (MTS) is proposing an Overall Disadvantaged Business Enterprise (DBE) Goal of 6.2% for its federally funded contracts awarded in the next 3 federal fiscal years.

Your feedback on this goal is very important to us. We have a few questions we would appreciate your responses on (see below). If you have any questions please contact Samantha.Leslie@sdmts.com.

BONUS: Survey participants will be entered to win one of three cool MTS prizes! Respondents must complete the survey by noon PST on Monday, June 7, 2021 for prize drawing.

\* 1. MTS has reviewed what federal funded contracts we will award in the next three years. Based on available DBEs in the San Diego market (some projects have limited or no DBEs available), compared to all firms in the San Diego market and reviewing past DBE participation rates, MTS' Overall Treinnial DBE Goal for FY 2022-2024 came to 6.2%. (For reference, please review the list of MTS projects.)

Based on the above, please select one of the following options:

A DBE Overall Goal of 6.2% appears appropriate

A DBE Overall Goal of 6.2% does not appear appropriate

2. Have you experienced any specific barriers toward DBEs in competing for federally funded contracts?

Yes

No

No sure

3. Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?

Yes

No

No

If yes, please share your recommendations



4. Do you have any re businesses on their	ecommendations for encontracting teams?	couraging prime co	ntractors to utilize	DBEs and other small	
○ Yes					
O No					
If yes, please share rec	ommendations				
5. Do you believe you identified in MTS' pro	ir industry's members o oposed project list?	ould participate in a	any of the work sco	pe opportunities	
O Very likely					
Likely					
Neither likely nor	unlikely				
6. Are any of your or Yes	ganization's members	certified DBEs and	or SBEs?		
O No					
O Not sure					
If yes, please list them	here				
7. Any other though	its or concerns related	to MTS 6.2% DBE g	goal?		
8. Thank you for tak raffle.	king the survey! Please	provide your conta	ect information to b	pe entered into the priz	te
Respondents must win. A winner will be and/or email up to t Friday, June 18, 202 Prizes must be clair	nployees and/or their in complete survey by de e selected on Friday, Jo three times between Jo th, the winner forfeits the med within San Diego ( ttps://www.sdmts.com/	eadline (noon PST o une 11, 2021. MTS w une 11-18. If no respo neir prize and anoth County. For complet	on Monday, June 7, ill attempt to cont onse is received by ner winner may be	2021) to be eligible to act the winner via phor 11:59 p.m. PST on selected in their place.	ne
Name					
Company					
City/Town					
State/Province	select state	•			
ZIP/Postal Code					
Email Address					
Phone Number					
	Prev [	Done			



#### **ATTACHMENT 8: EMAIL TO PAC MEMBERS**

CALTRANS; City of San Diego; County of San Diego; Department of General Services, State of California; Metropolitan Water District of Southern California; NAVFAC Southwest; North County Transit District; Port of San Diego; San Diego Association of Governments; North San Diego SBDC Network; San Diego, Orange, Imperial PTAC; San Diego County Regional Airport Authority; San Diego County Water Authority; San Diego Housing Commission; San Diego Unified School District; University of California, San Diego

> Ricardo E. Medina Ranuelos Alma: Mathis. Maecel@DOT: maria.ibarra@dot.ca.gov: michelle.gongora@dot.ca.gov: cabarca@sandiego.gov: dsingleton@sandiego.gov: jmendivil@sandiego.gov; sirobinson@sandiego.gov: toraham@sandiego.gov: brooks.droego@dot.ca.gov: liudy.ving@sdcountv.ca.gov: liliane.gee@sdcountv.ca.gov: liliane.gee@sdcountv.ca.gov: licardo E. Wedina: Samantha Leslie: jarena@mwdh2o.com: kashford@mwdh2o.com: lemgee@mwdh2o.com: anthony.phillips@navv.mij; gwellong@natd.org; jtavlor@nctd.org; ssp@sandag.org; To: brittany.yamagata@sandag.org; eri@sandag.org; bhousholder@swccd.edu; lvelasco@swccd.edu; cantoine@sdcwa.org; enaw@sdhc.org; Linehan Karen; cbrown@miracosta.edu; dfitzgerald@swcc mjackson2@swccd.edu; shirai@portofsandiego.org; asingleton@ucsd.edu MTS"s Proposed DBE Goal of 6.2% - Feedback Requested - Raffle Prizes Available Subject: Date: Tuesday, June 1, 2021 11:09:05 AM

HI PAC,

We would really appreciate your help if you could send the email below to you DBE's & SB's databases.

Thank you very much for your assistance.

Best regards,

Richie

Hello!

The San Diego Metropolitan Transit System (MTS) is proposing an Overall Disadvantaged Business Enterprise (DBE) Goal of 6.2% for its federally funded contracts awarded in the next 3 federal fiscal years.

We need your help to ensure we are setting appropriate DBE goals for our contracting opportunities and are informed on the experiences of DBEs and SBEs trying to win contracts.

Can you please help by completing this short online survey? As an incentive, if you respond, MTS will enter you into a raffle to win one of three prizes! The MTS marketing team has some cool prizes to give away!

In addition to the survey, I am happy to facilitate a one-on-one virtual presentation or phone call to discuss MTS' DBE goal further. All this information will be presented to the MTS Board of Directors on June 17, 2021 at 9am. If interested in attending the virtual meeting, click here to register.

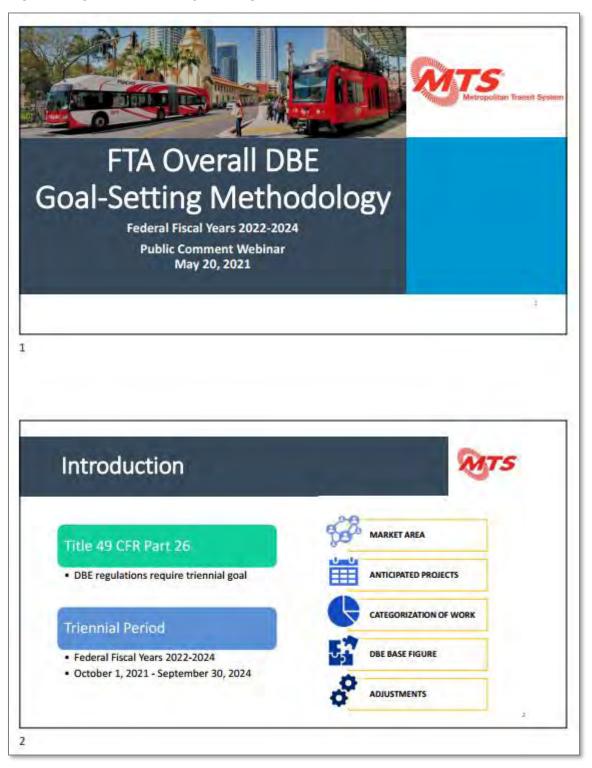
And for background information, view the Overall DBE Goal-Setting Methodology.

Thank you in advance for your help!

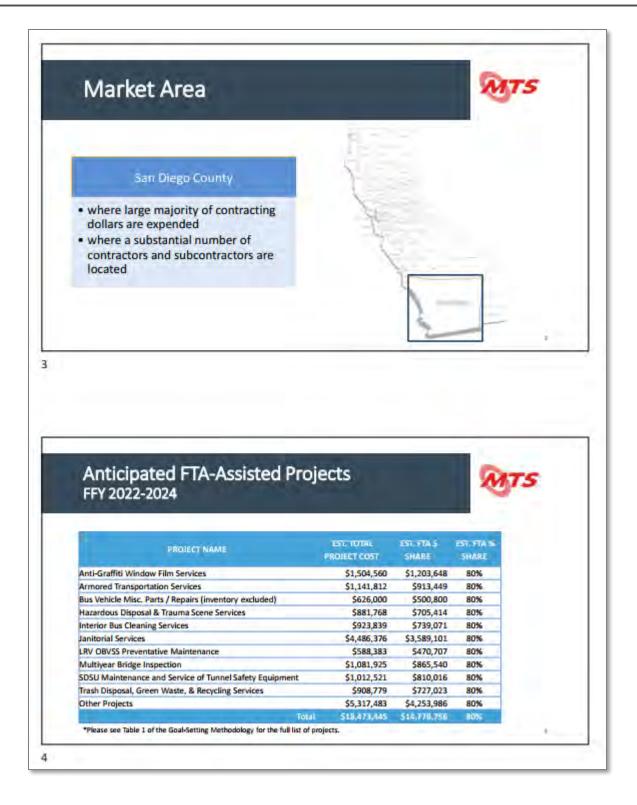
Samantha Leslie DBE Liaison Officer / Staff Attorney - Regulatory Compliance San Diego Metropolitan Transit System



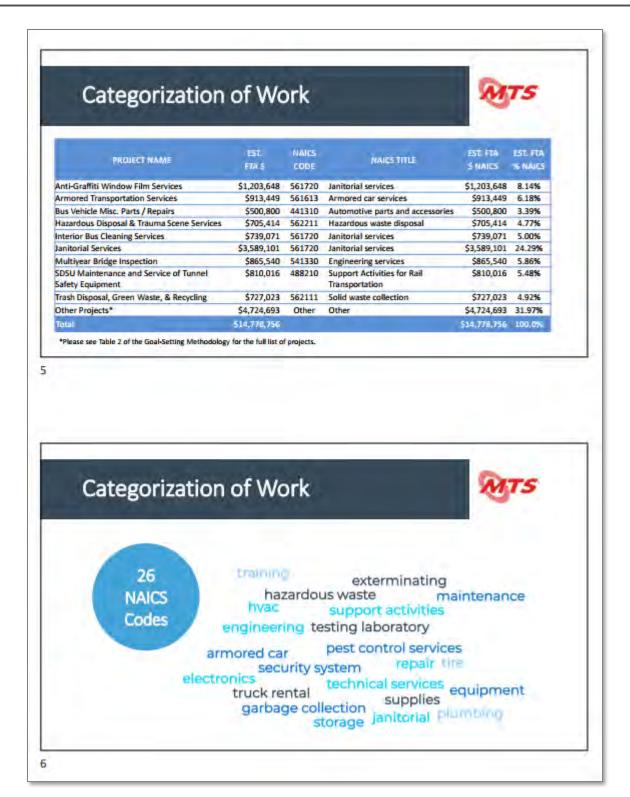
## **ATTACHMENT 9: WEBINAR PRESENTATION**





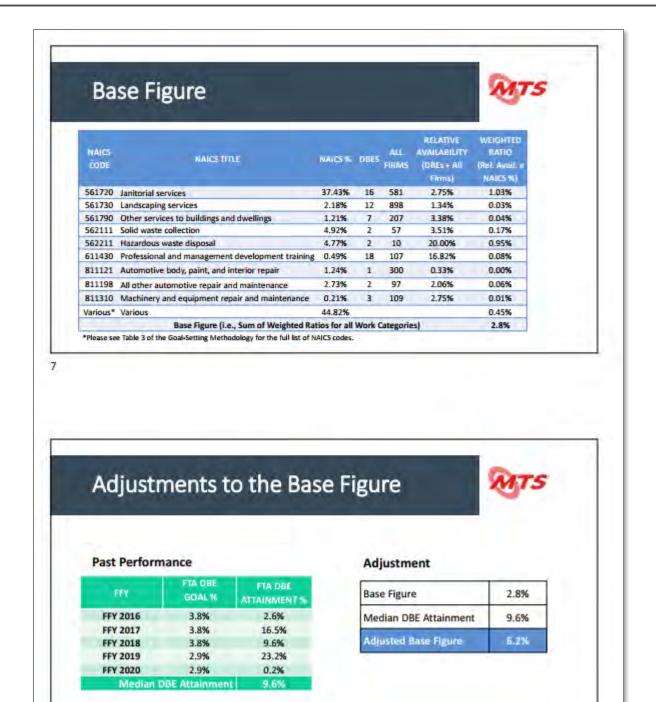






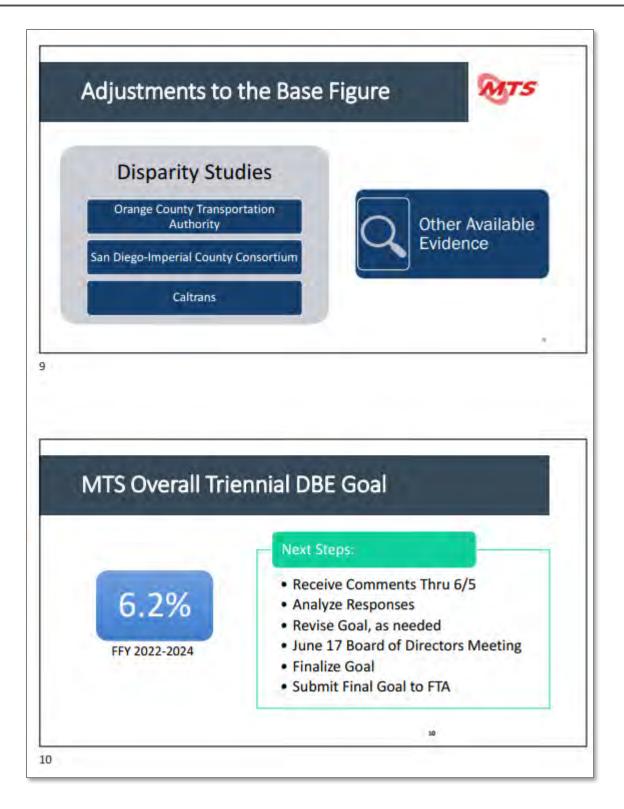
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A-30







# Questions?



- Are you aware of or have you experienced any specific barriers toward DBEs in competing for federally funded contracts?
- Has your firm experienced discrimination in the process for competing for government contracts?
- Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?
- Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

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### **ATTACHMENT 10: COMMENTS RECEIVED**

## Wendell Stemley, Emeritus Director, President NAMC Mid CA -E.Bay Sacramento

**COMMENT:** MTS needs to be willing to look at not only FTA DBE Program requirements, but the State of California. The State of California, through Section 31 (per Proposition 209), sets forth corrective actions when an agency does not meet its Race-Neutral DBE Goals. A Race-Neutral DBE Program can lead to agencies becoming passive participants in discrimination, since they are not really addressing race in their DBE Goal. Whereas Race-Conscious DBE Program build in race into their goal setting.

MTS RESPONSE: The requirements of Section 31 ("The State shall not discriminate against, or grant preferential treatment to, any individual or group on the basis of race, sex, color, ethnicity, or national origin in the operation of public employment, public education, or public contracting.") are specific to contracting with the State of California departments, however the same principles are present in the U.S. DOT DBE program administered by MTS. 49 CFR Part 26 Section 1 states "the purpose of the DBE program is: (a) To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs; (b) To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts."

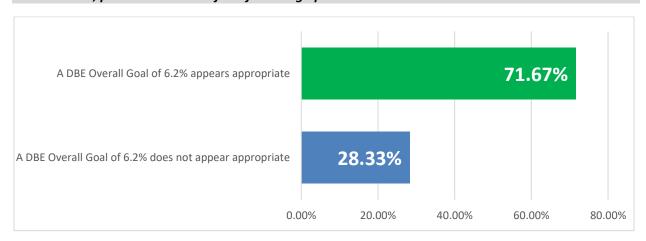
49 CFR Part 26 Section 51 states that MTS must meet the maximum feasible portion of our overall goal by using race-neutral means of facilitating race-neutral DBE participation. MTS utilizes a 100% race-neutral DBE program, using outreach as one of its main way to assist DBEs and small businesses. Every year MTS evaluates their achievement toward meeting the triennial goal and must prepare a shortfall analysis and corrective action plan for any Federal Fiscal Year in which the goal is not met. A shortfall analysis and corrective action plan provides an opportunity for MTS to review and update our outreach measures to ensure they are effective and showing positive results. In this way, FTA ensures that agencies actively conduct outreach and continue to strive for improvement in their DBE programs.



### **ATTACHMENT 11: SUMMARY OF SURVEY RESULTS**

MTS received 120 responses to the survey. Many of the answers to questions were similar and we have summarized the responses to the questions related to the DBE goal and overall methodology.

MTS has reviewed what federal funded contracts we will award in the next three years. Based on available DBEs in the San Diego market (some projects have limited or no DBEs available), compared to all firms in the San Diego market and reviewing past DBE participation rates, MTS' Overall Triennial DBE Goal for FY 2022-2024 came to 6.2%. (For reference, please review the list of MTS projects.) Based on the above, please select one of the following options:



ANSWER CHOICES	RESPONSES	
A DBE Overall Goal of 6.2% appears appropriate	71.67%	86
A DBE Overall Goal of 6.2% does not appear appropriate	28.33%	34
TOTAL		120

Please explain why you think a DBE Overall Goal of 6.2% is not appropriate, in order for MTS to examine if changes to its Goal Methodology should be made.

COMMENT RECEIVED <sup>20</sup>	MTS RESPONSE
The 6.2% goal is too low.	The MTS overall triennial DBE goal was established following the DBE regulations set forth in 49 CFR Part 26.45 which states that the goal be based on the relative availability of DBE within the MTS market area to

<sup>&</sup>lt;sup>20</sup> Similar comments have been combined and/or edited to reduce duplicate responses. Where possible, comments that included multiple topics have been broken out in order to provide more direct responses.



COMMENT RECEIVED <sup>20</sup>	MTS RESPONSE
The goal should be higher (e.g., 10%, 12%, 20%, 25%, 30%, 50%).  The goal should reflect the actual population when there are a large number of minority and small businesses.	perform the work MTS expects to award on FTA-funded contracts over the triennial period. This goal is an overall goal and not to be confused with contract specific goals that may be set at the contract level. MTS is only allowed to consider the number of certified DBE firms when calculating the DBE goal and small or minority businesses can only be
	considered if they have DBE certification.  The 6.3% DBE goal is a minimum goal. MTS is focused on exceeding that goal and will do so through:
	<ul> <li>Participation in outreach events</li> <li>Assisting companies through the certification process</li> <li>Direct communication with potential bidders about upcoming opportunities</li> <li>Ensuring DBE 's are registered on our online bid platform.</li> </ul>
	The following events are scheduled and will include participation by MTS staff:
	<ul> <li>MTS Procurement Event – June 22, 9am         Procurement Fair: The San Diego Metropolitan Transit System (https://sdsbdc.ecenterdirect.com/events/14551)     </li> <li>Caltrans 17th Annual Procurement and Resource Fair – October, 19 –</li> <li>San Diego Airport – Meet the Primes – September 30<sup>th</sup></li> </ul>
	DBE certification is performed by the following agencies, however if you have a desire to become a certified business please reach out to MTS staff:
	CALTRANS
	https://dot.ca.gov/programs/civil-rights/dbe-certification-information
	LA METRO <a href="https://metro.gob2g.com/">https://metro.gob2g.com/</a>
The 6.2% goal is low compared to other agencies.	The MTS goal is different than the goals of Caltrans (17.6%), LA Metro (13%), SANDAG (10.3%), and NCTD (4.2%) because the relative availability of DBEs in the types of work anticipated to be awarded on FTA-assisted contracts over the triennial period are different for each agency. For example, MTS does not use FTA funds for construction work while Caltrans, LA Metro, and SANDAG do use FTA funds for construction. There are a greater number of DBEs in the construction trades and therefore the relative availability of DBEs is higher, which in turn means a higher overall DBE goal for those agencies. Other agency goals can also be misleading. For example, SDG&E has a DBE goal, but



COMMENT RECEIVED <sup>20</sup>	MTS RESPONSE
	it is a "diverse business enterprise" goal which is not the same as a Disadvantaged Business Enterprise goal.
If MTS is serious about helping DBEs and small businesses, then the goal would be higher.	The goal that MTS has established is not an indication that MTS does not seek to have more engagement from DBEs. MTS, like all other FTA recipients, must follow the DBE regulations in 49 CFR Part 26.45 when establishing the DBE goal. A lower goal does not mean that MTS is not serious about helping DBE and small businesses. MTS aims not only to meet, but to exceed its DBE Overall Goal.
The percentage is too low to provide a livable wage for minority contractors.	The purpose of the overall Triennial DBE goal is not to provide a livable wage for minority contractors. Other MTS contracting requirements address wage issues (e.g., prevailing wage for public work projects, skilled and trained labor for certain construction projects, state, and local minimum and/or living wage requirements). The Goal reflects the expected DBE participation levels based on the specific contracts MTS expects to award over the FFY 2022-2024 period. This is limited by the type of trade/product, the amount of federal funding, and the number of certified DBEs in that field available to bid or propose on MTS's procurements.
	MTS is always seeking opportunities to award contracts to DBE's and will try and exceed the 6.3% goal.
The percentage is too low to motivate general contractors to use DBEs, whose bid numbers tend to be slightly higher than larger subcontractors who have more buying power. It is hard for a DBE to be competitive on low bid projects.	MTS's outreach measures aim to create a more level playing field for DBEs to compete against larger firms. This includes promoting financing opportunities provided by the U.S. SBA to DBEs and other small businesses.
Usually the DBE doesn't get much opportunities to bid. Is hard to compete with larger companies. Most of DBE are micro small. And many has no past performance and there is no opportunity to qualify against other small businesses or large primes that keep themselves under the small business threshold.	



COMMENT RECEIVED <sup>20</sup>	MTS RESPONSE
By basing this DBE goal on business located only the San Diego area, MTS has created a loophole for large companies not to use a DBE. California CUCP certifies the state level and does not limit it to a geographical area within the state.	MTS follows guidance from the U.S. DOT on their market area, which must be the area in which the substantial majority of the contractors and subcontractors with which MTS does business are located and the area in which MTS spends the substantial majority of its contracting dollars. MTS reviewed bidder information and determined that their market area is San Diego County. Caltrans recognizes the entire state of California as their market area as they have contracts across the state and their contractors and subcontractors are from all over the state. Similarly, LA Metro uses Los Angeles County as their market area.  MTS does not set geographical preferences in our procurement processes, so no matter where the DBE firm is located they are eligible to participate in the process.
I believe the use of the Good Faith Effort has allowed more and more Primes to get around the DBE requirements.	Good Faith Efforts by a prime contractor are only applicable for race-conscious DBE Programs that use contract-specific goals. MTS operates a strictly race-neutral program, which does not allow for contract-specific goals and thus Good Faith Efforts are not applicable.
The goal is only for subcontractors and primes do not care about using new subcontractors.	MTS DBE Overall Goal looks at all available DBE firms that perform MTS's future federal projects, regardless if the firm is a prime contractor or a subcontractor. MTS also reports all DBE achievement, including if the DBE is a prime contractor or a subcontractor. MTS encourages its prime contractors to utilize DBE and other SB subcontractors on all its contracts. MTS will review what strategies can be implemented to help incentivize prime contractors to identify new subcontractors to work with.
Goal should not be an umbrella goal but one developed for specific scopes.	MTS's Overall DBE Goal was developed by looking at how many DBE firms are available to perform each distinct category of work, divided by all the firms available to perform that distinct category of work.
Large portion of your projects are for waste management and sanitation services and less in other services.	MTS procures projects based on its business needs. MTS also uses its federal funds primarily for preventative maintenance contracts and contract services for fixed route and complementary paratransit service. Trash collection is an example of one of our larger, multi-year contracts that will be awarded using federal funds. Many of MTS's federally funded projects are for unique, and specialized services, making it difficult to achieve its DBE Overall Goal.
Due to COVID-19, many DBE opportunities were either postponed or dissolved, limiting DBE business opportunities.	The list of projects MTS intends to procure are based on: its current contracts that are about to expire and thus need to be renewed; and its current contracts that have remaining option years that may be exercised. MTS does not have data on what impact COVID-19 has had on contracting opportunities.
Disadvantaged companies are lacking opportunities. It would only be sufficient if	Per state and federal law, MTS is limited to a narrow set of circumstances on when it can award non-competitive, sole source



COMMENT RECEIVED <sup>20</sup>	MTS RESPONSE
these were dedicated to sole source contracts.	contracts (e.g. emergency, supplies or services available from only one responsible source).

# Have you experienced any specific barriers toward DBEs in competing for federally funded contracts?

ANSWER CHOICES	RESPONSES	
Yes	39.47%	45
No	30.70%	35
Not sure	29.82%	34
TOTAL		114

# Please explain any barriers you've experienced in competing for federally funded contracts.<sup>21</sup>

COMMENT RECEIVED	MTS RESPONSE
Lack of knowledge about opportunities.	MTS utilizes PlanetBids to get notice out about procurements and encourages all prospective prime and sub bidders to register with PlanetBids to be aware of bid opportunities.
Lack of outreach.	MTS will also be contacting each DBE or small business vendor who participated in the Survey to explain how to register on MTS's PlanetBids website, as well as notice about MTS's Virtual Outreach Event on June 22, 2021 (to register, visit: <a href="https://sdsbdc.ecenterdirect.com/events/14551">https://sdsbdc.ecenterdirect.com/events/14551</a> ). MTS's Virtual Outreach Event will be providing step by step directions on registering on PlanetBids, as well as information on MTS's DBE Program and upcoming contracting opportunities.
	The following events are scheduled and will include participation by MTS staff:
	<ul> <li>MTS Procurement Event – June 22, 9am         Procurement Fair: The San Diego Metropolitan Transit System (https://sdsbdc.ecenterdirect.com/events/14551)     </li> <li>Caltrans 17th Annual Procurement and Resource Fair – October, 19</li> <li>San Diego Airport – Meet the Primes – September 30<sup>th</sup></li> </ul>
Support matchmaking events to match primes and subs.	MTS participates in outreach events hosted by other agencies in the region, which have included a networking component to promote teaming

<sup>&</sup>lt;sup>21</sup> Any comments received that were similar to those made in response to previous questions have been excluded from this section to reduce duplicative responses. A full listing of the comments can be found within Attachment 12.



COMMENT RECEIVED	MTS RESPONSE	
	opportunities between prospective prime contractors and the DBE and Small Business contracting community.	
Need technical support and to learn how to bid as a sub and grow our company.	MTS actively promotes Small Business conferences, programs, and support services offered by other agencies that have established DBE and Small Business Programs to help develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses.	
	MTS provides resources for small business technical assistance by referring interested firms to the Caltrans Office of Civil Rights and the San Diego Procurement Technical Assistance Center (PTAC) and other organizations that also provide training on how to do business with public agencies.	
	At MTS's June 22, 2021 virtual outreach event, MTS will be including information on how to submit a bid or proposal on MTS's solicitations.	
Project values are too high for small business & DBE firms.	MTS has numerous projects that are of a size that DBEs and small businesses can perform as primes. For example, for the project "Shop Tools Misc. (inventory excluded)", or "Rail Maintenance of Way Misc. (inventory excluded") that is the estimated value of all individual contracts that will be awarded over a three (3) year period for this category of products/services. Generally, each individual Purchase Order is less than \$3,500. MTS also aims to post on PlanetBids more of its smaller procurements, in order to reach a larger number of DBE and small businesses (e.g. procurement valued at \$25,000). Register on MTS's PlanetBids website to receive automatic notice of such procurements.	
Items that some smaller DBEs could bid on are grouped with many other specialties, making it impossible to bid.		
Bonding requirements.	MTS assists DBEs and small business in overcoming limitations such as inability to obtain bonding or financing by referring them to the SBA Bonding Assistance Program and SBA loan program. Also, MTS generally	
Cannot get loans or funding.	limits its bond requirements to only construction projects, per state and federal law.	
How do firms know to apply to become a DBE? What do they need and where do they go?	MTS outreaches to vendors to encourage them to apply for DBE certification. Visit <a href="https://dot.ca.gov/programs/civil-rights/dbe-certification-information">https://dot.ca.gov/programs/civil-rights/dbe-certification-information</a> for more information on applying to be a DBE.  The following events are scheduled and will include participation by MTS staff:	
	<ul> <li>MTS Procurement Event – June 22, 9am         Procurement Fair: The San Diego Metropolitan Transit System (https://sdsbdc.ecenterdirect.com/events/14551)     </li> <li>Caltrans 17th Annual Procurement and Resource Fair – October, 19</li> </ul>	
	San Diego Airport – Meet the Primes – September 30 <sup>th</sup> At any of these events companies can obtain additional information regarding the certification process.	



COMMENT RECEIVED	MTS RESPONSE
What is MTS doing to assist DBEs? How is MTS ensuring DBEs can successfully participate? Is MTS's efforts growing the DBE pool?	MTS assists DBEs by performing outreach to notify them of opportunities, attending events and providing information to DBEs, hosting a virtual outreach event for small businesses, and promoting teaming opportunities. MTS also refers DBEs to organizations that provide technical assistance.
	MTS will also be contacting each DBE or SB vendor who participated in the Survey to explain how to register on MTS's PlanetBids website, as well as notice about MTS's Virtual Outreach Event on June 22, 2021. MTS's Virtual Outreach Event will be providing step by step directions on registering on PlanetBids, as well as information on MTS's DBE Program and upcoming contracting opportunities.
	MTS notifies all DBE vendors for each solicitation over \$100k and also notifies the SBA and other agencies that assist small businesses.
	MTS encourages potential DBEs to seek DBE certification which will increase the number of available DBEs.
High insurance requirements.	On a case by case basis, MTS will review requests for a reduction in insurance requirements and changes to worker's compensation
Worker's compensation requirements	requirements.
Contract requirements to have "X" years of experience working with governmental agencies.	MTS will review its government agency experience requirements. It is MTS's aim that they should not be over-restrictive, but reasonably related to the expertise needed to successfully perform the project.
DBE requirements are necessary in order to give us a chance against manufacturers who can bid products at lower costs.	MTS operates a strict race-neutral DBE program and is not able to set DBE goals on contracts.
Primes generally do not subcontract unless DBE goal is significant.	MTS attempts to connect DBE's with Primes. One way we do this is through preproposal meetings. If any DBE is interested in working as a subcontractor, please attend the posted preproposal meeting. These are posted on PlanetBids.
Most of the General Contractors are union and I am unable to provide a quote for the work I perform.	On certain construction contracts, skilled labor requirements may apply. However, MTS does not generally use federal funds on construction projects. In the upcoming triennial period, MTS does not anticipate at this time awarding federal funds on any construction projects that may have skilled labor requirements.
Primes do not hire small businesses or young companies.	It is unfortunate to hear that many DBEs and small businesses are finding it difficult to connect with Primes. MTS encourages prime contractors and consultants to reach out to DBE firms and include them on bids and



COMMENT RECEIVED	MTS RESPONSE
Primes do not do additional outreach to seek qualified DBEs.	proposals on all of its procurements. MTS will be reviewing ways to better incentive Prime Contractors to seek out new DBE and small businesses to work with. MTS will also continue to attend outreach events that focus on matchmaking efforts between Primes and subcontractors, as well as continue to provide time at its pre-bid meetings (post COVID-19) for primes to connect with interested subcontractors.  MTS attempts to connect DBE's with Primes. One way we do this is through preproposal meetings. If any DBE is interested in working as a subcontractor, please attend the posted preproposal meeting. These are posted on PlanetBids.
Primes already have set up their teams and are uninterested in teaming up with new firms/startups.	
We send bids to Primes but never hear back, not even with feedback if whether bid was high or low.	
Primes are only using DBE subcontractors for low risk services, such as janitorial, concrete or landscaping, or to meet Good Faith Effort requirements.	
There is a DBE firm performing traffic control that is used by all the Prime Contractors, but I don't think they qualify for DBE status anymore.	Eligibility requirements for a DBE are that: the majority owner must be socially and economically disadvantaged; the majority owner must have a personal net worth of less than \$1,320,000; the firm must be a small business per U.S. SBA size standards; and have average annual gross receipts of less than \$23,980,000, for most businesses. For questions, or to appeal a determination that you are no longer eligible, visit <a href="https://dot.ca.gov/programs/civil-rights/dbe-certification-information">https://dot.ca.gov/programs/civil-rights/dbe-certification-information</a> .
My firm used to be a DBE but we no longer meet the eligibility requirements regarding personal net worth.	



# Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?

COMMENT <sup>22</sup>	RESPONSE
Reach out to small business outreach centers.	MTS will reach out to these organizations and ask that they register on MTS's PlanetBids, so that they can forward along notice of MTS's procurements directly to their clients.
Network with the Black Contractors Association.  Prioritize the outreach to groups that would normally be disenfranchised. Black contractors Association, Latino/Spanish publications in their language, MANA de San Diego, etc.  Partner with Young Black & N' Business! linktr.ee/ybandnb.	MTS notifies all DBE vendors for each solicitation over \$100k and also notifies the SBDC and other agencies that assist small businesses.
Count DBE participation if they bid, not just if they win.	MTS maintains data on whether a DBE prime or subcontractor bid on a project, even if they were not the successful proposer on the project. For purposes of reporting on the achievement of MTS's DBE Overall Goal, MTS can only count DBE participation for those certified firms that are awarded work, per Appendix B to Part 26, and actually perform the work, per 49 CFR Part 26.55.
Create smaller projects.	MTS is posting smaller projects on our PlanetBids site to increase DBE visibility of opportunities.
Provide small subsets of contracts to small businesses directly but still have the prime to take the responsibility.	MTS is prohibited from using set-asides or quotas on U.S. DOT assisted contracts per 49 CFR Part 26.43.  However, MTS is reviewing whether a set aside program for non-federally funded contracts could be a potential concept that MTS can implement.
Provide database to search for DBEs.  Provide on website a list of DBEs with their capabilities and how to contact them.	MTS has a link to the California Unified Certification Program's (CUCP) DBE database on their website. Visit MTS's DBE Webpage at <a href="https://www.sdmts.com/business-center-procurement/dbe">https://www.sdmts.com/business-center-procurement/dbe</a> . Visit CUCP's DBE Database at <a href="https://dot.ca.gov/programs/civil-rights/dbe-search">https://dot.ca.gov/programs/civil-rights/dbe-search</a> .
A specific list of contracts that may provide opportunities for minority businesses.	MTS aims to post a list of MTS's upcoming capital improvement projects on its website. All other procurements will be posted at the time of solicitation, on MTS's PlanetBids website.

<sup>&</sup>lt;sup>22</sup> Any comments received that were similar to those made in response to previous questions have been excluded from this section to reduce duplicative responses. A full listing of the comments can be found within Attachment 12.



COMMENT <sup>22</sup>	RESPONSE
Provide for focused outreach, in key areas of expertise.  MTS could reach out directly to companies especially in the industries that is most desired.	For many of MTS's procurements, regardless of funding, MTS will reach out directly to certified DBEs that have the associated NAICS or work category code. In addition, those procurements post on MTS's PlanetBids website.
Streamline your seminars and more DBEs will attend. They are way too confusing and bureaucratic; overly procedural and complicated. Just give us the nuts and bolts.	MTS appreciates this feedback. MTS will be hosting its own Virtual Outreach Event on June 22, 2021 and intends that the information provided is practical and useful.
Do not hold retention for organizations with a budget with less than \$1,000,000.  Send DBEs early notice about upcoming task orders so that the DBEs can start talking to Primes before bids are due.	Generally, MTS only requires retention per state law on certain public work projects. It is MTS's understanding that there are no exceptions based on a firm's financial size at this time.  MTS is currently using this strategy and will aim to use it for more projects. For instance, on MTS's PlanetBids website, there is an On-Call A&E Services Procurement that is shown as being in the "Planning" stage. Any DBEs or small businesses registered on MTS's PlanetBids website would be able to get direct notice of this upcoming procurement, providing them time to reach out to Primes accordingly. A list of prospective bidders is available for review. Visit <a href="https://pbsystem.planetbids.com/portal/14771/portal-home">https://pbsystem.planetbids.com/portal/14771/portal-home</a> to learn more.
Do not focus on price only. Please consider quality and experience.	MTS uses many different procurement methods, such as request for proposals (RFP). RFPs look at many factors, not just price, and award contracts based on best value. RFPs are used generally for many of our professional service type contracts.
Penalties to non-compliant contractors.	MTS's DBE Program, which is set forth within MTS Board Policy No. 26, sets forth the DBE requirements that Prime Contractors must comply with, particularly when contracting with DBE subcontractors.
Designate a contact person that DBEs and small business can deal with so we can present our capabilities and qualifications without having to navigate the website and go to outreach events.	MTS's DBE Liaison Officer can be contacted by  Samantha.Leslie@sdmts.com. MTS will include your firm on MTS's  Bidder List, which MTS procurement staff may use to identify companies that can provide a quote or bid on a project.
Use firm size and financials, as defined by U.S. SBA, and drop personal net worth criteria.	MTS encourages all small businesses to participate, regardless of the type of certification. MTS does record participation of small businesses that meet the U.S. SBA size standards and reports such businesses to MTS's Board of Directors twice a year. Per CFR Part 26.37, DBE certification requires that an owner have a personal net worth that



COMMENT <sup>22</sup>	RESPONSE
	does not exceed \$1.32 million. Please note, MTS can only count participation of certified DBEs towards meeting its DBE Overall Goal.
To automatically include	MTS encourages all potential parties interested in being notified of
small business like us on a	bidding opportunities to register as a vendor on PlanetBids and to join
list for any open projects	the MTS Bidders List. Links for both are included on the MTS webpage.
funded by the city and	
immediately by email or	
text.	
Send out bid invites per	
NAICS and SIC codes	
I have registered on all sites but don't hear much on	
DBE opportunities.	
Financial incentives. \$100+	There may be limitations for MTS as a public agency to provide
for a bids per 1M in	financial incentives to bidders but MTS will work with our local agency
contract total regardless of	partners to see if they have implemented something similar and
winning and financial	whether it was a successful strategy.
incentives to win.	<b>6</b> ,
Please share the list of all	On PlanetBids is a tab within each project that lists the prospective
Primes involved in the	bidders, along with their contact information. Please register on
bidding so that DBEs can	MTS's PlanetBids website to review this information.
approach them for	
inclusion.	
I would prefer outreach by	On MTS's smaller procurements, contracting officers may use
telephone and I would be	telephone as an outreach effort. However, to ensure MTS has a written
able to accept or reject a	record of how it has solicited a project, MTS does generally use email
bid more promptly.	and PlanetBids as its main way to notify firms about MTS's
	procurements.

# Any other thoughts or concerns related to MTS 6.2% DBE goal?<sup>23</sup>

COMMENT RECEIVED	MTS RESPONSE
Do you have dedicated personnel to walk DBEs through the RFP process?	For every procurement, a designated contracting officer is assigned to assist all proposers with questions relating to how to submit a proposal. In addition, the DBE Liaison Officer may also be contacted at <a href="mailto:Samantha.Leslie@sdmts.com">Samantha.Leslie@sdmts.com</a> .
Typically, while using Federal or State funds, local agencies and	MTS is a direct recipient of FTA funding and as such is required to have their own DBE program and establish triennial DBE goals based on their FTA-funded projects. When MTS is a subrecipient of

<sup>&</sup>lt;sup>23</sup> Any comments received that were similar to those made in response to previous questions have been excluded from this section to reduce duplicative responses. A full listing of the comments can be found within Attachment 12.



JPAs should follow Caltrans Local Assistance Procedures	federal funding from Caltrans, MTS complies with all Caltrans DBE Program requirements.
The DBE goal depends on the definition of what is now considered DBE.	Per 49 CFR Part 26.5, MTS can only consider a certified DBE. Eligibility requirements for a DBE are that: the majority owner must be socially and economically disadvantaged; the majority owner must have a personal net worth of less than \$1,320,000; the firm must be a small business per U.S. SBA size standards; and have average annual gross receipts of less than \$23,980,000, for most businesses.
Can you find a way to let us know if we won the bid project?	MTS provides notice of award to the successful bidder or proposer, generally by email. Contact MTS Procurement Department at <a href="https://www.sdmts.com/business-center-procurement/procurement-contact">https://www.sdmts.com/business-center-procurement/procurement-contact</a> with any questions relating to contract awards.
Bringing small businesses into mentorship and development will enrich the community and bring more value to society in the long run.	MTS will research whether of any local agencies or community partners have mentor-protégé programs that MTS can support and partner with.
Construction is a very technical field. People making decisions relating to it should have extensive experience within this arena.	MTS does not generally use federal funds on construction projects. In the upcoming triennial period, MTS does not anticipate awarding federal funds on any construction projects. When MTS does procure construction services using local funds, MTS generally utilizes the help of experienced A&E Firms, many of which use DBE and Small Business subconsultants, to help develop the project scope of work.
MTS should post quarterly statistics in where they are in meeting the goal, per business area. So subs are not wasting time knocking on doors primes have no incentive to answer.	Twice a year, MTS includes an agenda item for the MTS Board of Directors Meeting regarding data on MTS's achievement toward meeting its DBE Overall Goal. MTS also includes information on MTS achievements toward awarding contracts to small businesses, minority owned businesses, women owned businesses, LGBT owned businesses, and disabled veteran business enterprises. All
Please add or break down an VOSB/SDVOSB goal for firms that do not qualify to become a DBE.	Board of Director Meeting Agendas can be viewed here: <a href="https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings">https://www.sdmts.com/about-mts-meetings-and-agendas/board-meetings</a> .  meetings.



### **ATTACHMENT 12: SURVEY RESPONSES**

MTS has reviewed what federal funded contracts we will award in the next three years. Based on available DBEs in the San Diego market (some projects have limited or no DBEs available), compared to all firms in the San Diego market and reviewing past DBE participation rates, MTS' Overall Triennial DBE Goal for FY 2022-2024 came to 6.2%. (For reference, please review the list of MTS projects.) Based on the above, please select one of the following options:

- 86 selected: A DBE Overall Goal of 6.2% appears appropriate
- 34 selected: A DBE Overall Goal of 6.2% does not appear appropriate

Please explain why you think a DBE Overall Goal of 6.2% is not appropriate, in order for MTS to examine if changes to its Goal Methodology should be made.

- The number of disadvantaged businesses at this time is more than the percentage of the DBE Overall Goal of 6.2%
- I don't how you were able to establish a 6.2% but comparing to Caltrans 17.6 and Metro 13%, the 6.2% is low.
- 6.2% is much lower than other agencies, utilities are in the 20.5% SDG&E is in the 40% range
- When you minimize a goal, the importance of attaining the goal seems to lose accreditation and value.
- Way too low and it's only for subcontractors. I have been a DBE for like 6 years and the
  Primes do not care about using new ones. If you are going to put the burden on them let
  them work to obtain at least 50% DBE participation, which reflects the actual population.
- Should be higher.
- very small percentage when there are a lot of minority and small businesses
- What kind of projects are you soliciting for? P.W? Architectural? Planning? shouldn't be an umbrella goal but one developed for specific scope. Also, 6% is a low bar, your number may have been reached based on State methodology, but why not strive for higher? Like 10-15% at least
- Most public utilities and city goals are in the 13% plus goals which it is still difficult to meet so the higher the percentage the better the chance for DBEs to get
- Both Caltrans and SANDAG have a higher overall goal. MTS is also a big agency and should be matching the other agencies.
- Other agencies that seek to have more engagement from DBE are higher at 10-25%. If MTS is serious about helping DBE / Small businesses then the goal would be higher.
- The 6.2% seems low. That means Ove 90% of the business you do is non DBE. Your goal should be 25%.
- Usualy the DBE diesnt get much opportunities to bid. Is hard to compete with larger companies. Most of DBE are micto small. And many has no pass preformance and there is no opportunity to qualify against other small business or large primes that keep themselfs under the small businesx threshold hold
- The percentage appears to be low in consideration to other projects
- The goal appears to be lower than other comparable public entities in the southern California area. Have you compared your projections and goals with other DBE programs?
- There seems to be an overwhelming percentage in waste management and sanitation services and minus 4% in most other services. A notable exception in project management and training



which begs the question of accountability measured against intent. Contact me if you'd wish me to explain.

- DBE are increasing it's number and are as qualified as the others. We need more opportunities to compete
- Personally as a DBE Certified, a Licensed HVACR Contractor, San Diego native, and a credential
  vocational instructor I feel that 12% would be a reasonable example of dedication to
  represent the community as a whole.
- Disadvantaged companies are lacking opportunities. It would only be sufficient if these were dedicated to sole source contracts. Prime contractors often cater to specific DBE's and fall short of commitments. There is a a "pay to play" mentality, which supercedes performance and qualifications.
- We have worked as a Prime for LA Metro and their goals are higher, in the 20-30% range and achievable. Further, the agency has found DBE firms are responsive and cost effective. Therefore the 6% is way too low.
- It appears that 6.2% is obviously not adequate. 6.2% of a paycheck might provide a different perspective. 6.2% of (1) Million is \$60,000, How many Minority companies will that provide a livable wage. I guess something is better than nothing...
- The percentage is too low to motivate general contractors to use DBEs, whose bid numbers tend to be slightly higher that larger subcontractors who have more buying power. Its hard for a DBE to be competitive on hard bid projects.
- GOALS SHOULD BE HIGHER
- Due to Covid 19 many DBE opportunities were either postpone or desolve effecting/limiting DBE business opportunities...
- SANDAG'S is much higher. With more outreach MTS can meet a higher goal.
- I believe it is low, a lot of DBE contractors including my company are not getting project in this area. Our price structure is very competitive with non DBE contractors. I believe the use of the Good Faith Effort has allowed more and more Primes to get around the DBE requirements. Has anyone done a study to see on average how many of the same DBEs get listed out of pool of DBEs
- A goal of only 6.2% over 3 fiscal years limits the goal based on the amount value of projects is ridiculous. By basing this DBE goal on business located only the San Diego area, MTS has created a loop hole for large companies not to use a DBE. California CUCP certifies the state level and does not limit it to a geographical area within the state.
- 6.2 percent is applied to all sort of tasks and specialties so when it's divided between small businesses, each spacialty would get a small amount of that 6.2%, so by raising it higher some very small businesses with a very specific spacialty would get
- Compared to your Peers across the country this is a very low goal.
- I think it is too low
- Most local and regional agencies apply 10% and above for DBE participation.
- Extremely low goal.

Have you experienced any specific barriers toward DBEs in competing for federally funded contracts?

45 selected: Yes35 selected: No

• 34 selected: Not sure



## Please explain any barriers you've experienced in competing for federally funded contracts.

- the previous x years of required business experience with the government.
- Lack of knowledge and opportunities
- Most of the GC are all union and therefore I am un able to provide a quote for the work I perform.
- Project values are too high for small business & DBE firm
- Not having as much of technical support as other successful competing companies.
- Bond requirements
- High insurance requirements
- REVENUE TO START A PROJECT. WE CAN'T GET LOANS DUE TO SIZE OR INCONSISTENT CASH FLOW WHICH FORCES US TO DRAW FROM ANYWHERE WE CAN DESPERATELY GET CASH TO PAY FOR THE LABOR COSTS BEFORE WE CAN BILL AND BE PAID. VERY CHALLENGING.
- We are a small GC and Primes do not hire us. DBE maintenance is I think a waste of time and money.
- Many times Primes do not go the extra mile to do additional outreach to seek qualified DBE's.
- I have almost two years with my certifications and has been difficult to team up with contractors, they have already set up their terms and are not interested in teaming up with new firms/startups even when the team members of that Company have the experience
- DBE's usually experience greater hardship to become "set up" for success. Anywhere from lack of knowledge of opportunities, capacity within firm and etc. After all, that is why they are labeled Disadvantaged. With this in mind, what is MTS doing to assist DBE's? How do firms know to apply to become a DBE? What to they need and where do they go? What about reporting requirements? How is MTS ensuring DBE's can successfully participate, and how is it growing the DBE pool?
- We have sent so many bids and have never heard back from the primes, not even with feedback whether we were high or low
- Small businesses, and young companies are often shut out by the large primes, even as DBEs. Supporting matchmaking events to match primes and subs would be great.
- It is hard to find the contract opportunities. Additionally, Prime Contractors tend to stick with the same DBEs so there are not as many opportunities as we had hoped. We have been bidding on every DBE opportunity we can find, and have only been awarded two small projects. Most of the time, our numbers are extremely competitive and even a little lower than the winning contractors.
- The same companies that had a contract before keep getting the opportunity not the up coming companies. No change to breake in, no information by the primes of the small business outreach to ask questions. Is overwhelming for the mucto business to even think to ger a small piece of a contract even under 50k
- A different contractor that provides similar services (traffic control) generally gets listed for DBE participation even though i don't believe they can qualify for DBE status anymore.
- Insurance requirements can be excessive for DBE vendors you use licensed subcontractors instead of employees. Being required to carry work comp on licensed subcontractors who carry their own E/O insurance is unnecessary and cost prohibited.
- Workers compensation and the employment rules and regulations
- I provide professional creative services and there is very little outreach for my NAICS, the work is usually prestructured with large firms imbedded into the projects.
- It appears somtime that DBE are given chances not of qualifications but need,
- DBE with little to no government experience are neglected.
- How to bid as a sub and understanding the market pricing as a DBE or SBE



- Not enough concern by upper management to offer what's more reasonable to contractors who want to participate.
- The barriers are lack of response and follow up from prime contractors, even of our qualifications are outstanding for the specific type of work.
- we were DBE for a period of time. Even though we meet the firm requirements, I no longer
  meet the Personal requirements. It is unfortunate that we are eliminated from the pool, even
  though we are are a very small business, good at what we do and sought out by our Primes.
   Sometimes I can assist in finding subs in other capacities for my teams, but may be excluded
  because of a personal circumstance that eliminates my company from the pool
- Larger firms have more staff to lobby for work while smaller firms do the work, and large firms take credit. At higher Overhead rates.
- Contractors generally use the same subs over and over and the owners do nothing
- It is too competitive our firm would get award
- We are a DBE reinforcing steel subcontractor. We do not have our own rebar fabrication facility and must buy fabricated rebar for other fabricators. Some of the fabricators from whom we purchase rebar also bid the same projects in their own names. They do not give us the same pricing for fabricated rebar that they use to bid the projects in their own name. Without the DBE requirement we would only be able to bid the small projects that the larger fabricators to not want. It is a significant cost to build/operate a rebar fabrication facility. We have to save up money over years to accumulate the necessary capital.
- Many times primes do not reach out or their outreach events are so generic that they don't take the time to get to know the certified subs to ensure that they can or cannot do the work.
- 1. Many large businesses have set DBE's they work with on a very low margin basis. They use them for their projects, without giving other DBE's a chance to participate.
   2. Large companies tend to use DBE's only for low risk, millennial tasks such as janitorial, concrete, landscaping, etc.
   3. Large businesses solicit DBE's for tasks unrelated to their field of expertise in order to satisfy a good faith effort.
   4. Our DBE numbers are used to win a contract, yet the large business uses other DBE's which they have a relationship with.
- Items that some smaller DBEs could bid on are grouped with many other specialties, making it
  impossible to bid unless you are part of a larger group. Bidding should be done on items, not
  on a 100 items at once.
- Most of the opportunities for DBEs are classified as Tier 2 but they are actually Tier 3 or 4
  opportunities. The Pricing and the actual Subcontractors make it difficult to provide quality
  service or worth the time to go after the job.
- Projects are often too large for DBE's to participate alone.
- Mostly, no contract for PR/Community Outreach.
- Primes can unfairly target the subs for cost savings forcing unsuspecting sub-contractors to overcommit and under-charge.
- Funding
- It is difficult to get a foot in the door, with our particular service offerings.
- Primes generally hoard the work, scope and funds if their isn't a SIGNIFICANT goal in place.

Do you have any recommendations for methods of outreach to increase small and disadvantaged business participation?

54 selected: Yes36 selected: No



## If yes, please share your recommendations

- provided a small subsets of contracts to small business directly but still have the prime to take the responsibility.
- I would personally prefer outreach via telephone and I would be able to accept of reject a bid proposal more promptly
- Partner with Young Black & N' Business! linktr.ee/ybandnb
- Please share the list of all Primes involved in the bidding so that DBE's can approach them for inclusion
- When soliciting the DBE/SBE let them know in your solicitation that you're a union contractor.
   I've had companies call and the person calling doesn't even know if they're union or non union.
- One way that MTS has reached out is through the SBDCs but more outreach can be done. In addition MTS could reach out directly to companies especially in the industries that is most desired.
- A DBE Databas
- Pair disadvantage businesses with businesses that can really help them participate in bidding.
   Starting as a sub for a company with history of performance would help alot.
- Pairing with large GC's thru networking and Teaming encouraged by MTS
- Understanding what the impact would be, related to HOURS OF WORK for individuals on any project. Not just a dollar value!
- Give them contracts. Outreach is overrated. Do specific set asides, sole source contracts. Hoping to avoid the discrimination that is shown on the disparity studies.
- If Primes would take more accountability to meet or exceed DBE goals and share success stories with potential DBE's.
- Developing workshops in a Post COVID-19 era and Vendor Engagement online seminars
- Provide mentor/protege program once suppliers are matched with buyers
- Allow
- Prioritize the outreach to groups that would normally be disefranchised. Black contractors Association, Latino/Spanish publications in their language, MANA de San Diego etc.
- I have registered for all the sites, but dont hear much on DBE opportunities
- We once went to a "meet the primes" networking event that was absolutely fantastic. It was like speed dating where we had five minutes at each Prime Contractor's table to discuss our services and exchange information.
- Have contract that are set-a-side, small JOCs, or On-Call contracts like the SDCRAA
- Targeted outreach for specific tasks
- Make the process easier to have access to contractors and bids. Make contractor use different DBE's after long periods of time.
- Be open to ask the micro business to participate with more outreach just for ys mucrobusiness
  and not makes feel simply stupid to the red tape associated with working with federal funded
  contracts. It seems that if compnies that hs never worked with caltran immediately get the
  cold sholder snd the conversation ends thete. Remember not all DBE companies have had the
  privilege to have worked with caltran and need more information and direction
- Please see if we can share the amount of work so that it doesn't go to the same DBE almost every time
- Streamline your seminars and more DBEs will attend. They are way too confusing and bureaucratic; overly procedural and complicated. Just give us the nuts and bolts
- financial incentives. \$100+ for a bids per 1M in contract total regardless of winning and financial incentives to win



- We are not given the opportunity in Architecture and Engineering or Construction Management by Big firms
- Open the whole project for all NAIC codes at the inception and include small business reps in the planning process. Balance the conversation prior to the outreach efforts.
- Broaden the NAICS
- Continue to reach out to DBEs
- Give some price % advantage: if non DBE bids \$100 & DBE bids \$105, with a small preestablished discount advantage of 6%, the DBE would be the low bidder. MTS has to figure what the % would be in order to achieve their goal of 6.2% DBE contractors. You have historical data upon which you could determine a percentage.
- send out bid invites per NAICS & SIC codes
- Network with the Black Contractors Association
- Sole source contracts for DBE's
- to automatically include small businesses like us on list for any open projects funded by the city and immediately inform them by email or text
- Use firm size and financials as defined by SBA and drop the Personal Net worth criteria. It is a game of labeling personal assets, not a real indicator of the business profile. ts, not of
- Provide setaside contracts where we can compete without the lobbying interest of larger firms with big staffs. And provide a contact person in house that we can deal with so we can present our capabilities and qualifications without having to navigate websites & go to "meet the Primes" or "meet the owners" events which just waste our time. We need to be able to present our capabilities directly to decision makers.
- Reach out to small business outreach centers
- A valid list of Contracts that are opportunity for Minority Business.. /Less Pro-Liability Insurance,/less retainage fees etc
- conduct virtual outreach meeting for DBE firms to meet MTS representatives to speak of types of services and expertise.
- Penalties to non compliant contractors
- Hope do not focus on price only. Please consider quality and experience
- regularly scheduled training and information sessions, following the examples of SANDAG and City of San Diego
- Sending out upcoming task orders so DBEs know to start talking to Primes. Scheduling one on one meetings with primes.
- have an outreach event consistently, then have a link on your website for primes showing the list of DBE's as well as their capabilities statement or a link to that DBE's website.
- reduce insurance requirements as they are preventative for small DBE's, do not hold retention for organizations with budgets under 1 Million
- The Goals need to be much higher
- Have more outreach programs in key areas of expertise and not mix it all together.
- Create more specific categories for bidding.
- Database of qualified DBE's that you reach into, as well as a database we can search.
- Ensure the opportunities are actually on the Tier 2 level.
- Carve off smaller projects for DBE set asides.
- Prime + DBE/SBE meet and greet
- Create smaller contracts
- It's not just participating in bidding but participation in winning bids that matters. Some contracts allow for attempting to comply rather thank actually complying with DNE quotas.
- Hosted outreach events



Do you have any recommendations for encouraging prime contractors to utilize DBEs and other small businesses on their contracting teams?

55 selected: Yes36 selected: No

## If yes, please share recommendations

- Let the clients assign the small fraction of jobs to the small business directly and let the prime take the responsibility.
- Have the Primes account for a list of Subs (DBEs) they have contacted and provide reasons for those not selected. They should also share the reasons with the DBEs as well.
- Contracts awarded to prime contractors could mandate the use of other small businesses on their contracting teams. Perhaps an incentive could be offered as an alternative and this could reduce the amount of oversight to accomplish this
- Vendors pre registration
- We just want to work to pay our bills, we are hard workers and willing workers
- make it mandatory and give opportunites to bring both parties together.
- Mandatory Teaming on contracts over a certain amount to included smaller DBE firms.
- MAKE IT MANDATORY!
- When you raise the % of required participation, the importance becomes unmistakably clear to the prime contractors.
- Stop putting the burden on the small businesses, we are already too busy trying to survive. You should be honored by having small business interested in your, it seems like it's the other way around.
- Be open minded to change and meet new DBE's that are eager to grow.
- Broaden their Small Business relations by having networking events online and in person
- Agencies should make it a requirement that primes utilize DBEs -- and enforce that requirement.
- Allow
- Prime's dont know other DBE's than the ones they've worked with in the past. Its MTS's DUTY
  to create spaces for PRIME's to learn about new firms, and MTS responsibility to offer
  incentives for firms to use ones they've never done biz. with before.
- Accountability by the procuring agencies. Our company was in the winning team for a on-call contract and it's been over a year and we have not seeing any work from our prime
- Ive been to an off site to participate in prime vendor utilize DBE, but nothing has ever came
  out of it..
- Publish names of contracts awarded to primes for subs to access. Also send primes a link to subs specifically in their area along with acceptance letter.
- They need to be incentivized versus punished. Providing a tax credit, or some other reward for meeting the minimum or hitting a stretch goal.
- The higher the requirement, the better.
- Host an event like SANDAG did for the CM and A&E contracts.
- Hit them in the wallet.
- Have contract that are set-a-side, small JOCs, or On-Call contracts like the SDCRAA. Some DBE are Prime Contractors too.
- Assign higher % of contracts for DBEs and SBEs



- Give them bid priority & figure out a way to track and punish them for not utilizing DBE's.
- Have more informational outreaches and not make DBE companies feel inaccurate, and really start with a101 informational outreach, you have no idea how many times i have hear established small business get discouraged and quit even tryi g to bid for primes that are so arrogant. And the comment we hear is that they can't find DBE or MBE or SBE companies. Well we are here we just need the opportunity to bid. And hVe an open resource to answers when we dont know a procedure. Is no differentthen bying an apiance and not know how to work it untill you read the instructions. The manufacturer send specific instructions. Doesnt just tell you to gigure it out by yourself nor tell you to srnd appliance back if you dont know how to work it..
- Pay them a fair rate and give them an accurate projection of how much work they can expect to receive. To much bait and switch going on.
- Pay DBE's to participate as their go to DBE's. All of these projects are extremely expensive to get into
- They look for construction sub contractor only. How about A&E consultants like me
- There should be a matching system (database, network) that establishes relationships well before the project launch and bidding.
- Increase the DBE percentage
- Increase incentives and require primes to reach out.
- Recommendation letters and from previous jobs or start off with low risk jobs to develop professional trust
- Open the door and let's work out the challenges
- Contractors need to honor committments.
- to include small businesses with good standing to be included in their regular notification process for any new upcoming projects
- I think it is up to the DBEs to be visible and persistent.
- In my experience when left to their devices to show "good faith effort" it translates to what Metro CEO Phil Washington called "good fake effort." They do not want to give away any revenue so they will downplay our contributions and minimize, and give us the least important roles. When the Agency steps in to support DBE and SBE firms and that they mean business about that utilization, then we get more opportunities.
- Present previous successful projects where utilized. Offer \$\$\$ incentive to participate.. Or If prime contractors do not follow 6.2% rule, then Penalize where applicable.
- Set points aside for primes utilizing DBE, WBE, MBE, SBE firms in evaluation criteria that are NAICS codes and category codes for that scope of work.
- The owners should penalize them
- Please contact individual rather than send out all contacts
- Speed networking events, such as conducted by SANDAG and Caltrans
- Except for very large design build projects when prime contractors are trying to be politically correct, they would not use DBEs unless there is a DBE/SBE goal. On projects where there are only good faith requirements the primes do not use DBE/SBEs. They just sent out emails or letters.
- Prime will need to stop reaching out to DBEs the day before the contract is to be submitted
  asking for a quote, but should give adequite time to view bid and have quality time to
  submit quality work.
- Ensure their reporting requirements are not too time consuming.
- I think if an outreach event from a prime is mandatory, that's a first step.
- write into the scopes "potential DBE subcontract items" and itemize them out for them.



- The Goals have to be higher .. The Primes are always sayin " we can not find any DBE to do the work " Bull crap " their are plenty of capable DBE Contractors to do the work. The primes for the most part only use the same DBE they have a relationship with
- Set a percentage participation for several key areas of a project, so DBE participation is not limited to janitorial or landscaping. Do not allow large businesses to use only certain DBE that they have a pre-arranged agreement with.
- Create a system where DBEs could connect and offer their individual services to larger contractors.
- I wish there was a way to have more mandatory requirements for the primes to hire DBE firms
- Weigh it more heavily
- Make it mandatory and Give credit for utilization. The effort has to go beyond a Lunch and Learn.
- The additional funding should be incentive in itself.
- Have it be part of the evaluation criteria.

Do you believe your industry's members could participate in any of the work scope opportunities identified in MTS' proposed project list?

• 2 selected: Very likely

• 31 selected: Likely

• 9 selected: Neither likely nor unlikely

• 2 selected: Unlikely

47 selected: Very unlikely

Are any of your organization's members certified DBEs and/or SBEs?

70 selected: Yes6 selected: No

• 10 selected: Not sure

#### If yes, please list them here

- Edwards Electrical Engineering
- DBEs and SBEs are applicable to business only.
- Daniel David DBA Ingowett
- DBE & SBE certified
- DBE & SBE
- We are eligible but not yet certified
- Pacific Ink, Inc.
- DBE and WOSB
- Nemovi Law Group, APC (real estate attorneys)
- Moor Electric Inc.
- WBE
- LARIOS AND ASSOCIATES AS WELL AS FIDUCIARY EXPERTS LLC
- DBE, SDVE, SBE
- You can call me later.
- Aequor is a SBE and WOSB
- DBE, SB



- DVBE, SB
- DBE, SBE, VOSB, Minority
- Need assistance with dbe application
- Bancroft Construction Services, DBE, SBE, DVBE, WBE
- What organization? This is a small company with employees only.
- 38388 DBE
- co-CEO
- Quality Special Inspections.
- Ams carte Ilc. A JV Ams consulting and design
- Gloria Valenti Gerak Media Planning & Placement
- Segu Incorporated DBA Quality Traffic Control
- They're listed in the state directory.
- Richard Cruz
- I am Reach Advertising and Design (SBE and DBE)
- DBE and SBE
- Zodiague consultants
- I have been a DBE for 5 years, but frankly did not find it to be sny advantage to me and didn't re-up
- DBE, SBE, MBE
- SBE, DBE, WBE
- CHARLIE SHOAF / ARTISTIC VISUALS
- I do not understand the question
- We are a DBE and SBE certified firm.
- supplier/44728
- SBE, SMBE, SWBE, WOSB, WBE, DBE
- DBE, SMBE, SWBE
- Schaefer Ecological Solutions; DBE, SB
- We are a DBE/SBE. I assume this question does not apply.
- Solutions for Transit is DBE and SBE
- Allied Express Solutions
- Make Good Company DBE and SBE
- Cause IMPACTS
- JCM & Associates, Inc.
- The Sherman Company
- From LA Metro
- DBE and SBE
- Aamcom LLC
- Magee Leadership Solutions, Inc.
- Franklin Lee Enterprises, LLC DBA Conveyor Group
- EvanBrooks Associates

#### Any other thoughts or concerns related to MTS 6.2% DBE goal?

- Separate the job in advance and the goal can be achieved easily.
- That is a worthy goal, however, I believe the Biden administration is pursuing a goal of 15% nationally
- I wish for a higher percentage of inclusion.



- Good and maybe higher goal
- Goal is too small with respect to the number of DBE in the County. The DBE goal depends on the definition of what is now considered DBE. Concerned that the real disadvantaged companies will not be able to participate.
- Can you find a way to let us know if we won the bid project.
- 6.2% seems low but it better then nothing
- I think 6.2% is conservative. MTS should be more aggressive in pursue 8-10% and 7% be the min on all Federal Funded projects.
- Bringing small businesses into mentorship and develpment will enrich the community and bring more value to society in the long run. I know it feels like a pain but truly these open up doors to generations that would otherwise be left out of the larger economic development opportunities. Thank you for asking us our opinion. We are looking forward to possibly working with you.
- no
- Construction is a very technical field. People making decisions related to it, should have extensive experience within this arena.
- Too low. Not enough as always, you might as well stop wasting people's resources. Small businesses have limited resources and trying to follow this golden goose hurts their bottom line. No contracts, no outreach!
- Goals are only successful is everyone is offered the same opportunity.
- Increase that percentage! The publicity alone will be to the benefit of MTS.
- Low goal percentage, offer incentives for over-achieving.
- no
- Not at this time.
- Yes, should apply be across the board in all areas of business awarded by MTS, not just 6.2% in the aggregate. Also should post quarterly statistics in where they are in meeting the goal, per business area. So subs are not wasting time knocking on doors primes have no incentive to answer
- Please add or break down an VOSB/SDVOSB goal for firms that do not qualify to become a DBE.
- No
- If MTS is really looking to help some business then create an arena in which its only DBE or Small businesses competing.
- This is a good step but would encourage a higher DBE % in the future.
- This seems very low and not representative. MTS should strive harder to do more for the inequality throughout the industry.
- No
- Do you have dedicated personnel to walk DBEs through the RFP process?
- Good luck
- Give opportunities to participate on the top and not only as support below.
- Professional Services should be included in some form.
- It's a good start if agencies are truly committed to helping the disadvantaged & it's not just for "we care" looks.
- Help for small business putting a bid together or compliance with employee's certifications where jobs require it.
- I was sincere in my statement
- Appears to be very low. Pay attention to Federal efforts to allocate 50% of future contracts to small businesses. Also, prime contractors often water down technical write-ups provided



by the team, and we often are not given the opportunity to review proposals, even if we contribute signficantly.

- None.
- NO
- Nο
- Typically while using Federal or State funds, local agencies and JPAs should follow Caltrans Local Assistance Procedures Manual Ch. 9 Exhibit 9A & 9B to obtain goal, submit for approval (annually) to obtain DBE annual goal set for the upcoming fiscal year.
- I think the goal is extremely small
- No
- Too low.
- NO
- NA
- Make Good has worked at locations like LAX, where the goals are MUCH more aggressive than 6%, so I think this goal is easy for primes to achieve.
- it is too low
- The point of having DBE participation is to give fair and equal opportunity for economically disadvantaged businesses to participate in MTS projects. Open up more opportunities and give the DBE's a chance to prove themselves that we can do more than cutting grass and selling toilet paper.
- It could be increased, but for now it is fine.
- I think MTS should indicate what percentage of that 6.2 can go to outreach companies, because primes sometimes allocate most of it to outreach and other specialty DBE firms won't get any.
- Simply doesn't make sense compared to your Peers.
- I honestly don't know if 6.2% is sufficient. I do know that it can be a burden for primes to work with DBE subs. But the agency should be stringent on awarding the quota and not allow intentions to suffice.
- Not at this time.

#### Commenter Name and Organization, if provided<sup>24</sup>:

**Edwards** Edwards electrical Weiguo Tao Whooknows Inc. Kenneth J Brazile **Brazile Transport LLC** 

**Brittany Miller** 

Daniel David **DBA INGOWETT** 

organization responded to each specific question).

Crystal Fairley **Uncle Keith's Gourmet Foods** Sarah Thacker Crimson Marie Company Tina Kim

Alicia Cox **Homeward Realty Corporation** 

Laurel Civil & Environmental Consultants Sally Drinkard

J. Kim Electric, Inc.

<sup>&</sup>lt;sup>24</sup> Contact DBE Liaison Officer if interested in reviewing additional detail about the Survey Results (e.g. how each



Mahboobeh childcare

Rousi Medeiros Cleancor Cleaning Services

Jaime Mautz Pacific Ink, Inc.Jennifer Buckroff Immersion LLC

Kathryn F Jones Aviatrix Communications

Kelly Fossett 24kdesignz

Genail Nemovi Nemovi Law Group, APC

• Dwayne Henry Moor Electric Inc

Kathie Tetreault Saddleback Surveys, Inc.
 Maribel Larios Larios and Associates LLC
 David Briggs Briggs International Inc.

Earl Restine, Jr. Fuller Electric
 Rodolfo Farber Creative Builds

Joel Pulgarin
 Paramount Safety Supply (PSS) Inc.

James Alston X-Digital Corporation

Marilyn Bruno Aequor, Inc.Teresa Love ConsultingIllary Archilla Terravanta Inc

Barbarah Torres MTS CAC

• Luis Rivero Bayside Engineering Construction Inc.

Jim Dobyns
 NXTGEN SIGNS

Terrence Ellison
 Donns Brown
 Kelly Kendall
 Ellison Group Services, LLC
 Always Resourceful, LLC
 KNC Strategic Services

Ashley Driscoll Bancroft Construction Services

Lisa M Ibanez
 Banning and Son Inc.

Annemarie Cox PanGIS, Inc.

David M Guaderrama NMS Management, Inc

Carol Carmona Awesome Blinds

Joseph Pereira DuWright Construction Inc

William Lim Claris Strategy

James Hamilton
 Quality Special Inspections Inc.

Ileana evans
 AMS carte, a joint venture (ams consulting and design inc

Gloria Valenti Gerak Media Planning & Placement

Jose Segura Segu IncorporatedROBERT REZA SPI Investigations

Juan Caro JC Environmental Co, Inc

Richard Cruz Cruz Construction and Development, Inc.

Abdul Khan ARK Engineering

Larry E Johbnson
 Reach Advertising and Design

Joseph B. Valencia JayVee Engineering



Jacqueline C Wise Diversified Business Services

Ronda Bartee Zodiaque consultants
 Susy Shepard SSS Hot off the Press
 George BenHeretz SouthBay Transport, Inc.

Dearcy Long

Vanessa Alikhan

Civic Design Group

ARTISTIC VISUALS

Lynn Capouya

Marcy Szarama

LONG'S HVACR

Civic Design Group

ARTISTIC VISUALS

Lynn Capouya, Inc.

Destination Enterprises

Khwaja Sadia Afrin
 KSU Engineering

Will Dickson Lead-Minority-Vendor

Regina M. Talamantez
 RT Engineering & Associates, Inc.

Michael Richstdson
 Onesimus consulting group

Helen Park
 Oriental Art Press Inc

• Christina M Schaefer Schaefer Ecological Solutions

Lee Albright LA Steel Services Inc.
 Bobby Kuhn Solutions for Transit
 ELLIS LOGANS MARKETING
 Michel Hulin Allied Express Solutions

• Traci Stephens Gateway Pacific Management, Inc.

Caitlin Marie Bryant
 Make Good Company

Jessica Daugherty Cause IMPACTS

Richard Crady
 JCM & Associates, Inc.

keaven Guillory k&G Concrete

• Ken Rivera Tranitvue Communications Systems

Lourdes Sherman The Sherman Company dba San Diego Translation Services

Katera Afshar AFSHA Consulting, Inc.

Judy Hissong Nesso StrategiesWilliam Randall Boateng Logistics

S Hafner MMS

Yen Tu
 Yen C Tu Consulting

Steven Diels Aamcom LLC

Sally Magee Magee Leadership Solutions, Inc.

Rod Edison Max Out Inc.

Hartnoll L. Popejoy
 Franklin Lee Enterprises, LLC DBA Conveyor Group

hal suetsugu EBA



# DBE Overall Goal for FFY 2022-2024

MTS Board of Directors Meeting on June 17, 2021 Agenda Item No. 18



# DBE Regulations

If a Federal Transit Administration (FTA) grant recipient, comply with 49 CFR 26:

- Develop a DBE Program (MTS Board Policy No. 26)
- Conduct Outreach Measures to DBE and other SB
- Establish a Triennial Overall DBE Goal
- Report DBE Achievement Semi-Annually
- Shortfall Analysis and Corrective Action Plan if not meeting Overall Goal in FY



## DBE Triennial Overall Goal

- MTS's Current DBE Overall Goal for FFY 2019-2021 is 2.9%.
- Methodology for creating new DBE Overall Goal:
  - 1) determine a base figure of the relative availability of DBEs to all firms (DBE and non-DBE) available to bid or propose on MTS's FTA-assisted contracts;
  - 2) adjust the base figure to reflect any circumstances that may impact the relative availability of DBE firms; and
  - 3) Seek feedback on goal from minority, women and other local community organizations.



# **Upcoming Federal Contracts**

Example Projects	Estimated Fed \$	
Janitorial Services – LRV Fleet, Facilities	\$3,589,101	
Anti-Graffiti Window Film Services	\$1,203,648	
Armored Transportation Services	\$913,449	
SDSU Maintenance and Service of Tunnel Safety Equipment	\$810,016	
Interior Bus Cleaning Services	\$739,071	
Trash Disposal, Green Waste and Recycling Services	\$727,023	

<sup>\*</sup>Entire table is located on Page 4-5 of Attachment\*



# **NAICS**

<b>Example Projects</b>	NAICS
Janitorial Services – LRV Fleet, Facilities	561720 Janitorial Services
Anti-Graffiti Window Film Services	561720 Janitorial Services
Armored Transportation Services	561613 Armored Car Services
SDSU Maintenance and Service of Tunnel Safety Equipment	238220 Plumbing, Heating, and Air- Conditioning Contractors
Interior Bus Cleaning Services	561720 Janitorial Services
Trash Disposal, Green Waste and Recycling Services	562111 Solid Waste Collection

<sup>\*</sup>Entire table is located on Page 6-8 of Attachment\*



## Certified DBE

## DBE Eligibility Requirements:

- Socially and Economically Disadvantaged (minority member or woman);
- Majority Owner Personal Net Worth of Less than \$1,320,000;
- Small Business per U.S. SBA size standards; and
- Average annual gross receipts of less than \$23,980,000, for most businesses.



# DBE Availability

Example NAICS	% by NAICS	Relative Availability of DBE
561720 Janitorial Services	37.43%	2.75% (16 DBEs / 581 Total Firms)
561613 Armored Car Services	6.18%	0.00% (0 DBEs / 7 Total Firms)
238220 Plumbing, Heating, and Air- Conditioning Contractors	5.64%	1.50% (14 DBEs / 936 Total Firms)
562111 Solid Waste Collection	4.92%	3.51% (2 DBEs / 57 Total Firms)



<sup>\*</sup>Entire table is located on Page 9-10 of Attachment\*

# Base Figure

## Result of Base Figure Calculation is 2.98%.

- Examples of Projects with 0 DBEs available
  - bus towing services, utility trailer rental services, armored car services, tire merchant wholesalers, miscellaneous bus vehicle parts, ultrasonic rail testing, maintenance of tunnel safety equipment, dispatch consoles and radios, track geometry testing, and on-call CCTV services
- Examples of Projects with very few DBEs available
  - vehicle upholstery services, solid waste collection, post-award inspection of bus vehicles, and miscellaneous shop tools



# Past DBE Participation

• Past Median DBE Participation was 9.57%.

Overall Goal	Reporting Period	<u>Total Fed Awarded</u>	DBE Fed Awarded	DBE %	Average DBE % per FFY
3.75% - FFY 16	Oct 1 15 to Mar 31 16	\$ 4,094,298.13	\$ 11,859.89	0.29%	2.55%
	April 1 16 to Sept 30 16	\$ 6,418,545.41	\$ 255,760.97	3.98%	2.33%
3.75% - FFY 17	Oct 1 16 to Mar 31 17	\$19,827,518.60	\$ 3,781,098.94	19.07%	16.47%
	April 1 17 to Sept 30 17	\$ 3,326,175.53	\$ 31,444.62	0.95%	10.47%
3.75% - FFY 18	Oct 1 17 to Mar 31 18	\$ 5,888,603.26	\$107,876.47	1.83%	0 579/
	April 1 18 to Sept 30 18	\$5,453,720.86	\$977,533.90	17.92%	9.57%
2.9% - FFY 19	Oct 1 18 to Mar 31 19	\$8,603,476.55	\$204,022.26	2.37%	22 220/
	April 1 19 to Sept 30 19	\$9,005,016.32	\$3,884,727.66	43.14%	23.22%
2.9% - FFY 20	Oct 1 19 to Mar 31 20	\$7,065,591.07	\$84,861.22	1.20%	0.16%
	April 1 20 to Sept 30 20	\$130,881,224.89	\$135,337.29	0.10%	0.10%



## Proposed DBE Overall Goal

- MTS's FFY Overall DBE Goal is 6.3%
  - Calculated by averaging the Base Figure of 2.98%, with the median DBE Past Achievement of 9.57%.



# Feedback Requested on DBE Goal

- To gain feedback, MTS posted its proposed goal on its website and in the newspaper.
- Consultant reached out directly to 39 minority, woman and other local community groups and hosted a webinar.
- Sent a Survey, with a chance to win MTS Marketing Goodies through a raffle, to hundreds of DBE and SB firms.



## Feedback Received on DBE Goal

- The majority of Survey Participants (71%) felt the MTS DBE Goal was appropriate, based on MTS's Methodology.
- For those Survey Participants that felt the MTS DBE Goal was not appropriate (28%), primarily stated:
  - Just too low
    - MTS Response: Methodology required under DBE Regulations
  - Other transportation agencies have a higher goal
    - MTS Response: MTS doesn't perform large or federally funded construction projects, like Caltrans or SANDAG does.



## Race-Neutral Outreach Measures

- MTS aims to achieve its 6.3% DBE Goal using various race-neutral outreach measures.
  - Occurs when a DBE wins a contract or subcontract that did not have contract specific goals, or when the DBE status was not considered in making the award.
  - This means that no special quotas or advantages are provided to DBE contractors. Successful DBE bidders are chosen through providing the lowest bid or best-value proposal.
  - MTS's outreach measures aim to create a more level playing field for DBEs to compete against larger firms.



## Outreach Measures

- Attend and Promote SB Workshops
- Maintain an active bidders list of all DBE's
- Email Contractors re benefits of DBE, MBE, SB, LGBT, WBE, DVBE certification
- For small procurements requiring 3 quotes, seek 1 quote from DBE or other SB firm, if available



## Outreach Measures Cont.

- Meet with Prime contractors and encourage DBE participation
- At Pre-bid meetings introduce DBE sub-contractors
- Email Contractors re benefits of PlanetBids registration
- Post more procurements on PlanetBids
- Direct notice of upcoming procurements to DBE



## Outreach Measures Cont.

- MTS hosting its own Virtual Outreach Event on June 22, 2021.
  - MTS will provide information on its DBE Program, as well as information on MTS's solicitation process.
  - Includes participation from various agencies:
    - San Diego Small Business Development Center
    - California Department of General Services (Certifies SB, DVBE)
    - California Supplier Clearinghouse (Certifies WBE, MBE, LGBTBE)
    - SANDAG
    - NCTD
    - San Diego Regional Airport Authority



## Staff Recommendation

 That the Board of Directors adopt a 6.3% Overall DBE Goal for DBE-participation in federally funded contracts for Federal Fiscal Years (FFY) 2022 to 2024.





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## Agenda Item No. 30

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

SUBJECT:

RIVERWALK STATION AGREEMENT (KAREN LANDERS)

#### **RECOMMENDATION:**

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

- 1) In compliance with CEQA Guidelines 15096:
  - (a) independently review the environmental effects of the project as shown in Final Environmental Impact Report No. 581984/State Clearing House No. 2018041028 certified by the City of San Diego on November 17, 2020 (EIR), and find that none of the conditions described in CEQA Guidelines 15162 or 15163 exist as there has been no substantial change in the project, change in circumstances, or new information regarding a new impact or significant increase in the severity of an environmental impact in the months since the EIR was certified so no subsequent or supplemental EIR is required;
  - (b) independently review the CEQA Guidelines Section 15091 and 15093 findings for the Riverwalk EIR, incorporated by reference herein, and adopt the findings as its own;
  - (c) consider the EIR as prepared by the City;
  - (d) find that, consistent with the CEQA Guidelines Section 15091 and 15093 findings, there are no feasible alternatives or feasible mitigation measures within MTS's powers that would substantially lessen or avoid any significant effect the project would have on the environment; and
  - (e) order MTS staff to file a notice of determination.



- 2) Authorize the Chief Executive Officer (CEO) to execute the Riverwalk Station Agreement, in substantially the same format as Attachment A (Agreement), and effectuate the property rights transfers set forth therein.
- 3) Declare the Triangle Parcel (Exhibit I to the Agreement) and the Fashion Valley Road Dedication Parcel (Exhibit H to the Agreement) to be "Exempt Surplus Land" pursuant to Government Code section 54221(f)(1)(C), (D), and (E).

#### **Executive Committee Recommendation**

At its June 10, 2021 meeting, the Executive Committee voted 7 to 0 (Board Members Elo-Rivera, Fletcher, Gastil, Montgomery Steppe, Salas, Sandke, and Sotelo-Solis in favor) to recommend that the Board approve the staff recommendation.

#### **Budget Impact**

No direct budget impact. This Agreement will result in the construction of trolley station infrastructure at no cost to MTS. The value of those improvements will be incorporated into MTS's physical and real property asset inventory. MTS will be responsible for the costs of operating and maintaining the trolley station after acceptance.

#### DISCUSSION:

In 1997 and 2005, MTS extended the trolley to connect east-west between Old Town Transit Center and Grossmont Station in La Mesa. The project was constructed in two phases: Mission Valley West (MVW) and Mission Valley East (MVE). The MVW project included an extension through the Riverwalk golf course property in Mission Valley. At that time, the property was owned by the Levi-Cushman family and associated business entities. As part of a 1997 settlement regarding the property acquisitions necessary to construct the trolley extension, MTS entered into a series of agreements including:

- Golf Course Lease. Lease of a 15-acre MTS-owned parcel to be used as two golf course holes to allow the Riverwalk Golf Course to continue to operate as an 18- or 27-hole golf course until the full 195-acre Levi-Cushman property was redeveloped.
- 2. <u>LRT Station Agreement</u> wherein Levi-Cushman agreed to construct a light rail transit station for MTS as a part of the future redevelopment of the property.
- 3. <u>Master Easement Agreement for Fixed Light Rail Transit Purposes</u> that grants MTS an easement to construct the trolley extension and reserves to the Levi-Cushman owners the right to various easements and property rights across the trolley extension in order to facilitate the redevelopment of the 195-acre property.

The future redevelopment of the Levi-Cushman property that was anticipated in the above agreements has now completed the planning and major permitting process. On November 17, 2020 (City of San Diego Agenda Items 343a through 343i) and December 8, 2020 (City of San Diego Agenda Items 59a through 59f), the San Diego City Council formally approved the development plans and certified an Environmental Impact Report

for the 195-acre Levi-Cushman property – now called the Riverwalk San Diego project (Riverwalk Project).<sup>1</sup>

The Riverwalk Project is intended to transform the existing Riverwalk Golf Club into a transit-oriented neighborhood. At full build-out, the project will have approximately 4,300 units of housing, including 430 affordable units reserved for residents earning 65% of the area median income. The plan also includes 152,000 square feet of retail space, 1 million square feet of office space, and nearly 100 acres of parks, open space and trails — including five acres of active community parks, a 45-acre River Park and 47 acres of protected riparian area along the river. As required by the above agreements and the EIR, the project will also include a new MTS Green Line trolley station. The station is sited roughly one mile between the Morena Linda Vista and Fashion Valley stations.

Construction is expected to begin in March 2022, with the trolley station required to be completed prior to building permit for the 3,386 Equivalent Dwelling Unit at the project. Full build-out will be phased over 15-20 years.

As the long-envisioned redevelopment of the Riverwalk site was refined during the project's design and permitting process at the City of San Diego, MTS staff worked with the Riverwalk developers, Hines Development and SD Riverwalk, LLC (collectively "Riverwalk"), to further refine and design the new trolley station and the other real property transfers that were contemplated in the 1997 settlement agreements. Today's action would approve a Riverwalk Trolley Station Agreement that does the following:

- 1. Memorializes MTS's support for the Riverwalk Project and the proposed location and design of the new trolley station and two road/rail crossings.
- Requires that Riverwalk obtain a Right of Entry Permit from MTS prior to construction
  of any of the improvements impacting MTS, which will allow MTS to approve the final
  designs and ensure appropriate safety measures and insurance/indemnification
  protections are in place.
- States that the trolley station improvements will be constructed and funded by Riverwalk and other non-MTS sources, unless MTS requests a change order deviating from the current design or specifications.
- 4. Consents to various easements for roads, facilities, or utilities necessary to construct and maintain the Riverwalk Project.
- 5. Places responsibility for various Fashion Valley Road improvements on Riverwalk and agrees to transfer the MTS property necessary for those improvements to Riverwalk (which will be dedicated to the City of San Diego after construction).
- 6. Agrees to quitclaim an irregularly shaped parcel (Triangle Parcel) that is sandwiched between the MTS trolley right-of-way and the Riverwalk property on the north side of the tracks from MTS ownership to Riverwalk. The Triangle Parcel is made up of remnants from three parcels MTS acquired for the MVW project, which are now cut

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<sup>&</sup>lt;sup>1</sup> See City of San Diego Resolutions R-2021-216, R-2021-237, and R-2021-215 (adopted November 17, 2020), and Ordinances O-2021-73, O-2021-59, O-2021-64 Cor. Copy, O-2021-63, O-2021-60 Rev. Copy, and O-2021-61 (adopted on December 8, 2020).

off from access by the intersecting trolley line. This quitclaim would adjust the lot lines on the MTS-owned parcels to end at the trolley right-of-way and transfer maintenance responsibility for the Triangle Parcel to Riverwalk.

- 7. Commits MTS to accepting ownership of and commencing operations on the new trolley station once construction is complete.
- 8. Commits Riverwalk to providing road and utility access across the Riverwalk property to the MTS-owned 15-acre site at the southwest corner of the Riverwalk Project (MTS South Parcel), which will facilitate future development by MTS of this site.

#### **Surplus Land Act Compliance**

The Surplus Land Act, Government Code section 54220, et seq., requires MTS to take specified actions before land is sold or leased for a permanent use. Certain land transfers are exempt from this process so long as the Board makes a finding that the land transfer falls within enumerated exemptions, such as:

Government Code Section 54221:

\*\*\*

(f) (1) Except as provided in paragraph (2), "exempt surplus land" means any of the following:

\*\*\*

- (C) Surplus land that a local agency is exchanging for another property necessary for the agency's use.
- (D) Surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use.
- (E) Surplus land that is a former street, right of way, or easement, and is conveyed to an owner of an adjacent property.

\*\*\*

The transfers described in the Riverwalk Trolley Station Agreement meet the above definitions of Exempt Surplus Land because they achieve the following:

- Transfer the Triangle Parcel to Riverwalk (adjacent property owner) in exchange for
   (a) the new Trolley Station improvements and additional right-of-way, and (b)
   providing future road and utility access to the MTS South Parcel, which will facilitate
   future development of that parcel by MTS for either a transit or transit-oriented
   development purpose.
- 2. Transfer the Fashion Valley Road linear segment to Riverwalk for purposes of consolidating with Riverwalk and City-owned property and constructing improvements to Fashion Valley Road, a public street. After construction of the improvements by Riverwalk, the additional right-of-way will be dedicated to the City of San Diego. The

transfer of the MTS-owned linear segment to the City of San Diego had been required by the MVW project. However, the transfer was never completed. This will correct that oversight.

Therefore, staff recommends that the Board officially declare the Triangle Parcel (Exhibit I to the Agreement) and the Fashion Valley Road Dedication (Exhibit H to the Agreement) to be "exempt surplus land" under Government Code section 54221(f)(1)(C), (D), and (E) and authorize the transfers included in the Agreement. Other property transfers in the Agreement are easements that are not subject to the Surplus Land Act procedures.

#### California Environmental Quality Act (CEQA) Compliance

As described above, the City of San Diego certified the EIR for the Riverwalk Specific Plan Project on November 17, 2020, and adopted CEQA Guidelines Section 15091 and 15093 findings, which are incorporated herein by reference: https://docs.sandiego.gov/council\_reso\_ordinance/rao2020/R-313360.pdf

Since the City of San Diego's approval of the EIR, there has been no substantial change in the Riverwalk Project, change in circumstances, or new information regarding a new impact or significant increase in the severity of an environmental impact related to the Riverwalk Project. The action requested of the MTS Board, approval of the Riverwalk Station Agreement, is intended to fulfill the requirement in the EIR that a trolley station be constructed as part of the project, and to otherwise implement the project as approved by the City of San Diego and described in the EIR.

CEQA Guidelines 15096 describes MTS duties under CEQA as a responsible agency with jurisdiction over a project making a subsequent discretionary decision on the development of the Riverwalk Trolley Station. To comply with CEQA Guidelines 15096, staff recommends the Executive Committee recommend that the Board take the following action:

- (a) independently review the environmental effects of the project as shown in the EIR, and find that none of the conditions described in CEQA Guidelines 15162 or 15163 exist as there has been no substantial change in the project, change in circumstances, or new information regarding a new impact or significant increase in the severity of an environmental impact in the months since the EIR was certified so no subsequent or supplemental EIR is required;
- (b) independently review the CEQA Guidelines Section 15091 and 15093 findings for the Riverwalk EIR, incorporated by reference herein, and adopt the findings as its own;
- (c) consider the EIR as prepared by the City;
- (d) find that, consistent with the CEQA Guidelines Section 15091 and 15093 findings, there are no feasible alternatives or feasible mitigation measures within MTS's powers that would substantially lessen or avoid any significant effect the project would have on the environment; and

(e) order MTS staff to file a notice of determination.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Riverwalk Trolley Station Agreement

#### RIVERWALK TROLLEY STATION AGREEMENT

This Riverwalk Trolley Station Agreement ("Agreement") is made as of the \_\_\_\_ of \_\_\_\_, 2021 ("Effective Date"), by and between SD Riverwalk, LLC, a Delaware limited liability company ("Riverwalk" or "Developer") and the San Diego Metropolitan Transit System, a California public agency ("MTS"). Riverwalk and MTS are sometimes collectively referred to herein as the "Parties" or individually as a "Party".

#### RECITALS

- A. Riverwalk will transform a 195-acre golf course into an infill, mixed-use village centered around a new Green Line Trolley Station and major public park within the Mission Valley Community Plan area, pursuant to entitlements approved by City Council on November 17, 2020 ("Riverwalk Project").
- B. As part of the Riverwalk Project, Riverwalk proposes to construct the Green Line Trolley Station ("Station Project") roughly in the location shown on Exhibit A attached hereto pursuant to the conceptual design shown on Exhibits B and D attached hereto (collectively, "Conceptual Plans").
- C. Riverwalk and MTS have the mutual goal of enhancing transit opportunities for the Mission Valley Community Plan Area and the City through development of the Station Project.
- D. This Agreement provides the framework for Riverwalk's funding and construction of the Station Project, and MTS support, acceptance, and maintenance and operation of the Station Project.

NOW, THEREFORE, the Parties agree as follows:

- 1. MTS Support for Station Project.
  - a. MTS supports the Riverwalk Project and supports the proposed location and configuration of the Station Project shown on the Conceptual Plans.
  - b. As part of the Riverwalk Project, Riverwalk is proposing the construction of two road crossings: Street J below-grade, as depicted in Exhibit C ("Street J Crossing"); and Street O at-grade, as depicted in Exhibit E ("Street O Crossing"). MTS will support approval of the Street J and Street O crossings and all necessary easements and construction coordination required by the City, California Public Utilities Commission (CPUC), and any other regulatory authority having jurisdiction.
  - c. In connection with development of the Riverwalk Project, Station Project, and/or Road Crossings, MTS agrees to provide written and/or oral statements of support and to make leadership available to participate in meetings with the CPUC, City of San Diego, SANDAG or other agencies, as necessary. If a letter of support is requested by Developer, this letter will identify that the crossing designs meet

MTS criteria and that MTS is prepared to accept ownership and begin operation of the Station Project upon construction completion.

- 2. Design/Right of Entry Permit. Riverwalk and MTS have already agreed on the Conceptual Plans for the Station Project, as shown on Exhibit D attached hereto. Before construction commences, final design of the Station Project will be mutually agreed upon by both MTS and Riverwalk, and the design and specifications will be finalized. Riverwalk will complete final design of the Station Project and MTS will cooperate with input on specifications and other requirements for the Station Project. MTS and Riverwalk will agree upon a mutually acceptable schedule and process for preparing, reviewing, and finalizing design and construction drawings for the Station Project Using the MTS Right of Entry Permit ("ROE Permit") process. Riverwalk and/or its contractors and agents shall obtain a ROE Permit from MTS prior to entry onto the MTS right-of-way or construction of the Station Project. The ROE Permit will establish the conditions and requirements that Riverwalk and/or its contractors and agents must follow at all times during the construction of the Station Project. MTS shall timely process any applications required to obtain the ROE Permits, and shall not unreasonably deny or delay the issuance of such ROE Permit. Riverwalk and/or its contractors and agents will comply with all MTS policies, rules and regulations as stated in the ROE Permit, and the instructions of MTS's representatives in relation to the proper manner of protecting the railroad tracks and traffic moving thereon, catenary lines, pull lines, signals and other property of MTS, or its tenants or licensees, during the period of construction of the Station Project and shall perform the work at such times and in such a manner so as not to endanger or interfere with the safe and timely operation of the railroad track and other facilities.
- 3. <u>Construction</u>. Construction of the Station Project will be performed by Riverwalk in connection with its development of the Riverwalk Project, unless otherwise agreed by the parties.

#### 4. Funding.

- a. Funding of the Station Project. Riverwalk will fund 100% of design and construction costs in accordance with a construction draw schedule for the Station Project based on the mutually agreed upon design in the ROE Permit. Riverwalk may seek other funding sources, including, but not limited to applications to the Affordable Housing and Sustainable Communities (AHSC) program; applications for Federal Department of Transportation grants or financing programs; support for establishing an Enhanced Infrastructure Financing District (EIFD); establishing another form of financing district, and advocating for inclusion of the Station Project in SANDAG's Regional Transportation Plan. Riverwalk may not seek funds that will cause MTS to lose funding.
- b. <u>Change Orders</u>. After mutual execution of the Improvement Agreement, if either party requests a change order, the requesting party shall be responsible for any resulting costs. The details of this change order process shall be fully outlined in the ROE Permit.

- 5. Easements held by Riverwalk and granted to City. MTS expressly covenants that (1) the following easement rights are reserved to Riverwalk pursuant to Sections 3, 8, 8.1, 8.2, 8.3, 8.4, and 8.5 of the Master Easement Agreement for Fixed Light Rail Transit Purposes ("LRT Easement Agreement"), effective July 17, 1997; (2) none of the following easements unreasonably interfere with or restrict MTS' use and enjoyment of its own easement rights granted under the LRT Easement Agreement; and (3) it will cooperate with Riverwalk's efforts to construct improvements within the easements and assign or otherwise transfer the following easements to the City:
  - a. Street J Road and Utility Easements. Under Sections 3 and 8 of the LRT Easement Agreement, Riverwalk reserved the right to construct and intends to construct a grade-separated road, tunnels, and utility crossing as depicted in Exhibit F of the LRT Easement Agreement and as depicted on Exhibit C, through parcels MTS-1 and MTS-2 ("Street J Road and Utility Easements"). The exact location of this crossing will substantially conform to the Riverwalk Project's Final Map. MTS will cooperate with any Riverwalk action to transfer the Street J Road and Utility Easements to the City for public use in a form acceptable to Riverwalk and the City.
  - b. Street O Road and Utility Easement. Under Sections 3 and 8 of the LRT Easement Agreement, Riverwalk reserved the right to construct and plans to construct an at-grade and utility crossing as depicted on Exhibit E, through parcels MTS-3 and MTS-4 ("Street O Road and Utility Easements"). The exact location of this crossing will substantially conform to the Riverwalk Project's Final Map. MTS will cooperate with any Riverwalk action to transfer the Street O Road and Utility Easements to the City for public use in a form acceptable to Riverwalk and the City.
  - c. MTS-4 Drainage Easement. Under Sections 3 and 8 of the LRT Easement Agreement, Riverwalk reserved the right to use and construct improvements to the Existing Utilities Sleeves as depicted in Exhibit F of the LRT Easement Agreement and as depicted on Exhibit F, through parcel MTS-4 near the emergency vehicle access road ("MTS-4 Drainage Easements"). The exact location of this drainage easement crossing will substantially conform to the Riverwalk Project's Final Map. MTS will cooperate with any Riverwalk action to transfer the MTS-4 Drainage Easements to the City in a form acceptable to Riverwalk and the City.
  - d. <u>Underground Tunnels</u>. Under Sections 3 and 8 of the LRT Easement Agreement, Riverwalk reserved the right to use and construct improvements to a number of underground tunnels constructed beneath the LRT Easement, which are currently used for golf courts access across each side of the tracks and may be used for other types of crossing in the future ("**Underground Tunnels**"). MTS will cooperate with any Riverwalk action to transfer the Underground Tunnel Easements to the City, if necessary.

- 6. Easements held by MTS and to be granted to Riverwalk.
  - a. MTS Parcel Sewer Easement. Riverwalk owns an existing 25-foot wide sewer and access easement running east-west through a portion of an MTS parcel south of the tracks, APN 436-610-13, as depicted on Exhibit G ("MTS Parcel Sewer Easement"). There is a proposed 30-foot public sewer easement running east-west within Riverwalk-owned Lot 28 north of the tracks. The Riverwalk Project proposes to connect the two existing and proposed easements via a new 35-foot sewer easement running north-south through the Triangle Parcel (defined in Section 7 below) under the LRT Easement and extending east-west along the Riverwalk Private Sewer Easement through the MTS parcel as depicted on Exhibit G ("MTS Parcel Sewer Easement"). MTS hereby agrees to grant to Riverwalk the MTS Parcel Sewer Easement to allow Riverwalk to use, maintain, and improve any existing sewer lines and construct any new sewer lines within the MTS Parcel Sewer Easement. MTS will permit and will cooperate with any Riverwalk action to transfer the Triangle Parcel Sewer Easements to the City for public use.
  - b. <u>Fashion Valley Road Dedication</u>. Riverwalk proposes to construct improvements to Fashion Valley Road as depicted on **Exhibit H** ("**Fashion Valley Road Dedication**"). MTS agrees to quitclaim its fee simple interest in the land to Riverwalk. MTS will permit and cooperate with any Riverwalk action to transfer or dedicate easements to the City for public use.
- 7. Triangle Parcel Quitclaim and Triangle Parcel Lot Line Adjustment. MTS agrees to quitclaim its fee simple interest in the property it owns adjacent to the Riverwalk Project that is located north of the MTS tracks and near the west end of the Riverwalk Project depicted on Exhibit I ("Triangle Parcel"). Following completion of recordation of the first final map, the lot line at the base of the Triangle Parcel will be adjusted to run parallel to the Green Line Trolley tracks at the location of the existing fence. MTS and Riverwalk mutually agree to quit claim deeds for the land necessary to complete the lot line adjustment.
- 8. Dedication of Station Project Improvements and Easement. Following the completion of construction of the Station Project by Riverwalk, Riverwalk shall dedicate an easement over the Station Project facility lot(s) or portion(s) thereof, as created on the Riverwalk final map; Riverwalk shall also dedicate the Station Project facility improvements to MTS (collectively the "Station Easement"). Within thirty (30) days after final inspections and resolution of any post-construction punch lists or defects, which final inspection and resolution MTS shall not unreasonably deny or delay, MTS shall accept the Station Easement and improvements and assume ownership and maintenance obligations of such improvements. A soon as practicable thereafter for MTS trolley operations, MTS will begin operation of the facility as a trolley station for the public benefit. Riverwalk agrees to provide access easements from the Riverwalk Project's public streets over certain other Riverwalk Project parcels as is necessary for MTS to access and maintain the Station Project. Riverwalk reserves the right to access the

Station Project Property to perform supplemental maintenance, if any, as described in **Section 8(a)**.

- a. Maintenance and Operation of Station Project. The Station Easement shall require MTS to assume all liability and responsibility for maintenance and operation of the Station Project and related equipment, and to do so according to commercially reasonable standards. The Station Easement may also grant Riverwalk the rights to provide Supplemental Maintenance, subject to agreement by both Parties.
- 9. <u>Timing</u>. Riverwalk shall construct and dedicate the Station Project facility to MTS consistent with the City of San Diego's Riverwalk Project land use approvals, as they were approved on November 17, 2020, and as they may be amended from time to time. MTS will not interfere with Riverwalk's buildout of the Riverwalk Project or ability to finance the buildout of the Riverwalk Project. MTS will begin transit operations of the Station Facility as soon as practicable upon acceptance of the dedication of the Station Project facility upon completion of construction.
- 10. MTS South Parcel Access & Utility Connections. MTS owns an approximately 15-acre parcel south of the tracks (APN 436-610-09-00, 436-610-10-00, 436-610-13-00, and a portion of 436-610-32-00) depicted in Exhibit J ("MTS South Parcel") without convenient access to the public street system. In order to facilitate convenient street access for MTS, upon a future extension of Riverwalk Drive to the MTS South Parcel, Riverwalk shall grant the City an easement for public road access and wet and dry utilities from the terminus of the constructed Riverwalk Drive to the MTS South Parcel, also shown on Exhibit J ("MTS South Parcel Access Easement"). With the granting of the MTS South Parcel Access Easement, Riverwalk acknowledges that the public access rights through Riverwalk Drive to the MTS South Parcel include MTS.
- 12. <u>Notices</u>. Any notice, consent or approval required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been given upon (i) hand delivery, (ii) one business day after being deposited with Federal Express or another reliable overnight courier service for next day delivery, (iii) upon e-mail transmission (except that if the date of such transmission is not a business day, then such notice shall be deemed to be given on the first business day following such transmission), or (iv) two business days after being deposited in the United States mail, postage prepaid, and addressed as follows:

To Riverwalk: SD Riverwalk LLC

c/o Hines Interests Limited Partnership

600 W Broadway Suite 1150 San Diego, CA 92101 Attention: Pete Shearer

Email: pete.shearer@hines.com

With a copy to: Hines Interests Limited Partnership

2800 Post Oak Boulevard

**Suite 4800** 

Houston, TX 77056

Attention: Corporate Counsel

Email: corporate.legal@hines.com

To MTS: San Diego Metropolitan Transit System

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

Attention: Sharon Cooney, CEO Email: Sharon.Cooney@sdmts.com

With a copy to: San Diego Metropolitan Transit System

1255 Imperial Avenue, Suite 1000

San Diego, CA 92101

Attention: Karen Landers, General Counsel

Email: Karen.Landers@sdmts.com

- 13. <u>Entire Agreement</u>. This Agreement constitutes the entire Agreement between the Parties pertaining to the subject matter hereof, and all prior and contemporaneous Agreements, representations and understandings of the parties hereto, oral or written, are hereby superseded and merged herein. No supplement, modification or amendment of this Agreement shall be binding unless in writing and executed by the Parties.
- 14. <u>No Waiver</u>. The waiver or failure to enforce any breach or violation of any covenant herein contained shall not be deemed to be a waiver or abandonment of such covenant, or any waiver of the right to enforce any subsequent breach or violation of such covenant.
- 15. <u>California Law</u>. This Agreement shall be construed in accordance with, and governed by, the laws of the State of California.
- 16. <u>Captions</u>. The captions of this Agreement are for purposes of reference only and shall not limit or define the meaning of the provisions of this Agreement.
- 17. <u>Exhibits</u>. All exhibits attached hereto are incorporated herein by reference.
- 18. <u>Counterparts</u>. This Agreement may be executed in any number of counterparts, each of which shall be an original and all of which shall constitute one and the same instrument.
- 19. <u>Successors and Assigns</u>. This Agreement shall be binding on the Parties successors and assigns.
- 20. <u>Attorneys' Fees</u>. In the event legal proceedings are commenced regarding the enforcement of this Agreement, the prevailing party in any such action shall recover, in addition to any relief granted therein, reasonable attorneys' fees from the other party or parties, which fees shall be included in any judgment rendered in such proceedings.

- 21. <u>Severability</u>. If any phrase, clause, sentence, paragraph, section, article or other portion of this Agreement shall become or is held to be illegal, null or void or against public policy, the remaining portions of this Agreement shall not be affected thereby and shall remain in force and effect to the fullest extent permissible by law.
- 22. <u>Breach/Default/Cure</u>. A party shall be in "Default" of this Agreement if it fails to comply with any covenant or perform any obligation required hereunder and such failure is not cured within sixty (60) days after written notice provided pursuant to **Section 12** describing such failure by the other party, provided that if such failure cannot be reasonably cured within such sixty (60)-calendar day period and the defaulting party commences to cure such failure within such sixty (60)-calendar day period and thereafter diligently and expeditiously proceeds to cure the same, the defaulting party shall be afforded such additional period of time as may be reasonably necessary to cure such failure.
- 23. <u>No Cross-Default</u>. Should Developer sell, assign, convey, contribute or otherwise transfer a portion of, or interest in all or any portion of, the Property to any other person or entity, no default by Developer or any such person or entity under this Agreement or any other agreement or instrument provided in connection therewith shall be deemed to otherwise constitute a breach or default by any such other party.
- 24. No Personal Liability. Notwithstanding anything in this Agreement to the contrary, recourse against Developer for the satisfaction of the obligations hereunder or any judgment rendered against Developer with respect to this Agreement shall be limited solely to the assets of Developer and none of (i) any person or entity owning, directly or indirectly, any legal or beneficial interest in Developer, (ii) any partner (general or limited, or a subpartner at any level), principal, officer, controlling person or entity, beneficiary, trustee, real estate investment advisor or other similar fiduciary, shareholder, employee, agent, affiliate or director of Developer or any person described in clause (i) above, or (iii) any of the respective successors and assigns of the individuals or entities described in clauses (i) or (ii) above, shall be personally liable for the performance of the obligations described herein or the satisfaction of any judgment and all such liability shall be deemed to be waived.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date first written above.

#### **DEVELOPER**

SD RIVERWALK LLC, a Delaware limited liability company

By: Hines SD Riverwalk LLC, a Delaware limited liability company, its managing member

By: Hines SD Riverwalk Associates LP,

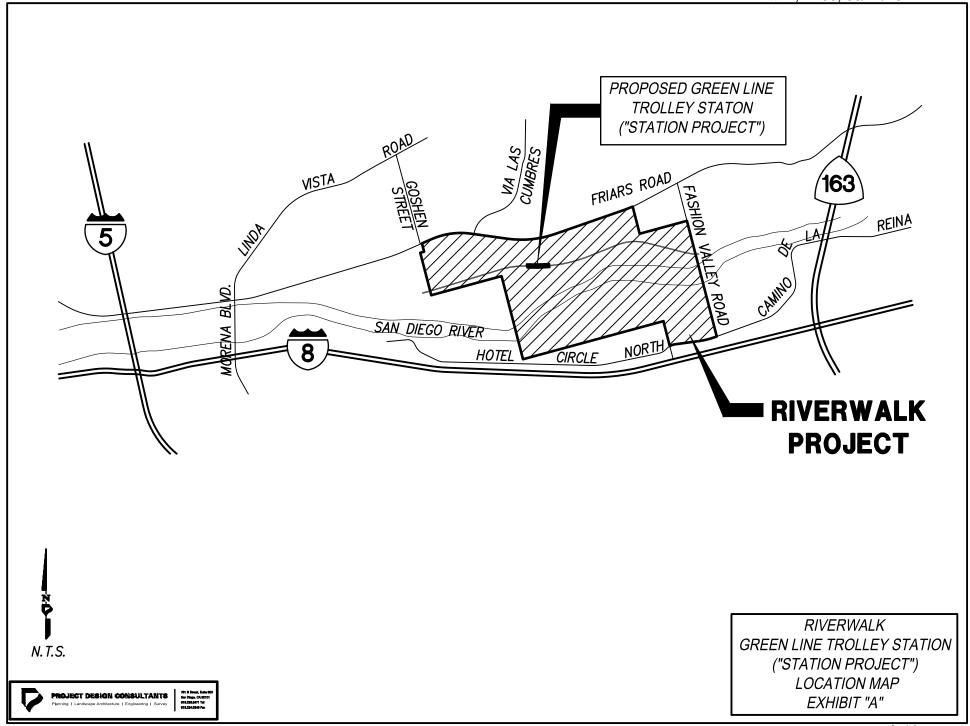
		as limit le mem	ted partnership, ber	
	By:	a Del	s Interests Limited Partnership, aware limited partnership, neral partner	
		By:	Hines Holdings, Inc., a Texas corporation, its general partner	
Dated:		_	By: Name: Title:	

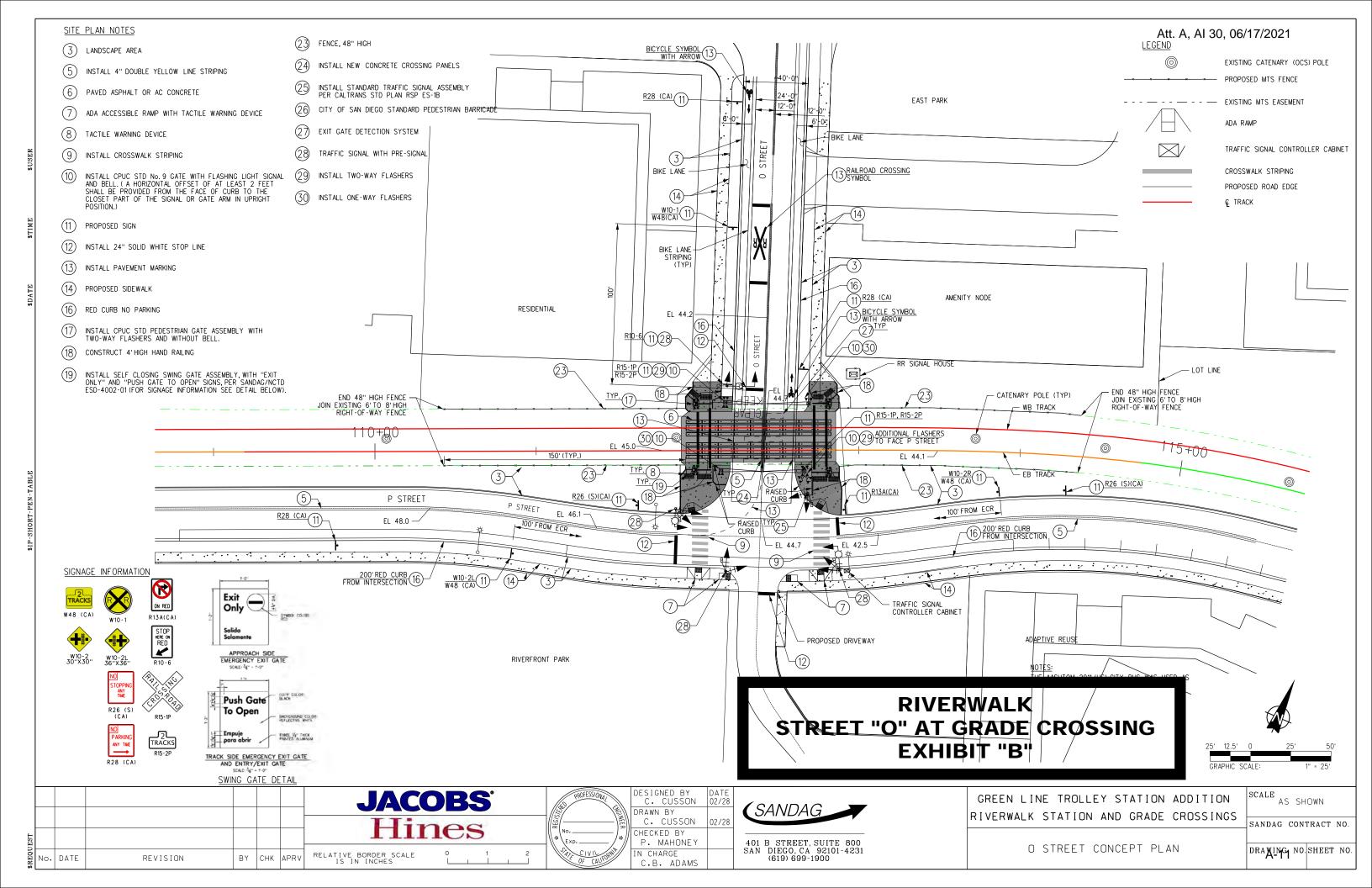
San Diego Metropolitan Transportation System, a California public entity

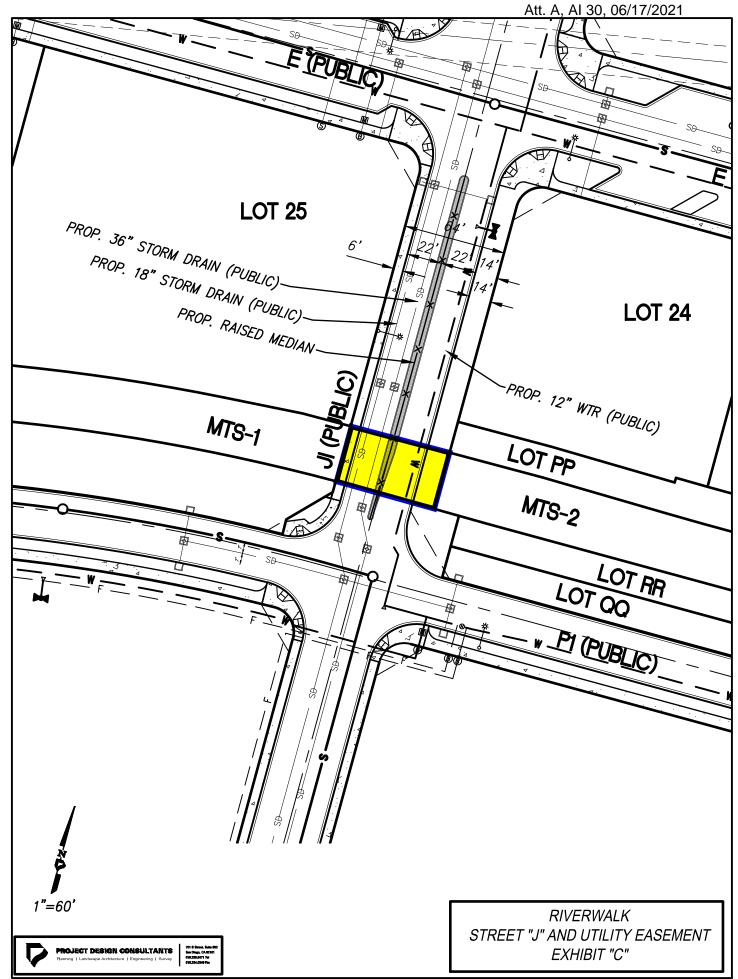
Dated:	By:
	Sharon Cooney
	Chief Executive Officer
	APPROVED AS TO FORM:
Dated:	By:
	Karen Landers
	General Counsel

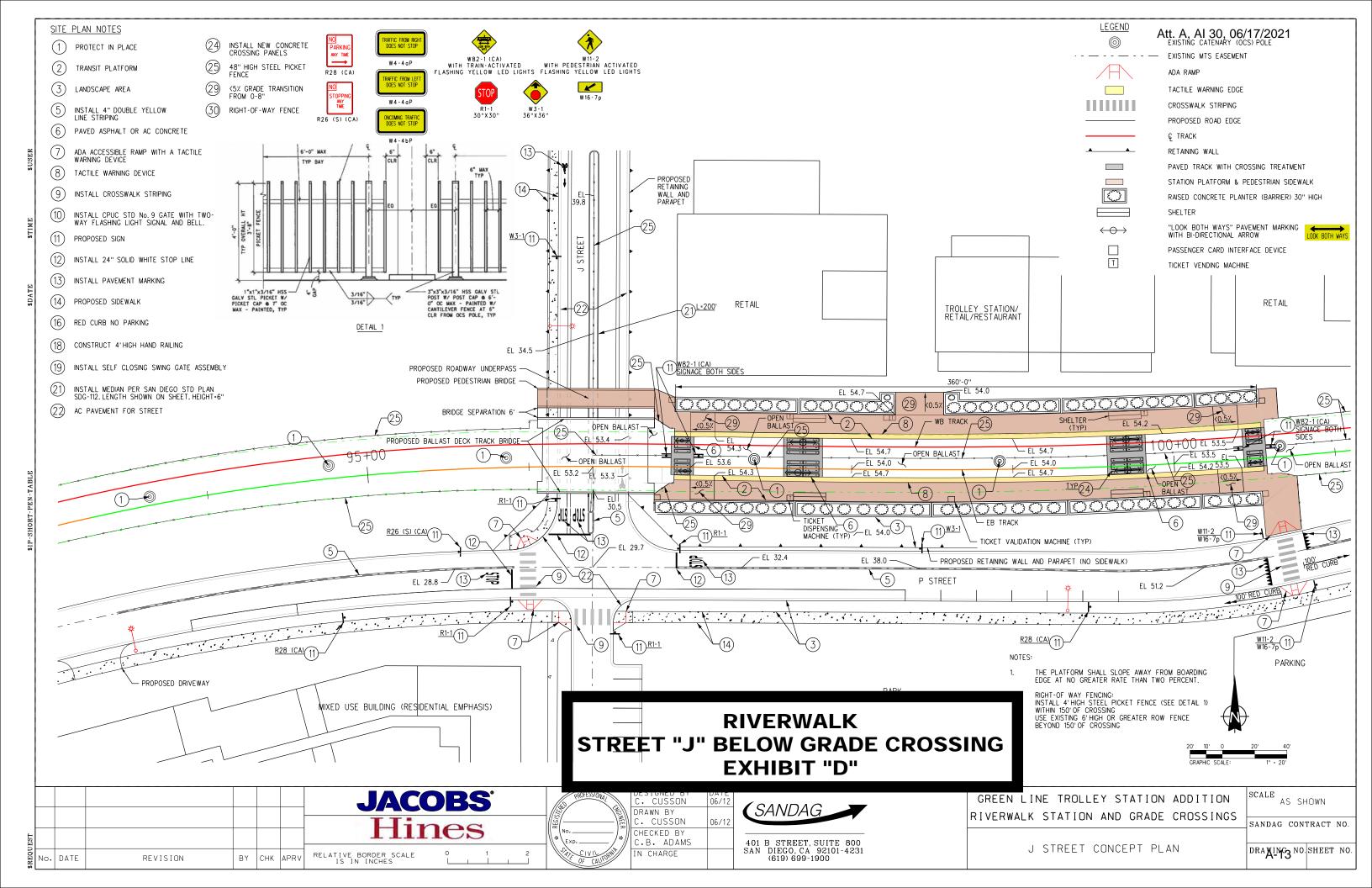
#### **Exhibits**

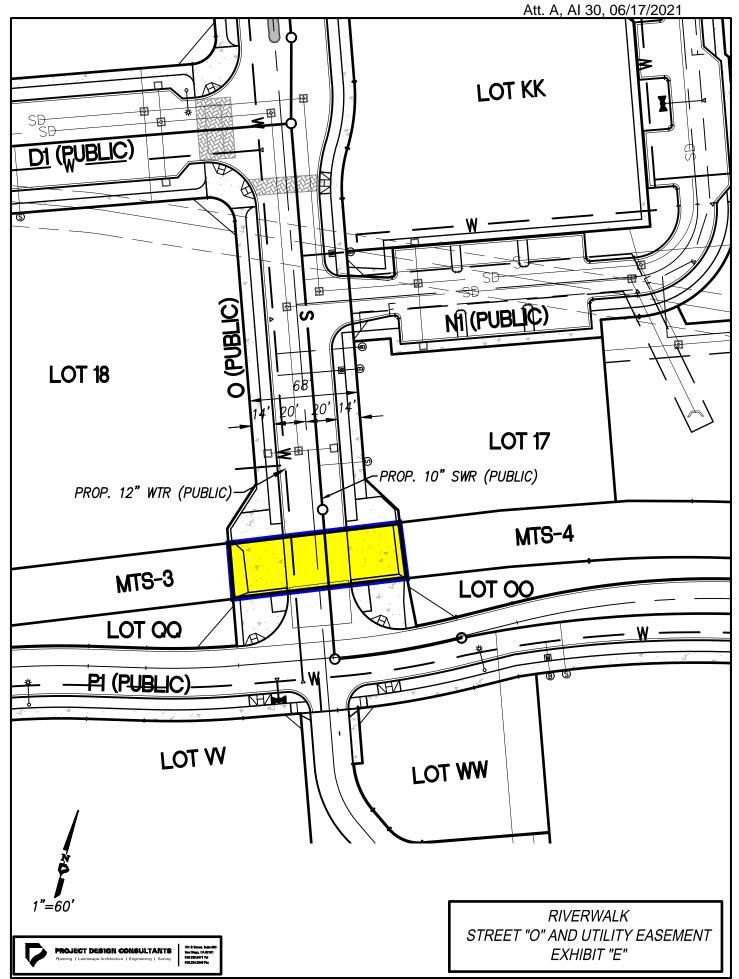
Exhibit A	Green Line Trolley Station Location
Exhibit B	Street O Crossing & Utility Easement
Exhibit C	Street J Crossing & Utility Easement
Exhibit D	Riverwalk Station Concept Design
Exhibit E	Street O Road and Utility Easement
Exhibit F	MTS Drainage Easement
Exhibit G	MTS Parcel Sewer Easement
Exhibit H	Fashion Valley Road Dedication
Exhibit I	Triangle Parcel
Exhibit J	MTS South Parcel & MTS South Parcel Access Easement

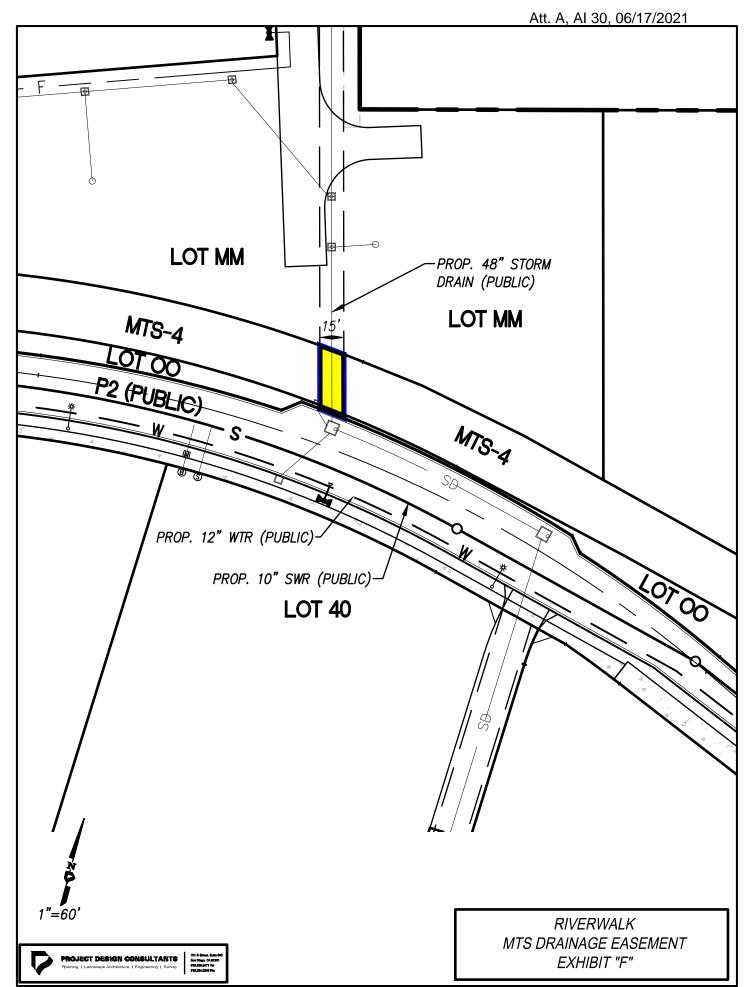


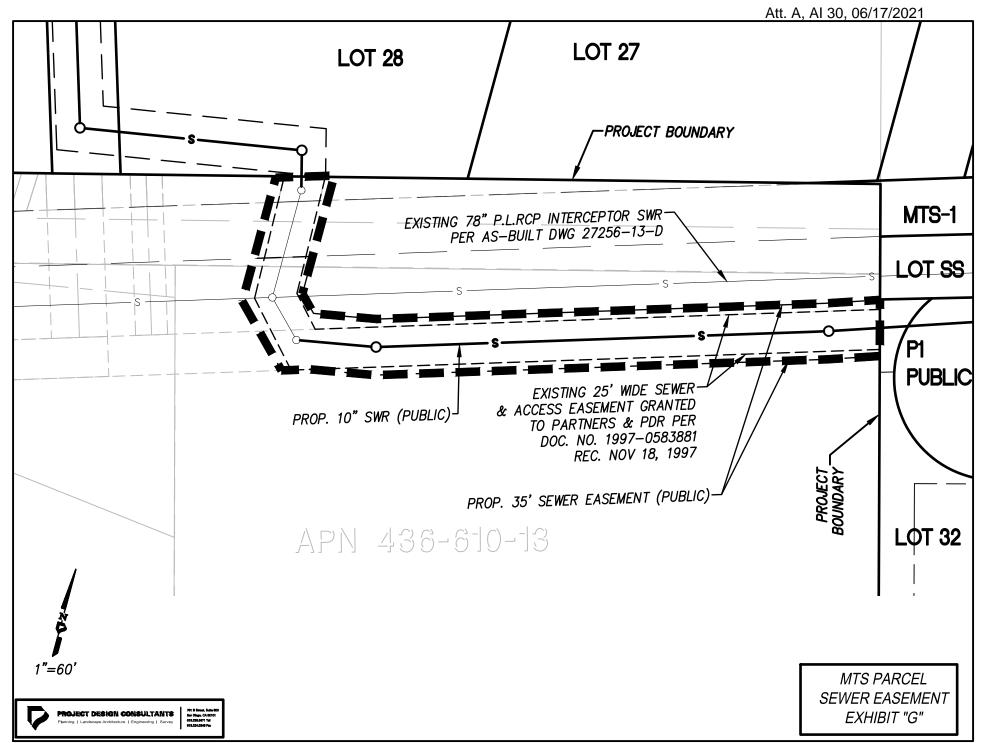


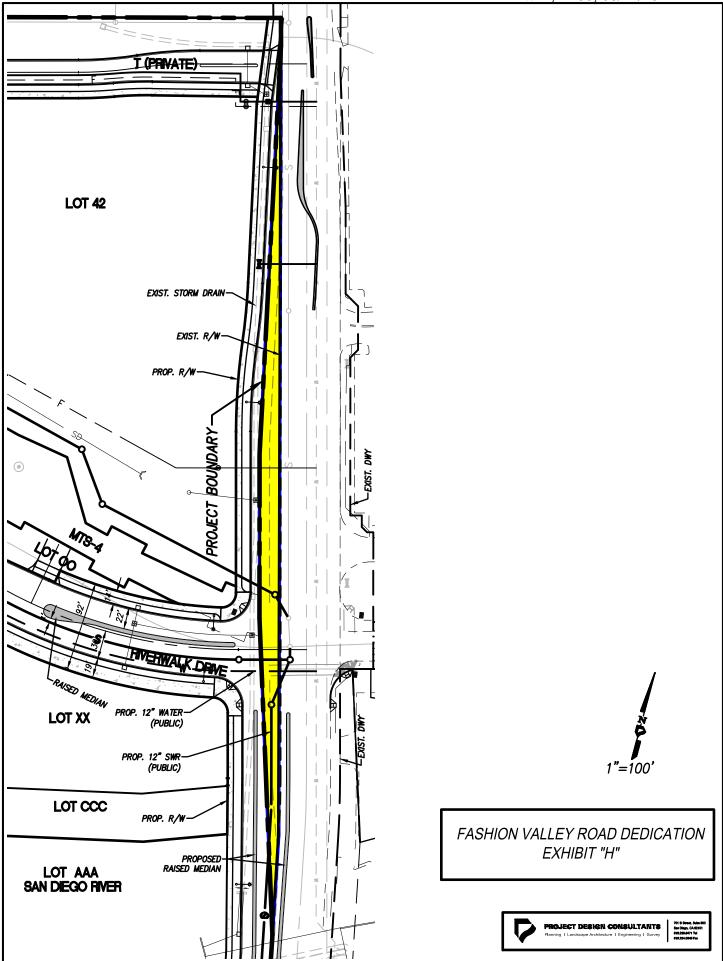


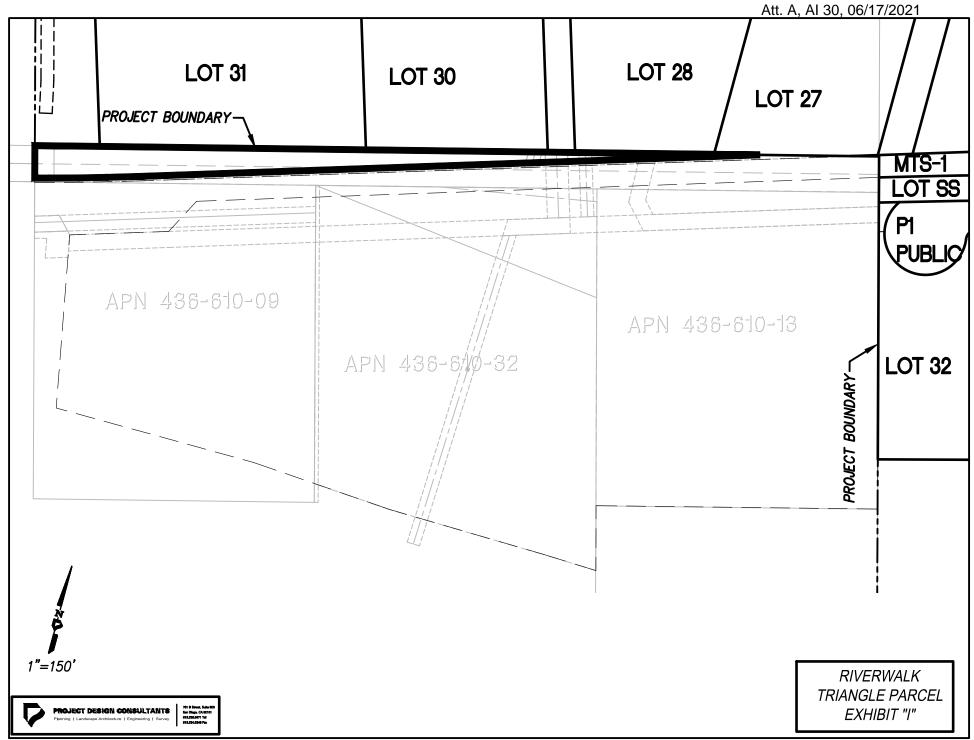


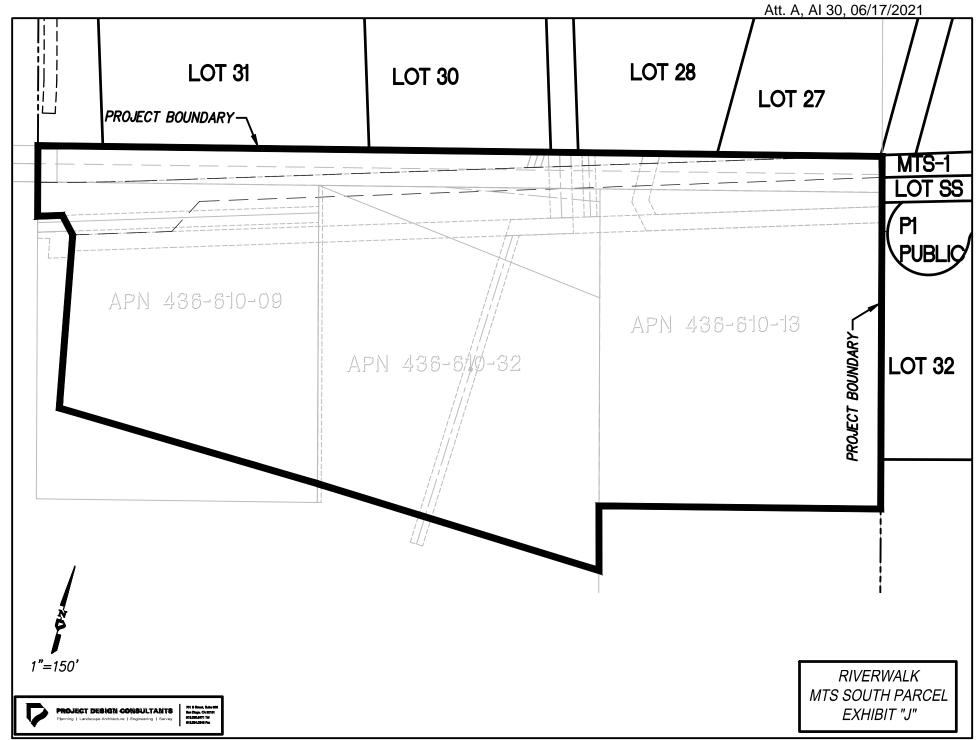














MTS Board OF Directors Meeting

June 17, 2021







FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

RIVER WALK

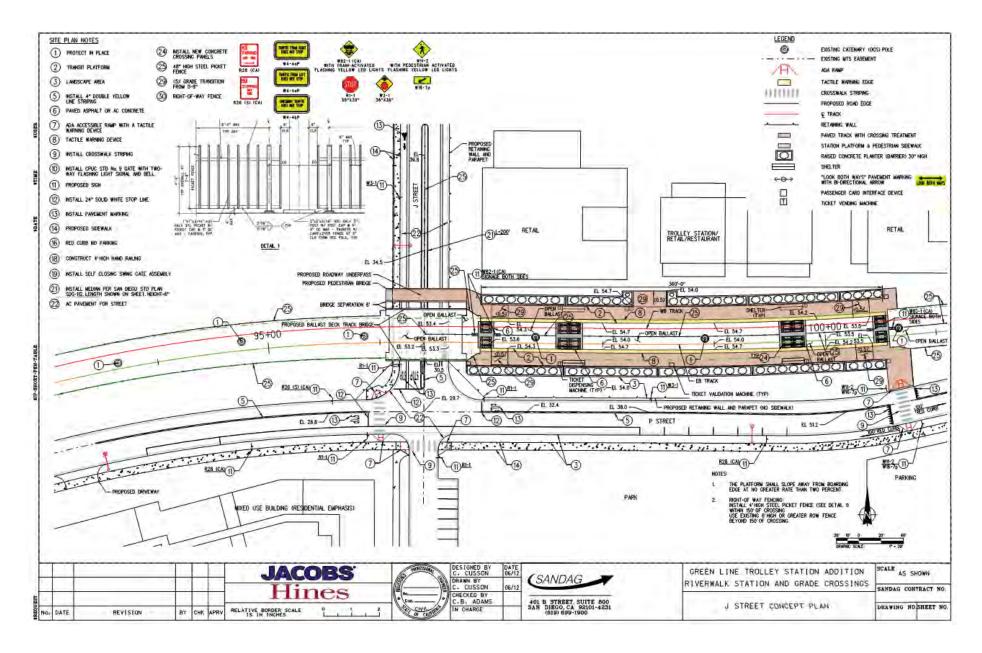






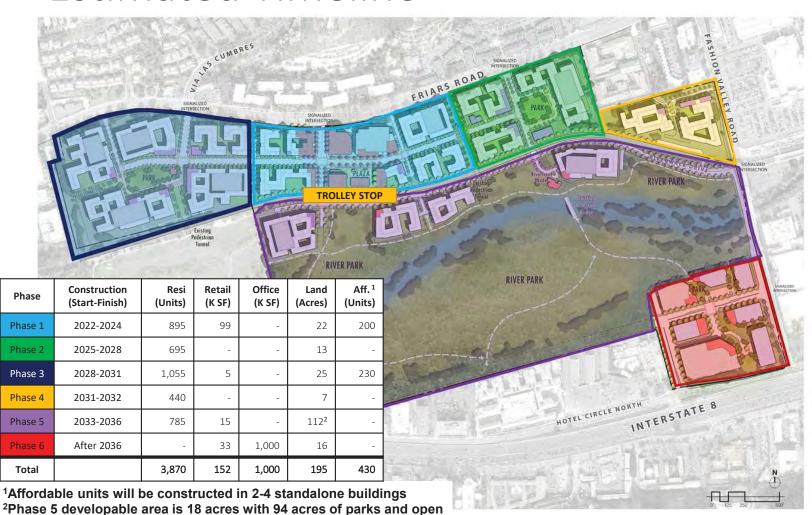






## **Estimated Timeline**

space



#### **Phase 1 Milestones**

- Grading Permit 1Q22
- Building Permit 2Q22
- First C-of-O 4Q24
- Trolley Stop Construction
  - Estimated 4Q24
- Required by 3,386 EDU



## MTS Proposed Action

### That the MTS Board of Directors:

- 1. Adopt CEQA Findings as Responsible Agency (EIR certified by City of SD on November 17, 2020) related to Riverwalk Project
- 2. Authorize CEO to Execute Riverwalk Station Agreement and to effectuate all property right transfers set forth in that agreement.
- 3. Declare the Triangle Parcel and Fashion Valley Road Dedication Parcel to be "Exempt Surplus Land" pursuant to the Government Code section 54221(f)(1)(C), (D), and (E)

# **CEQA Findings**

- City of San Diego is the Lead Agency
  - Certified the EIR on November 17, 2020 and Adopted the Findings and Statement of Overriding Considerations, and Adopting the Mitigation, Monitoring and Reporting Program for the Riverwalk Project.
- MTS is a Responsible Agency
  - Approval of the Riverwalk Station Agreement is a subsequent discretionary decision related to the Riverwalk project.
- MTS can incorporate the EIR findings into its own CEQA determination
  - There have been no substantial changes in the project, change in circumstances, or new information regarding a new impact or significant increase in the severity of an environmental impact since the City's November 17, 2020 certification of the EIR.
  - The Riverwalk Station Agreement is implementing one of the EIR's mitigation requirements that a new trolley station be incorporated into the Riverwalk project.

# Recommendation No. 1 (CEQA Finding)

Staff recommends the Executive Committee recommend that the Board take the following action:

- (a) independently review the environmental effects of the project as shown in the EIR, and find that none of the conditions described in CEQA Guidelines 15162 or 15163 exist as there has been no substantial change in the project, change in circumstances, or new information regarding a new impact or significant increase in the severity of an environmental impact in the months since the EIR was certified so no subsequent or supplemental EIR is required;
- (b) independently review the CEQA Guidelines Section 15091 and 15093 findings for the Riverwalk EIR, incorporated by reference herein, and adopt the findings as its own;
- (c) consider the EIR as prepared by the City;
- (d) find that, consistent with the CEQA Guidelines Section 15091 and 15093 findings, there are no feasible alternatives or feasible mitigation measures within MTS's powers that would substantially lessen or avoid any significant effect the project would have on the environment; and
- (e) order MTS staff to file a notice of determination.

# Riverwalk Station Agreement

- Mission Valley West Project Commitments:
  - ROW acquisition from Levi-Cushman granted easement to MTS but reserved owner's right to various easements and property rights across the new trolley ROW to facilitate development of the 195-acre property
    - also required owner to build a trolley station as part of future development
- Riverwalk Station Agreement implements these prior obligations
  - MTS will have right to review and approve final trolley station construction plans through Right of Entry Permit process
  - Trolley station construction funded by Riverwalk
  - Consents to various easements for roads, facilities and utilities necessary to construct the Riverwalk project
  - Commits MTS to accepting ownership of and commencing operations at the new trolley station
  - Commits Riverwalk to provide road and utility access to MTS property (future TOD site) adjacent to the Riverwalk site.





# Riverwalk Station Agreement

### • Fee Transfers:

- Fashion Valley Road sliver to be quitclaimed to Riverwalk
  - Riverwalk to construct road improvements and dedicate improvements to the City of San Diego
  - This property was supposed to be dedicated by MTS as part of MVW project, but that did not occur
- Triangle Parcel to be granted/quitclaimed to Riverwalk
  - Undevelopable sliver that is sandwiched between MTS linear ROW (tracks) and the Riverwalk property
  - Made up of remnant from parcel MTS acquired for the MVW project
  - Transfer will result in adjustment of lot lines to incorporate this property into Riverwalk parcels, and transfer maintenance responsibility for Triangle Parcel to Riverwalk
  - In exchange for (1) new trolley station improvements and station easement, and (2) providing future road and utility access to MTS South Parcel, which will facilitate future development of MTS South Parcel

## Surplus Land Act Findings

- Declare the Triangle Parcel and the Fashion Valley Road Section to be "exempt surplus land" pursuant to Government Code section 54211, subdivision (f)(1)(C), (D), and (E):
  - (C) Surplus land that a local agency is **exchanging for another property necessary for the agency's use**.
  - (D) Surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use.
  - (E) Surplus land that is a former street, right of way, or easement, and is conveyed to an owner of an adjacent property.

## Recommendations 2 & 3:

- 2. Authorize the Chief Executive Officer (CEO) to execute the Riverwalk Station Agreement, in substantially the same format as Attachment A (Agreement), and effectuate the property rights transfers set forth therein.
- 3. Declare the Triangle Parcel (Exhibit I to the Agreement) and the Fashion Valley Road Dedication Parcel (Exhibit H to the Agreement) to be "Exempt Surplus Land" pursuant to Government Code section 54221(f)(1)(C), (D), and (E).

Questions?



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

### Agenda Item No. 31

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

SUBJECT:

RIDERSHIP RECOVERY ACTION PLAN (ROB SCHUPP)

#### **RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve a PRONTO promotional event providing free rides during September 2021 to any customer that registers with a new PRONTO account.

#### **Budget Impact**

Potential fare revenue loss of approximately \$4,000,000.

#### DISCUSSION:

MTS staff will present an overview of the initiatives planned for Fiscal Year (FY) 2022 that are designed to increase ridership. The report will include marketing efforts to take advantage of MTS operating 100% of service, the reopening of schools and businesses, the 40<sup>th</sup> Anniversary of the Trolley, events leading up to the grand opening of the Mid-Coast extension of the UC San Diego Blue Line, the start of new bus service to serve the Trolley extension, the launch of the new PRONTO fare collection system, and the continued commitment to expanding the zero-emission bus fleet. It will also provide an overview of the initiatives designed to enhance the customer experience such as a WiFi pilot program and new applications to allow MTS passengers to see real time passenger loads in vehicles. Advertising efforts will focus on the established success of Choose Transit communications as well as efforts that feature "real riders" and MTS employees to welcome back riders to the MTS system. The overview will include tactics to reach universities, high schools, and communities of concern, businesses and existing riders.

In addition, staff is recommending that the Board authorize the PRONTO promotion that would provide free rides for the entire month of September to any customer that



switches to PRONTO. This proposal would not only boost ridership as schools and businesses return in the fall, but it would assist in transitioning to the new fare collection system. In support of this effort, free PRONTO cards will be made widely available. Free rides on PRONTO would also allow customers to learn how to use the new system without fear of citation, thereby minimizing anxiety associated with the change.

/s/ Sharon Cooney Sharon Cooney

Chief Executive Officer

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

Al No. <u>31</u>, 6/17/2021

# RIDERSHIP RECOVERY ACTION PLAN

### **BOARD OF DIRECTORS**

June 17, 2021





# Presentation Outline



- Organic Ridership Gains
- Pre-Pandemic Campaigns
- Campaigns During Pandemic
- MTS Transit Inducements
- Upcoming Recovery Campaigns
- PRONTO and Free September





# ORGANIC RIDERSHIP GAINS

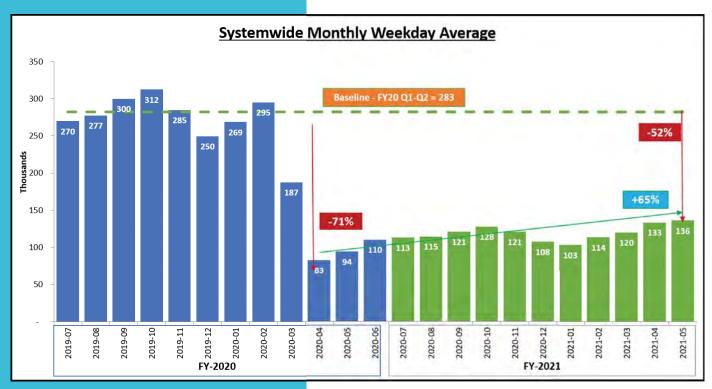


- Return to Work
- Universities & Schools
- Tourism, Padres
- · Comic-Con
- Transit Dependency





# RIDERSHIP GAINS





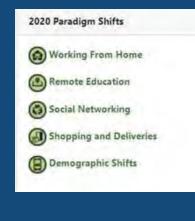
# RIDERSHIP MODELING

- Business as Usual = 90%
- Transit Inducements = 120%
  - SANDAG Five Big Moves
  - Support for YOP/Senior Passes

#### **Trend Predictions**

These predictions, taken together for all topics, will produce forecasts of VMT and transit ridership for the years 2025, 2030 and 2050.



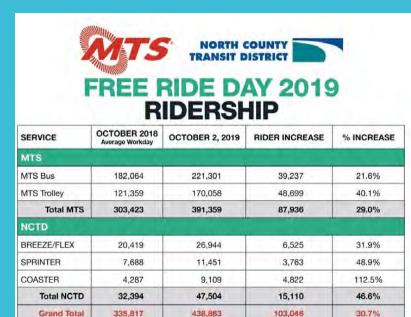








# PRE-PANDEMIC RIDERSHIP CAMPAIGNS



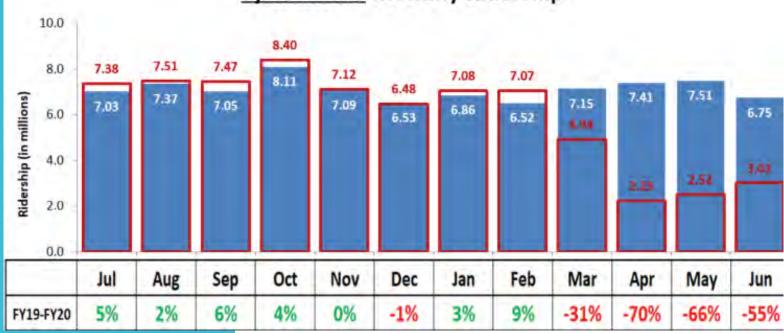
- Choose Transit
- Connections to Community
- Free Ride Days
- Ridership Results





# PRE-PANDEMIC RIDERSHIP GAINS

### Systemwide Monthly Ridership



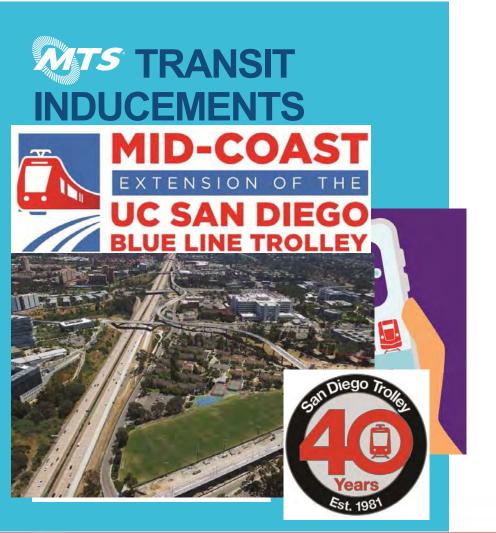


# RIDERSHIP CAMPAIGNS DURING PANDEMIC



- Clean Ride
- Eat-Shop-Play
- Free Rides on Election Day
- Free Ride to Vaccines
- Electric Bus Conversions
- On-going Social Media
- Upcoming Etiquette Campaign: "Respect the Ride"
- On-going First mile/Last mile partnerships





- 100% Operations Now
- Trolley 40<sup>th</sup> Anniversary July 31
- Mid-Coast Events
  - Station Previews June 23, August 29
  - First Trains June 29
  - VIP and Media Rides July thru Nov.
- Mid-Coast Grand Opening Nov. 21
- Old Town to Airport Shuttles Nov. 21
- PRONTO Launch Sept. 1





# RIDER EXPERIENCE ENHANCEMENTS



- WiFi Pilot
- New MTS website/trip planner
- Passenger Load App
- Natural Language Processing
- Real-time accuracy enhancements
- E-paper
- Bright Ideas





## OTHER AGENCY INITIATIVES



- Security Policies
- Partnerships for the Unsheltered
- Social Equity PIP Goals





## RIDERSHIP RESEARCH



- Initial COVID Research
- Current Demographics
- Qualtrics Analytics
- Customer Satisfaction





# RIDERSHIP CAMPAIGN PHASE I





### Welcome Back!

- ✓ Runs early summer
- √ Features Clean and Safe
- ✓ Features MTS employees

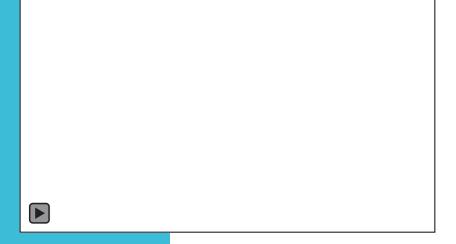




# RIDERSHIP CAMPAIGN PHASE I

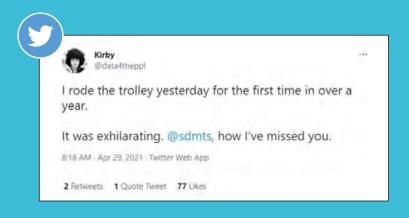
### Welcome Back!

- √ Runs early summer
- √ Features Clean and Safe
- √ Features MTS employees





## RIDERSHIP CAMPAIGN PHASE II



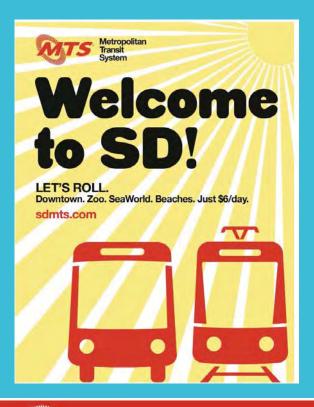
### Welcome Aboard!

- ✓ Long-term campaign
- √ Features riders
- ✓ Ties together all campaigns
  - **✓** PRONTO
  - √ Trolley extension
  - ✓ New bus service





## VISITOR MARKETS



- Convention Planners
- Con/Vis Partnerships
- Visitor Publications
- Brochure Distribution
- Airport Ads
  - **✓** Print
  - **✓ Digital**
- Comic-Con Partnership





# MID-COAST RIDERSHIP CAMPAIGN





### Target Audiences

- ✓ Tijuana
- ✓ South Bay
- ✓ Mid-Coast Communities
- √ UCSD/Schools

### Tactics

- ✓ Leverage Partnerships
- ✓ Large Employers
- √ Safety Campaign
- ✓ Engage Media



# PRONTO CAMPAIGN



### PRONTO Capabilities

- Always get the best fare
- Pay as you go
- Mobile
- Free transfers with PRONTO
- Public website
- Institutional website
- Retail Network





# PRORTO CAMPAIGN



- Go-live set for September
- Transition Begins in August
- Free Cards, Promotions
  - Outreach at all Transit Stations
  - Direct Mail
  - Social Services
  - Disabled Service Agencies
  - Senior Centers
  - Schools/Universities
  - Mobile Push Notifications





# PRORTO CAMPAIGN













### CBO Involvement

- City Heights CDC
- Youth Will
- Somali Family Service
- South County EDC
- Circulate San Diego
- Clairemont Town Council





# PROMITO ADVERTISING STRATEGY



### Three Phases begin in July

- Pre-Launch July and August
- Launch September
- On-Going

#### Tactics

- System wide, including Tijuana
- Outdoor (billboard, shelters)
- Social Media Channels
- Digital and Native Displays
- Traditional Print
- Sponsored Content
- Streaming Audio
- Radio



# PRONTO VIDEOS

- PRONTO Intro
- First TVM Installation
- PRONTO Short Documentary
- Tutorials
  - ✓ How "Best Fare" works
  - ✓ Account management
  - ✓ Institutional portal
  - ✓ Mobile App functionality
  - ✓ Tapping on validators





# PRONTO MESSAGING



### Early Communication: Begins in July

- ✓ When to stop buying Compass products
- ✓ Where to get free PRONTO cards
- ✓ How to set up accounts
- ✓ Advantages of mobile
- ✓ Transition to PRONTO mobile

### How to use PRONTO

- ✓ Earn passes over time
- ✓ Use a "virtual" mobile card





# RIDE FREE All September with

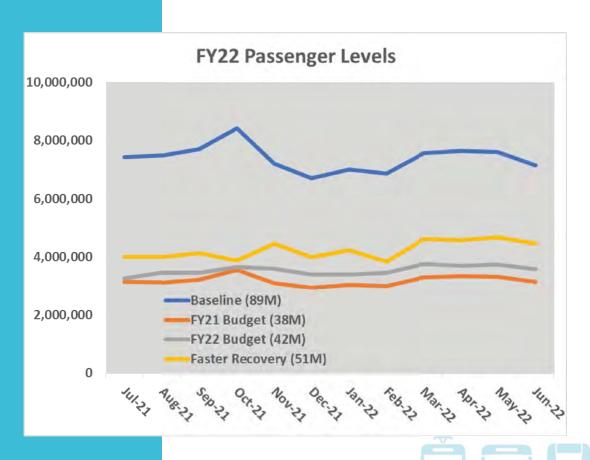


- The Perfect Nexus
- Requires a PRONTO account
- Incentivizes Early Transition
- Overcomes confusion
- A month of education
- Encourages People to Try Transit
  - Businesses
  - Schools/Universities
- A break for all riders





# RIDERSHIP GOALS





# RIDERSHIP RECOVERY ACTION PLAN

Thank you!





#### IN - MEETING PUBLIC COMMENT

Michael Horgan, provided a live public comment for agenda item 31. Horgan's statement will be reflected in the minutes.

#### IN - MEETING PUBLIC COMMENT

Michelle Krug provided a live public comment for agenda item #31. Krug's statement will be reflected in the minutes.



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### Agenda Item No. 45

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

SUBJECT:

DRAFT 2021 REGIONAL PLAN UPDATE (HASAN IKHRATA, COLEEN CLEMENTSON AND JENNIFER WILLIAMSON)

INFORMATIONAL ONLY

Budget Impact

None.

#### DISCUSSION:

The San Diego Association of Governments (SANDAG) is required to update the Regional Plan every four years. As an interim measure, SANDAG prepared a 2019 Federal Regional Transportation Plan (2019 Federal RTP) that complies with federal requirements for the development of regional transportation plans, retains air quality conformity approval from the U.S. Department of Transportation, and preserves federal funding for local transportation needs and projects.

The 2019 Federal RTP will be replaced with the implementation of a new 2021 Regional Plan. The 2021 Regional Plan is intended to be the next long-term blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources.

SANDAG released the draft 2021 Regional Plan on May 21, 2021, for discussion at their Board of Directors on May 28, 2021. It is now available for public review and comment from **May 28-July 30, 2021**. SANDAG staff will provide an overview of the draft document and be available for questions from the MTS Board of Directors.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

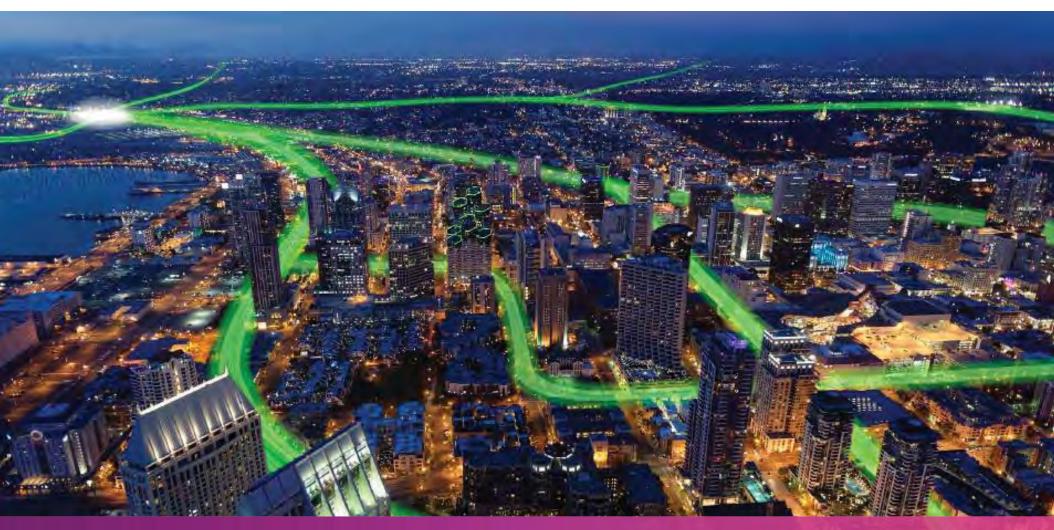
Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com





MTS Board of Directors | June 17, 2021

SANDAG



A Vision for the 2021 Regional Plan

# A bold new approach to planning for the future

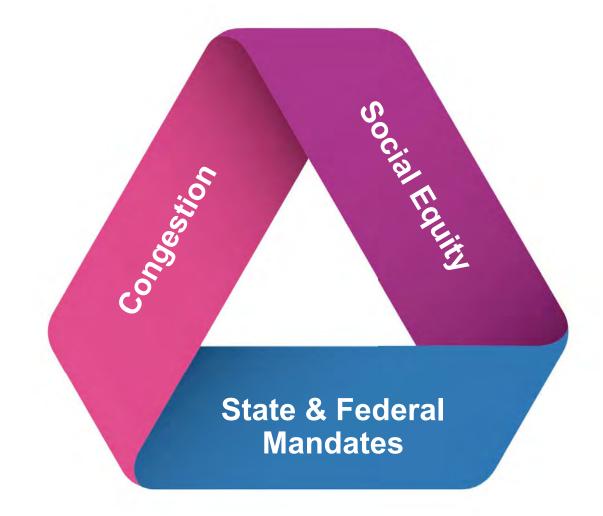
Embracing datadriven planning, leveraging emerging technologies, and incorporating resident input



San Diego FORWARD

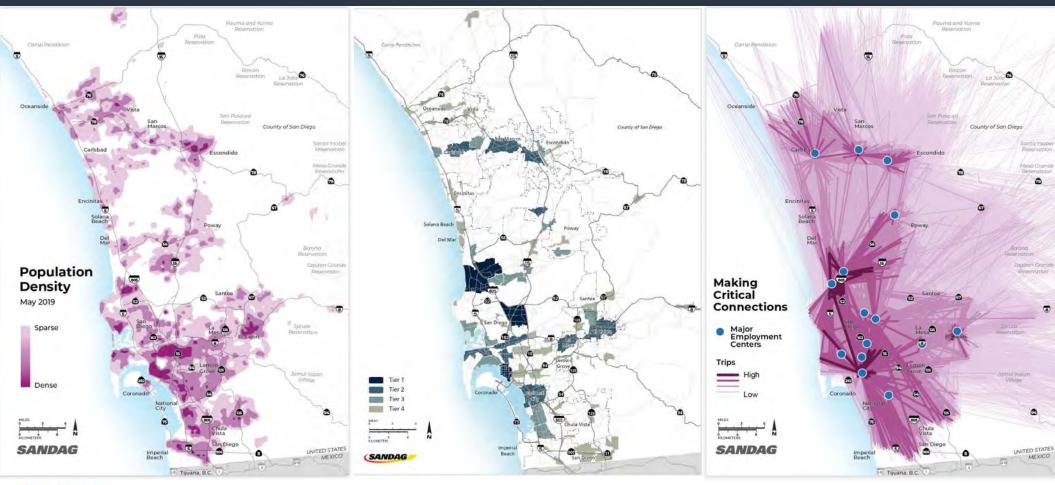
# Three Challenges

- Reduce *congestion*
- Improve social equity
- Meet state and federal mandates to be faster, fairer, and cleaner



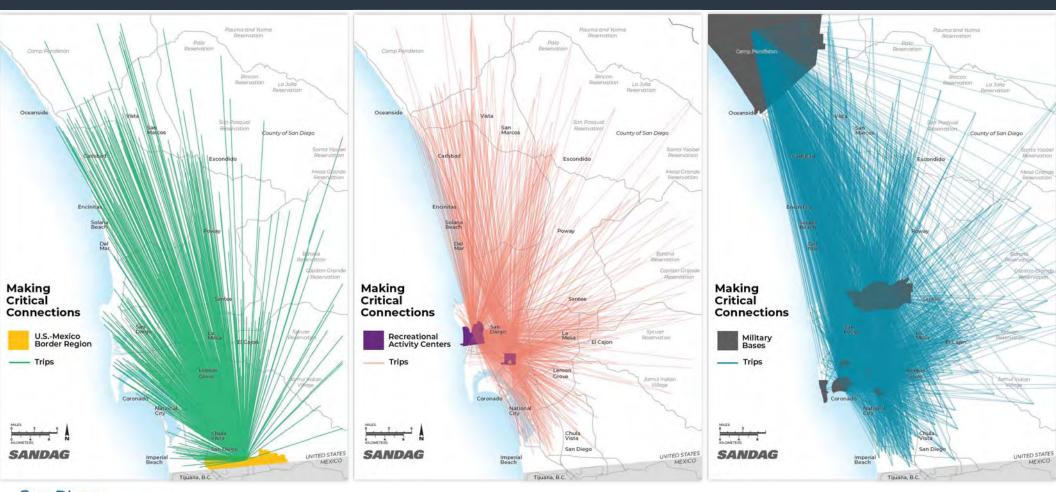


## Data-Driven Planning: Where people live and work





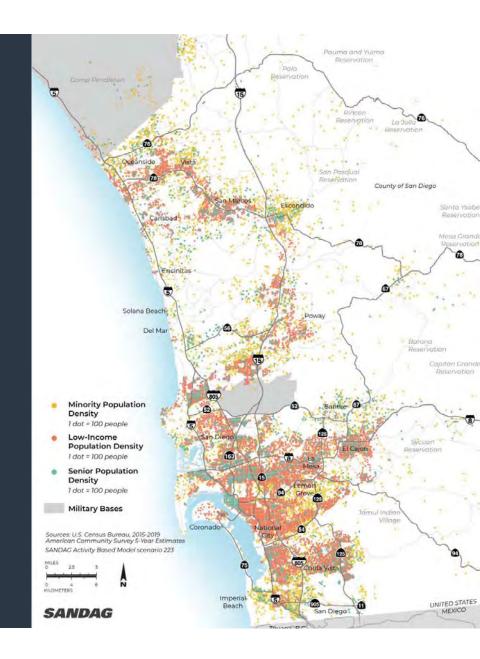
## **Data-Driven Planning: Other regional trips**





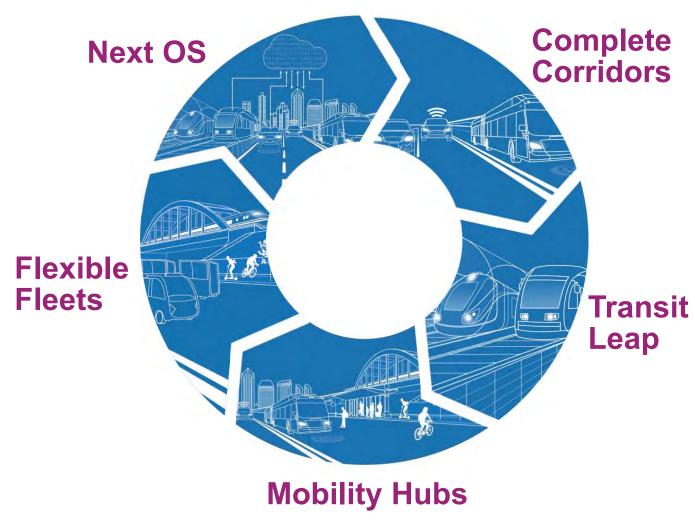
# Social Equity Populations

San Diego
FORWARD SANDAG | 7



## 5 Big Moves

Inter-reliant strategies that work as one and enhance each other





## Transit Leap: Enhance existing service and expand *Rapids*



San Diego
FORWARD SANDAG | 9



# Transit Leap: COASTER/LOSSAN



San Diego FORWARD SANDAG | 10



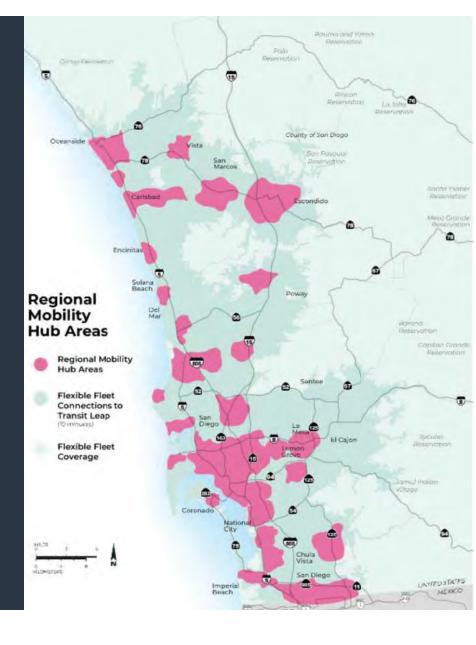
## Transit Leap: South Bay to Sorrento Commuter Rail



San Diego FORWARD SANDAG | 11



# Mobility Hub Areas and Flexible Fleet Coverage





## We want to hear from you!





**EXPLORE THE DRAFT 2021 REGIONAL PLAN** SDForward.com/2021RegionalPlan



SUBMIT A COMMENT BY AUGUST 6, 2021 sandag.org/RegionalPlanComments



ATTEND A VIRTUAL MEETING SDForward.com/calendar



SIGN UP TO OUR PROJECT EMAIL LIST SDForward.com/subscribe



FOLLOW US ON SOCIAL MEDIA @SANDAGregion @SANDAG



DIVE INTO THE DATA VIEWER English: SDForward.com/Envision Español: SDForward.com/Visualizar

San Diego FORWARD

## Submit a comment through July 30



ONLINE

**English:** sandag.org/RegionalPlanComments Español: sandag.org/ComentariosPlanRegional



**EMAIL** 

SDForward@sandag.org



**PHONE** 

Voicemail: 619.699.1934 Toll free: 877.277.5736 TTY: 619.699.1904



FAX

619.699.1995



MAIL

Attn: 2021 Regional Plan, SANDAG, 401 B Street, Suite 800, San Diego CA, 92101



VIRTUAL PUBLIC HEARINGS

July 16, 9 a.m. July 23, 9 a.m.

San Diego **FORWARD** 

# Attend a virtual meeting



INFORMATIONAL VIRTUAL OPEN HOUSES

Tues. June 15, 6 p.m. | North County Coastal

Wed. June 16, 6 p.m. | County Unincorporated

Tues. June 22, 6 p.m. | South County

Thurs. June 24, 6 p.m. | East county

Mon. June 28, 6 p.m. | North County Inland

Wed. June 30, 6 p.m. | Central San Diego



VIRTUAL PUBLIC HEARINGS

July 16, 9 a.m. | SANDAG Transportation Committee

July 23, 9 a.m. | SANDAG Board of Directors

#### IN - MEETING PUBLIC COMMENT

Maria Cortez provided a live public comment for agenda item #45. Cortez's statement will be reflected in the minutes.

#### IN - MEETING PUBLIC COMMENT

Michelle Krug provided a live public comment for agenda item #45. Krug's statement will be reflected in the minutes.

#### IN - MEETING PUBLIC COMMENT

Randy Tores Van Vleck provided a live public comment for agenda item #45. Tores Van Vleck's statement will be reflected in the minutes.



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## Agenda Item No. 46

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

SUBJECT:

NON-FARE OPERATING REVENUE REPORT (SHARON COONEY)

INFORMATIONAL ITEM

**Budget Impact** 

None.

#### DISCUSSION:

MTS staff will present an overview of the historical non-fare revenue generated by various programs within MTS. These programs include advertising, naming rights, master concessionaire, Coca-Cola, Land Management, energy credits and others. These sources of revenue have grown from \$4.4 million in Fiscal Year 2010 to a projected \$20.6 million in Fiscal Year 2022.

The report will also include an opportunity to generate a greater amount of advertising revenue from a proposal for MTS-owned property at the Gaslamp Quarter Trolley Station.

/s/ Sharon Cooney

Sharon Cooney Chief Executive Officer

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



# Non-Fare Revenue

**Board of Directors** 

June 17, 2021



## **Historical Revenue**

	FY10A	FY11A	FY12A	FY13A	FY14A	FY15A	FY16A	FY17A	FY18A	FY19A	FY20A	FY21MY	FY22B
Advertising-Vehicles	\$ 783	\$ 621	\$ 784	\$ 972	\$ 870	\$ 816	\$ 827	\$ 1,124	\$ 938	\$ 1,394	\$ 1,722	\$ 981	\$ 1,378
Advertising-Benches	97	105	114	95	102	147	61	107	98	96	165	160	163
Advertising-Shelters	684	734	734	784	886	950	802	865	922	1,057	1,507	951	1,211
Naming Rights	-	-	-	-	-	-	675	675	975	1,275	1,275	1,275	1,433
Master Concessionaire	-	90	128	146	221	270	416	553	418	625	718	284	311
Coca-Cola	-	79	74	90	105	94	103	94	75	69	68	53	53
Western Communications	-	96	108	144	88	52	46	46	32	40	22	10	10
Freight Maintenance Fees	-	149	159	168	195	198	202	216	245	226	207	239	235
Fare Media	-	-	-	-	1,627	1,633	1,582	1,520	1,424	1,400	1,019	390	381
Land Management	1,534	1,972	1,789	2,075	2,362	2,426	2,510	2,799	2,480	2,434	3,293	3,276	3,342
Energy Credits	-	-	-	-	714	817	5,150	4,584	7,856	8,315	8,903	9,072	11,114
Interest	493	190	89	104	111	139	266	574	928	1,786	1,360	662	351
Other	824	335	274	293	942	610	882	569	607	440	435	143	650
Total	\$ 4,415	\$ 4,370	\$ 4,253	\$ 4,869	\$ 8,224	\$ 8,154	\$ 13,523	\$ 13,726	\$ 16,997	\$ 19,157	\$ 20,693	\$ 17,495	\$ 20,631



## Background

- Great Recession of 2008/09 significantly reduced revenue from state
  - MTS was forced to reduce service and increase fares to close a \$14.4 million budget gap
  - It encouraged MTS to look at ways to find other sustainable revenue sources
- Commitment to renewables
- Commitment to Transit-Oriented Developments



## Naming Rights

- Hired Superlative Group in 2010
- UC San Diego Blue Line
  - 30-year contract
  - \$36 million
- Sycuan Green Line
  - 10-year contract reduced to seven years due to pandemic
  - Payments totaled \$4 million
- New competitive bid for contractor possible
- MTS to receive \$975,000 in FY22





## **Bus Shelter Advertising**

- CBS Outdoor through 2013
- Clear Channel begins in 2016
  - Minimum Annual Guarantee: \$950,000
  - Revenue split 55%
- New digital ads in 2018
  - Allowed 40 Digital Ads
  - Limit removed in 2019
- MTS projects \$1.2 million in FY22





# Vehicle Advertising

- Michael Allen through 2017
  - No minimum annual guarantee
  - MTS received 75% of gross
- Clear Channel begins in 2018
  - 5-year w/5-year option
  - Minimum annual guarantee of \$975,000
  - MTS receives 66% of gross
  - FY20 MTS received almost double the MAG
  - Already sold out for Comic-Con 2022!
- MTS projects \$1.4 million in FY22





## **Energy Credits**

- Federal Program Renewable Fuels Standard
  - Use of renewable natural gas only
    - Natural gas that is produced naturally from landfills and from the processing of animal waste, sewage, crop waste, etc. (Biogas/Green gas)
    - MTS began using Biogas in 2013
  - Generates Renewable Identification Numbers (RINs) credits = \$1.7 million in FY22
- State Program –Low Carbon Fuel Standard (LCFS)
  - LCFS program managed by CA Air Resources Board (CARB) aimed at reducing greenhouse gas emission
  - Multiple fuel pathways generate credits for MTS = \$9.4 million in FY22
    - Biogas bus fuel usage beginning in 2013
    - Trolley electricity usage beginning in 2016 (after CARB rule change)
      - 100% renewable electricity starting in 2019 after another rule change
    - Propane bus fuel also in 2019
    - Electricity for Battery Electric buses later this calendar year



# Land Management

- Revenue derived from recurring sources and non-recurring sources
- Non operating right-of-way, vacant remnant land, several buildings
- Revenue is off-set by expenses

### Recurring:

- TOD Leases
- Other property leases
- Licenses
- Billboard portfolio
- Several cell sites

### Non-Recurring:

- Easements
- Sale of Property
- Plan reviews and Permits

#### **Expenses:**

- Staff costs
- Outside Services
- Repair / Maintenance
- Encampment Clean-up
- Utilities
- Other General Expenses



## Other Categories

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- Interest
- Master Concessionaire
- Freight Maintenance Fees
- Advertising Benches
- Coca-Cola
- Western Communications
- Miscellaneous

\$	321	,000
ィ	JOT.	,000

- \$ 351,000
- \$ 311,000
- \$ 235,000
- \$ 163,000
- \$ 53,000
- \$ 10,000
- \$ 650,000



# New Opportunity at Gaslamp Square









## **Comic-Con Activation**









# BIGOUTDOOR













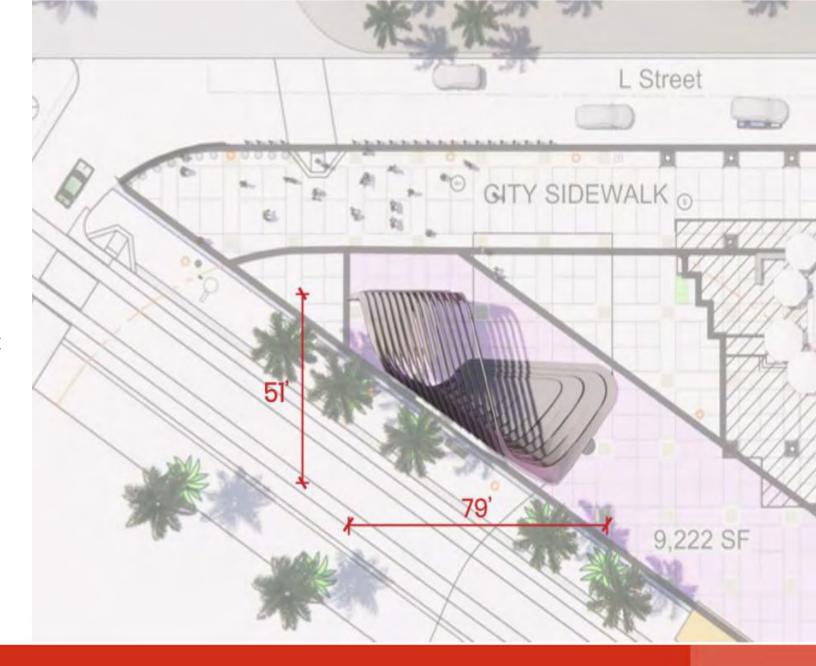






## Design

- Exact location to be determined
- Architecture not finalized
- Approximately 50' tall
- Will not block historical Gaslamp Quarter sign over Fifth Ave.
- Two monitors approximately 20-feet by 25-feet (500 square feet)
- Monitors visible from Fifth Ave. and from Convention Center





## **Project Benefits**

- Annual Revenue
  - Minimum Annual Guarantee proposal
    - Year One: \$650,000
    - 2% annual escalator
    - 20-year revenue of \$15.8 million
  - BigOutdoor projects greater revenue
    - 50/50 split
    - \$1 million to MTS in Year One
    - 20-year projected revenue of \$26.8 million
  - Equal or greater than naming rights partnership

<u>Year</u>	Guaranteed Rent	Estimated Revenue Share				
1	\$650,000.00	\$1,000,000.00				
2	\$663,000.00	\$1,030,000.00				
3	\$676,260.00	\$1,060,900.00				
4	\$689,785.20	\$1,092,727.00				
5	\$703,580.90	\$1,125,508.81				
6	\$717,652.52	\$1,159,274.07				
7	\$732,005.57	\$1,194,052.30				
8	\$746,645.68	\$1,229,873.87				
9	\$761,578.60	\$1,266,770.08				
10	\$776,810.17	\$1,304,773.18				
11	\$792,346.37	\$1,343,916.38				
12	\$808,193.30	\$1,384,233.87				
13	\$824,357.17	\$1,425,760.89				
14	\$840,844.31	\$1,468,533.71				
15	\$857,661.20	\$1,512,589.72				
16	\$874,814.42	\$1,557,967.42				
17	\$892,310.71	\$1,604,706.44				
18	\$910,156.92	\$1,652,847.63				
19	\$928,360.06	\$1,702,433.06				
20	\$946,927.26	\$1,753,506.05				
Total	\$15,793,290.37	\$26,870,374.49				



## **Project Benefits**

- Non-Commercial usage
  - Showcase transit information: Free Ride Days and other special promotions
  - Ability for Gaslamp Quarter and Convention Center to promote activities
  - Positive responses from San Diego Tourism Authority, Downtown Partnership and San Diego Regional Chamber of Commerce
  - Ability to post PSAs with other non-profit events
- Activations
  - Include digital assets in the marketing of Gaslamp Square events
  - Provides southern anchor to Gaslamp Quarter
- Public Benefits
  - Office of Emergency Services, Amber Alerts, public safety messages



## **Next Steps**

- Enhance architecture
  - Refine design based on input
  - Work to increase sense of place making throughout Gaslamp Square
- Determine location
  - Demonstrate that it won't block Gaslamp Quarter signage
  - Minimize impact to Gaslamp Square to ensure future activations
- Incorporate Board input into proposal









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## Agenda Item No. 47

### MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

June 17, 2021

SUBJECT:

OPERATIONS BUDGET STATUS REPORT FOR APRIL 2021 (GORDON MEYER)

INFORMATIONAL ONLY

**Budget Impact** 

None at this time.

#### DISCUSSION:

This report summarizes the year-to-date operating results for April 2021 compared to the fiscal year (FY) 2021 amended budget for the San Diego Metropolitan Transit System (MTS). The FY21 amended budget includes the projected impacts from the COVID-19 pandemic; therefore, variances are between actuals and the FY21 amended budget, inclusive of projected impacts from the pandemic. Attachment A-1 combines the operations', administrations' and other activities' results for April 2021. Attachment A-2 details the April 2021 combined operations' results and Attachments A-3 to A-7 present budget comparisons for each MTS operation. Attachment A-8 details budget comparisons for MTS Administration, and Attachment A-9 provides April 2021 results for MTS's other activities (Taxicab/San Diego and Arizona Eastern Railway Company).

#### MTS NET-OPERATING SUBSIDY RESULTS

As indicated within Attachment A-1, for the year-to-date period ending April 2021, MTS's net-operating income favorable variance totaled \$3,930,000 (1.9%). Operations produced a \$3,410,000 (1.6%) favorable variance and the administrative/other activities areas were favorable by \$520,000.



#### MTS COMBINED RESULTS

Operating Revenues. Year-to-date combined revenues through April 2021 were \$54,617,000 compared to the year-to-date budget of \$54,377,000, representing a \$240,000 (0.4%) favorable variance. Year-to-date passenger revenue was favorable \$228,000 (0.6%) through April. Passenger revenue was down \$34,229,000 (-46.9%) versus the prior year while passenger levels were down 34,061,000 (-51.9%) passengers versus the prior year.

Other operating revenue was favorable by \$12,000 (0.1%).

Operating Expenses. Year-to-date combined expenses through April 2021 were \$263,111,000 compared to the budget of \$266,801,000, resulting in a \$3,690,000 (1.4%) favorable variance.

<u>Personnel Costs</u>. Year-to-date personnel-related costs totaled \$127,850,000, compared to a budgetary figure of \$129,819,000, producing a favorable variance of \$1,968,000 (1.5%). This is primarily due to favorable bus operator wages, paid absences, cost recovery, unemployment insurance, and one-time credits for retiree healthcare expenses.

Outside Services and Purchased Transportation. Total outside services through ten months of the fiscal year totaled \$84,876,000, compared to a budget of \$86,166,000, resulting in a favorable variance of \$1,290,000 (1.5%). This is primarily due to favorable Security and Information Technology costs within Administration, as well as favorable purchased transportation costs for both fixed route and paratransit services.

Materials and Supplies. Total year-to-date materials and supplies expenses were \$12,567,000, compared to a budgetary figure of \$12,869,000, resulting in a favorable variance of \$302,000 (2.3%). This is primarily due to favorable revenue vehicle parts for both bus and rail divisions.

<u>Energy</u>. Total year-to-date energy costs were \$27,156,000, compared to the budget of \$27,197,000, resulting in a favorable variance of \$40,000 (0.1%). This is primarily due to favorable CNG consumption.

Risk Management. Total year-to-date expenses for risk management were \$6,238,000 compared to the budget of \$6,301,000, resulting in a favorable variance totaling \$63,000 (1.0%). This is primarily due to favorable liability claim payouts.

General and Administrative. The year-to-date general and administrative costs were \$3,352,000 through April 2021, compared to a budget of \$3,390,000, resulting in a favorable variance of \$38,000 (1.1%).

<u>Vehicle and Facility Leases</u>. The year-to-date vehicle and facilities leases costs were \$1,072,000 compared to the budget of \$1,060,000, resulting in an \$11,000 (-1.1%) unfavorable variance.

#### YEAR-TO-DATE SUMMARY

The April 2021, year-to-date net-operating income totaled a favorable variance of \$3,930,000 (1.9%). These factors include favorable variances in passenger revenue, other operating revenue, personnel, outside services, materials and supplies, energy, risk management, and general and administrative; partially offset by unfavorable variances in vehicle and facility leases.

/s/ Sharon Cooney
Sharon Cooney
Chief Executive Officer

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

Attachment: A. Comparison to Budget

## SAN DIEGO METROPOLITAN TRANSIT SYSTEM Att. A, AI 47, 06/17/2021

MTS CONSOLIDATED

#### COMPARISON TO BUDGET - FISCAL YEAR 2021

APRIL 30, 2021 (in \$000's)

		YEAR TO DATE						
	ACTUAL		BUDGET		VARIANCE		VAR. %	
Passenger Revenue	\$	38,694	\$	38,465	\$	228	0.6%	
Other Revenue		15,924		15,912		12	0.1%	
<b>Total Operating Revenue</b>	\$	54,617	\$	54,377	\$	240	0.4%	
Personnel costs	\$	127,850	\$	129,819	\$	1,968	1.5%	
Outside services		84,876		86,166		1,290	1.5%	
Materials and supplies		12,567		12,869		302	2.3%	
Energy		27,156		27,197		40	0.1%	
Risk management		6,238		6,301		63	1.0%	
General & administrative		3,352		3,390		38	1.1%	
Vehicle/facility leases		1,072		1,060		(11)	-1.1%	
Administrative Allocation		(0)		(0)		(0)	0.0%	
<b>Total Operating Expenses</b>	\$	263,111	\$	266,801	\$	3,690	1.4%	
Operating Income (Loss)	\$	(208,494)	\$	(212,424)	\$	3,930	1.9%	
<b>Total Non-Operating Activities</b>		(179)		4		(182)	-5129.1%	
Income (Loss) before Capital Contributions	\$	(208,673)	\$	(212,421)	\$	3,748	-1.8%	

Att. A, AI 47, 06/17/2021

#### OPERATIONS CONSOLIDATED

				YEAR TO D	ATE		
	A	ACTUAL	В	UDGET	VAI	RIANCE	VAR. %
Passenger Revenue	\$	38,694	\$	38,465	\$	228	0.6%
Other Revenue		516		245		271	110.3%
<b>Total Operating Revenue</b>	\$	39,210	\$	38,711	\$	499	1.3%
Personnel costs	\$	107,981	\$	109,827	\$	1,846	1.7%
Outside services		71,405		72,141		736	1.0%
Materials and supplies		12,574		12,833		259	2.0%
Energy		26,423		26,436		12	0.0%
Risk management		3,122		3,177		55	1.7%
General & administrative		756		779		23	2.9%
Vehicle/facility leases		871		851		(21)	-2.4%
Administrative Allocation		26,152		26,152		(0)	0.0%
<b>Total Operating Expenses</b>	\$	249,286	\$	252,197	\$	2,911	1.2%
Operating Income (Loss)	\$	(210,076)	\$	(213,486)	\$	3,410	1.6%
<b>Total Non-Operating Activities</b>		(197)		(72)		(125)	172.9%
Income (Loss) before Capital Contributions	\$	(210,273)	\$	(213,558)	\$	3,285	-1.5%

#### **OPERATIONS**

Att. A, AI 47, 06/17/2021

#### **BUS - DIRECTLY OPERATED (SAN DIEGO TRANSIT CORP.)**

#### COMPARISON TO BUDGET - FISCAL YEAR 2021 APRIL 30, 2021

(in \$000's)

				YEAR TO D	ATE		
	A	CTUAL	В	UDGET	VAI	RIANCE	VAR. %
Passenger Revenue	\$	11,648	\$	11,591	\$	58	0.5%
Other Revenue		11		2		10	638.1%
<b>Total Operating Revenue</b>	\$	11,660	\$	11,592	\$	68	0.6%
Personnel costs	\$	73,170	\$	74,502	\$	1,333	1.8%
Outside services		1,440		1,509		69	4.6%
Materials and supplies		6,267		6,394		127	2.0%
Energy		5,375		5,469		95	1.7%
Risk management		1,392		1,411		19	1.3%
General & administrative		369		367		(2)	-0.5%
Vehicle/facility leases		298		305		7	2.2%
Administrative Allocation		8,080		8,080		(0)	0.0%
<b>Total Operating Expenses</b>	\$	96,390	\$	98,037	\$	1,646	1.7%
Operating Income (Loss)	\$	(84,731)	\$	(86,445)	\$	1,714	2.0%
<b>Total Non-Operating Activities</b>		(392)		(267)		(125)	46.7%
Income (Loss) before Capital Contributions	\$	(85,122)	\$	(86,712)	\$	1,589	-1.8%

Att. A, AI 47, 06/17/2021

#### OPERATIONS RAIL (SAN DIEGO TROLLEY INC.)

		YEAR TO DATE								
	A	CTUAL	В	UDGET	VAI	RIANCE	VAR. %			
Passenger Revenue	\$	15,714	\$	15,591	\$	123	0.8%			
Other Revenue		505		244		261	106.9%			
<b>Total Operating Revenue</b>	\$	16,218	\$	15,835	\$	384	2.4%			
Personnel costs	\$	34,222	\$	34,710	\$	488	1.4%			
Outside services		5,701		5,913		213	3.6%			
Materials and supplies		5,594		5,743		150	2.6%			
Energy		14,978		14,831		(147)	-1.0%			
Risk management		1,723		1,755		32	1.8%			
General & administrative		382		402		20	4.9%			
Vehicle/facility leases		279		262		(17)	-6.5%			
Administrative Allocation		15,910		15,910		(0)	0.0%			
<b>Total Operating Expenses</b>	\$	78,789	\$	79,527	\$	738	0.9%			
Operating Income (Loss)	\$	(62,570)	\$	(63,692)	\$	1,122	1.8%			
<b>Total Non-Operating Activities</b>		-		-		-	-			
Income (Loss) before Capital Contributions	\$	(62,570)	\$	(63,692)	\$	1,122	-1.8%			

#### Att. A, AI 47, 06/17/2021

#### **OPERATIONS**

#### **BUS - CONTRACTED SERVICES (FIXED ROUTE)**

#### COMPARISON TO BUDGET - FISCAL YEAR 2021 APRIL 30, 2021

(in \$000's)

		YEAR TO DATE								
	A	CTUAL	ВІ	UDGET	VAR	IANCE	VAR. %			
Passenger Revenue	\$	10,977	\$	10,922	\$	56	0.5%			
Other Revenue		_		-		-				
<b>Total Operating Revenue</b>	\$	10,977	\$	10,922	\$	56	0.5%			
Personnel costs	\$	510	\$	531	\$	21	3.9%			
Outside services		56,797		57,034		237	0.4%			
Materials and supplies		700		683		(17)	-2.5%			
Energy		5,696		5,758		63	1.1%			
Risk management		-		-		-	-			
General & administrative		3		4		1	31.4%			
Vehicle/facility leases		43		47		4	9.2%			
Administrative Allocation		1,870		1,870		(0)	0.0%			
<b>Total Operating Expenses</b>	\$	65,618	\$	65,927	\$	309	0.5%			
Operating Income (Loss)	\$	(54,641)	\$	(55,005)	\$	365	0.7%			
<b>Total Non-Operating Activities</b>		-		-		-	-			
Income (Loss) before Capital Contributions	\$	(54,641)	\$	(55,005)	\$	365	-0.7%			

#### **OPERATIONS**

Att. A, AI 47, 06/17/2021

#### **BUS - CONTRACTED SERVICES (PARATRANSIT)**

#### COMPARISON TO BUDGET - FISCAL YEAR 2021 APRIL 30, 2021

(in \$000's)

				YEAR TO D	ATE		
	A	CTUAL	BU	JDGET	VAR	IANCE	VAR. %
Passenger Revenue	\$	354	\$	362	\$	(8)	-2.2%
Other Revenue		-		-		-	_
<b>Total Operating Revenue</b>	\$	354	\$	362	\$	(8)	-2.2%
Personnel costs	\$	79	\$	84	\$	5	5.7%
Outside services		7,272		7,490		218	2.9%
Materials and supplies		13		13		(0)	-4.0%
Energy		375		377		3	0.7%
Risk management		7		11		4	34.6%
General & administrative		3		6		4	57.7%
Vehicle/facility leases		252		238		(15)	-6.1%
Administrative Allocation		292		292		(0)	0.0%
<b>Total Operating Expenses</b>	\$	8,293	\$	8,511	\$	218	2.6%
Operating Income (Loss)	\$	(7,939)	\$	(8,149)	\$	210	2.6%
<b>Total Non-Operating Activities</b>		-		-		-	-
Income (Loss) before Capital Contributions	\$	(7,939)	\$	(8,149)	\$	210	-2.6%

OPERATIONS CORONADO FERRY

#### Att. A, AI 47, 06/17/2021

			1	YEAR TO D	ATE		
	AC	CTUAL	BU	DGET	VAR	IANCE	VAR. %
Passenger Revenue	\$	-	\$	-	\$	-	-
Other Revenue		-		_		-	_
<b>Total Operating Revenue</b>	\$	-	\$	-	\$	-	-
Personnel costs	\$	-	\$	-	\$	-	-
Outside services		195		195		-	0.0%
Materials and supplies		-		-		-	-
Energy		-		-		-	-
Risk management		-		-		-	-
General & administrative		-		-		-	-
Vehicle/facility leases		-		-		-	-
Administrative Allocation		-		-		-	0.0%
<b>Total Operating Expenses</b>	\$	195	\$	195	\$		0.0%
Operating Income (Loss)	\$	(195)	\$	(195)	\$	-	0.0%
<b>Total Non-Operating Activities</b>		195		195		-	0.0%
Income (Loss) before Capital Contributions	\$	-	\$	-	\$	-	

#### ADMINISTRATION CONSOLIDATED

Att. A, AI 47, 06/17/2021

		YEAR TO DATE								
	A	CTUAL	В	UDGET	VAR	IANCE	VAR. %			
Passenger Revenue	\$	-	\$	-	\$	-	-			
Other Revenue		14,262		14,519		(257)	-1.8%			
<b>Total Operating Revenue</b>	\$	14,262	\$	14,519	\$	(257)	<b>-1.8</b> %			
Personnel costs	\$	19,380	\$	19,503	\$	123	0.6%			
Outside services		13,410		13,958		548	3.9%			
Materials and supplies		(7)		36		43	120.7%			
Energy		722		749		27	3.6%			
Risk management		3,078		3,083		5	0.1%			
General & administrative		2,544		2,554		10	0.4%			
Vehicle/facility leases		190		193		2	1.2%			
Administrative Allocation		(26,202)		(26,202)		0	0.0%			
<b>Total Operating Expenses</b>	\$	13,115	\$	13,874	\$	758	5.5%			
Operating Income (Loss)	\$	1,146	\$	646	\$	501	<b>-77.6</b> %			
<b>Total Non-Operating Activities</b>		18		76		(58)	<b>-76.0</b> %			
Income (Loss) before Capital Contributions	\$	1,165	\$	721	\$	443	61.5%			

#### OTHER ACTIVITIES CONSOLIDATED

Att. A, AI 47, 06/17/2021

				YEAR TO D	ATE	YEAR TO DATE								
	AC	CTUAL	BU	DGET	VAR	IANCE	VAR. %							
Passenger Revenue	\$	-	\$	-	\$	-	-							
Other Revenue		1,146		1,147		(2)	-0.1%							
<b>Total Operating Revenue</b>	\$	1,146	\$	1,147	\$	(2)	-0.1%							
Personnel costs	\$	489	\$	488	\$	(1)	-0.3%							
Outside services		61		67		6	8.6%							
Materials and supplies		0		0		(0)	0.0%							
Energy		11		12		1	6.8%							
Risk management		38		41		4	8.8%							
General & administrative		52		56		5	8.7%							
Vehicle/facility leases		10		17		7	42.2%							
Administrative Allocation		50		50		0	0.0%							
<b>Total Operating Expenses</b>	\$	710	\$	731	\$	21	2.8%							
Operating Income (Loss)	\$	435	\$	416	\$	19	-4.6%							
<b>Total Non-Operating Activities</b>		-		-		-	-							
Income (Loss) before Capital Contributions	\$	435	\$	416	\$	19	4.6%							

# Metropolitan Transit System FY21 Operating Budget - April 2021 Financial Review

MTS Board of Directors
June 17, 2021



### COMPARISON TO BUDGET – APRIL 30, 2021 - FY 2021 FTA CARES ACT FUNDING

- COVID-19 Budget Impact:
  - FY21 Amended Budget includes projected revenues and expenses
  - Structural deficit of \$74.1M (recurring revenues less recurring expenses)
- Federal CARES Act:
  - \$25B federal stimulus package in response to pandemic
  - MTS share is \$220M
  - FY21 Amended Budget includes \$74.1M of projected CARES Act (~46%)
- Favorable budget results in FY21 means less CARES Act needs
  - CARES Act funding available for FY22 and out years
  - Structural deficits are expected to be significant in out years



COMPARISON TO BUDGET – APRIL 30, 2021 - FY 2021 TOTAL OPERATING REVENUES (\$000's)

	ACTUAL	BUDGET	VARIANCE	VAR %
Fare Revenue	\$ 38,694	\$ 38,465	\$ 228	0.6%
Other Operating Revenue	\$ 15,924	\$ 15,912	\$ 12	0.1%
Operating Revenue	\$ 54,617	\$ 54,377	\$ 240	0.4%

#### Fare Revenue

- Revenue unfavorable to prior year by \$34.2M (-46.9%)
- Ridership unfavorable to the prior year by 34.1M passengers (-51.9%)
- Positive signs in April:
  - April revenue 52% of baseline (budget 47%)
  - April ridership 46% of baseline (budget 43%)



COMPARISON TO BUDGET – APRIL 30, 2021 - FY 2021 TOTAL OPERATING EXPENSES (\$000's)

	ACTUAL	BUDGET	VA	RIANCE	VAR %
Personnel Costs	\$ 127,850	\$129,819	\$	1,968	1.5%
Purchased Transportation	\$ 61,035	\$ 61,458	\$	423	0.7%
Other Outside Services	\$ 23,841	\$ 24,708	\$	867	3.5%
Energy	\$ 27,156	\$ 27,197	\$	40	0.1%
Other Expenses	\$ 23,228	\$ 23,620	\$	392	1.7%
Operating Expenses	\$ 263,111	\$266,801	\$	3,690	1.4%

- Personnel favorable bus operator wages, paid absences, cost recovery, unemployment insurance, and healthcare expenses
- Other Outside Services favorable security costs and IT costs within Administration
- Other Expenses favorable materials and supplies for both bus and rail



## COMPARISON TO BUDGET – APRIL 30, 2021 - FY 2021 TOTAL OPERATING ACTIVITIES (\$000's)

	ACTUAL	E	BUDGET	VA	RIANCE	VAR %
MTS Operating Revenue	\$ 54,617	\$	54,377	\$	240	0.4%
MTS Operating Expenses	\$ 263,111	\$	266,801	\$	3,690	1.4%
Total Net Operating Variance	\$ (208,494)	\$	(212,424)	\$	3,930	1.9%

- Net income favorable \$3.9M through April
  - Favorable expense variances projected to continue
  - State sales tax cash receipts coming in higher than projected (TDA/Transnet)
  - Current forecast projects \$6.5M favorable net operating variance for FY21
- Amended budget includes \$74.1M in CARES Act funding to balance deficit
  - \$72.3M in funds drawn year to date
  - No further CARES funding in FY21 due to projected budget surplus





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#### Agenda Item No. 61

Chief Executive Officer's Report

June 17, 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 May 7, 2021 through June 8, 2021.

CEO Travel Report (since last Board meeting)

N/A

Board Member Travel Report (since last Board meeting)

N/A



	EXPEN	SE CONTRACTS		
Doc#	Organization	Subject	Amount	Day
G2458.0-21	DHS	COVID 19 VACCINATION SERVICES AGREEMENT	\$67,600.00	3/25/2021
PWG269.0-19269-10	HERZOG	AMERICA PLAZA RAIL BOOT REMOVAL	\$14,423.65	3/26/2021
L1519.1-20	NASG HOLDINGS	NO COST CHANGES TO SOME PARTS NUMBERS	\$0.00	4/1/2021
G1892.2-16	SD COUNTY SHERIFF	TIME ONLY EXTENSION	\$0.00	4/2/2021
G1865.6-16	LSI	NO COST 6 MONTH EXTENSION	\$0.00	4/5/2021
G1946.0-17AE-55-02	GLOBAL SIGNALS GROUP	ADD FUNDS FOR DSDC	\$22,628.20	4/9/2021
G2468.0-21	DGS OAH	ADMIN LAW JUDGES & CASE MGMT STAFF	\$48,000.00	4/16/2021
G2075.0-18AE-54.01	DOKKEN	ADD ROW SERVICES	\$96,513.63	4/20/2021
PWG324.0-21324-05	ABC CONSTRUCTION	SDTE HVAC UPGRADE	\$28,984.04	4/20/2021
G2338.1-21	PAYMENT TECH	MERCHANT SERVICES	\$0.00	4/20/2021
G1805.2-19	BRICEHOUSE	NAME CHANGE	\$0.00	4/21/2021
G1949.0-17AE-65	JACOBS	MILLS HVAC SYS ASSESS	\$65,408.02	4/26/2021

	REVENUE	CONTRACT AND MOUS		
Doc#	Organization	Subject	Amount	Day
L1574.0-21	HP COMMUNICATIONS	ROE 1ST ST & C STREET	\$1,724.58	3/25/2021
L6787.2-20	ORION CONSTRUCTION	JROE TIME EXTENSION	\$750.00	3/30/2021
L5830.0-21	SDG&E	JROE - MILEPOST 267.7	\$1,500.00	3/31/2021
L5824.0-20	AFFORDABLE DRAIN SERVICE	JROE MP 264.85	\$2,099.58	4/2/2021
M6743.0-21	GREYSTAR	ROE GRANTVILLE	\$0.00	4/6/2021
G0930.17-04.98	SANDAG	BLUE LINE RAILWAY SIGNAL IMPROV	\$95,000.00	4/9/2021
M6745.0-21	PAR ELECTRIC	ROE 9909 RIO SAN DIEGO DRIVE	\$750.00	4/13/2021
L6784.1-19	TY LIN INTERNATIONAL	JROE MILEPOST 251 & 253	\$2,400.00	4/20/2021
L6796.0-21	KMEA	JROE MILEPOST 249.0 & 267.6	\$750.00	4/20/2021
L1579.0-21	NV5	ROE GROSSMONT CENTER	\$0.00	4/29/2021

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4400001426	5/7/2021	W.W. Grainger Inc		F140-SHELVING AND RACK	\$182.68	-	-
4400001427	5/12/2021	W.W. Grainger Inc		B110-BUS HVAC SYSTEMS	\$222.07	-	-
4400001428	5/13/2021	W.W. Grainger Inc		G130-SHOP TOOLS	\$189.45	-	-
4400001429	5/14/2021	Office Depot		I110-INFORMATION TECH	\$192.38	-	-
4400001430	5/14/2021	Office Depot		G200-OFFICE SUPPLIES	\$127.16	-	-
4400001431	5/14/2021	Office Depot		G200-OFFICE SUPPLIES	\$67.91	-	-
4400001432	5/14/2021	Office Depot		G200-OFFICE SUPPLIES	\$65.59	-	_
4400001433	5/14/2021	Office Depot		G200-OFFICE SUPPLIES	\$174.54	_	_
4400001434	5/14/2021	Office Depot		G200-OFFICE SUPPLIES	\$71.40	_	_
4400001435	5/14/2021	Office Depot		G200-OFFICE SUPPLIES	\$346.75	-	-
4400001435	5/18/2021	Mcmaster-Carr Supply Co		M110-SUB STATION	\$62.90	<u> </u>	<u>-</u>
4400001437	5/18/2021	Mcmaster-Carr Supply Co		M110-SUB STATION	\$1,489.06		_
4400001437	5/18/2021	Office Depot		G200-OFFICE SUPPLIES	\$396.30	<u> </u>	-
4400001438	5/19/2021	Office Depot		G200-OFFICE SUPPLIES	\$82.04	-	-
	5/20/2021			G200-OFFICE SUPPLIES	\$290.93	-	-
4400001440		Office Depot				-	-
4400001441	5/21/2021	Office Depot		G200-OFFICE SUPPLIES	\$95.04	-	-
4400001442	5/21/2021	Office Depot		F140-SHELVING AND RACK	\$323.24	-	-
4400001443	5/24/2021	Office Depot		G200-OFFICE SUPPLIES	\$56.43	-	-
4400001444	5/24/2021	Office Depot		G200-OFFICE SUPPLIES	\$67.21	-	-
4400001445	5/25/2021	Office Depot		G200-OFFICE SUPPLIES	\$80.50	-	-
4400001446	5/27/2021	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$59.83	-	-
4400001447	6/1/2021	Office Depot		G200-OFFICE SUPPLIES	\$118.23	-	-
4400001448	6/1/2021	Office Depot		G200-OFFICE SUPPLIES	\$692.94	-	-
4400001449	6/3/2021	Office Depot		G200-OFFICE SUPPLIES	\$66.95	-	-
4400001450	6/3/2021	Office Depot		G200-OFFICE SUPPLIES	\$454.59	-	-
4400001451	6/4/2021	Office Depot		G200-OFFICE SUPPLIES	\$370.02	-	-
4400001452	6/7/2021	Office Depot		G200-OFFICE SUPPLIES	\$604.18	-	-
4400001453	6/7/2021	Office Depot		G200-OFFICE SUPPLIES	\$54.68	-	-
4400001454	6/8/2021	W.W. Grainger Inc		F140-SHELVING AND RACK	\$43.57	-	-
4500039128	5/7/2021	Kenneth Place		F190-LANDSCAPING MAT'LS	\$140.00	-	-
4500039129	5/7/2021	California Air Compressor Company		F110-SHOP/BLDG MACHINERY	\$394.94	-	-
4500039130	5/7/2021	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$944.35	-	-
4500039131	5/7/2021	Craneworks Southwest, Inc.		P210-NON-REV VEH REPAIRS	\$332.33	-	-
4500039132	5/7/2021	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	\$4,528.19	-	-
4500039133	5/7/2021	West-Lite Supply Co Inc	Small Business	R180-RAIL/LRV LIGHTING	\$339.42	-	-
4500039134	5/7/2021	Fastenal Company		G140-SHOP SUPPLIES	\$331.33	-	-
4500039135	5/7/2021	Home Depot USA Inc		G180-JANITORIAL SUPPLIES	\$312.15	=	-
4500039136	5/7/2021	Matthias Moos		M120-OVRHEAD CATENARY SYS		-	-
4500039137	5/7/2021	All The King's Flags		G230-PRINTED MATERIALS	\$1,975.45	-	-
4500039138	5/7/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$608.79	-	-
4500039139	5/7/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,954.21	_	-
4500039140	5/7/2021	Reid and Clark Screen Arts Co		G120-SECURITY	\$121.44	_	_
4500039141	5/7/2021	Pressnet Express Inc		G230-PRINTED MATERIALS	\$377.13	-	_
4500039141	5/7/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$358.33		_
4500039142	5/7/2021	West Coast Lanyards Inc	Small Business	G230-PRINTED MATERIALS	\$1,443.44	<u> </u>	-
4500039145	5/7/2021	Applied Industrial Technologies-CA	Oman Dusiness	G140-SHOP SUPPLIES	\$504.26		-
4500039145	5/7/2021	Alpine Fence Inc.		F190-LANDSCAPING MAT'LS		-	-
		·			\$1,299.48	<del>-</del>	-
4500039147	5/7/2021	Uline	Cmall Designation	F170-MATL HANDLING EQUIP	\$945.45	-	-
4500039149	5/7/2021	Prizm Janitorial Services Inc	Small Business	C120-SPECIALTY CONTRACTOR	\$215.00	-	-

			Purchase (	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039150	5/9/2021	Graybar Electric Co Inc		I110-INFORMATION TECH	\$26,135.20	-	-
4500039151	5/10/2021	Annex Automotive and		R240-RAIL/LRV REPR PARTS	\$962.18	-	-
4500039152	5/10/2021	ABC Construction Co., Inc.		C110-GENERAL CONTRACTORS		-	\$25,384.22
4500039153	5/10/2021	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$565.19	-	-
4500039154	5/10/2021	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$994.34	-	-
4500039155	5/10/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$11,189.50	-	-
4500039156	5/10/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,509.16	-	-
4500039157	5/10/2021	Transit Holdings Inc		B130-BUS BODY	\$159.47	-	-
4500039158	5/10/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,720.61	=	ı
4500039159	5/10/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$88.46	-	-
4500039160	5/10/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,791.98	-	-
4500039161	5/10/2021	Staples Contract & Commercial Inc		G220-OFFICE EQUIPMENT	\$109.90	-	-
4500039162	5/10/2021	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$111.12	-	•
4500039163	5/10/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$484.50	=	ı
4500039164	5/10/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		=	ı
4500039165	5/10/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,044.10	-	ı
4500039166	5/10/2021	Gillig LLC		B140-BUS CHASSIS	\$289.92	-	ı
4500039167	5/10/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$159.68	-	ı
4500039168	5/10/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$4,978.39	-	ı
4500039169	5/10/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$157.23	-	•
4500039170	5/10/2021	Zen Industrial Services LLC	DBE	B160-BUS ELECTRICAL	\$41.70	-	•
4500039171	5/10/2021	W.W. Grainger Inc		G120-SECURITY	\$1,097.04	-	ı
4500039172	5/10/2021	Home Depot USA Inc		F180-BUILDING MATERIALS	\$234.12	-	-
4500039173	5/10/2021	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	\$791.97	-	1
4500039174	5/10/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$98.42	-	•
4500039175	5/10/2021	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$412.99	-	•
4500039176	5/10/2021	Gillig LLC		B130-BUS BODY	\$310.76	-	-
4500039177	5/10/2021	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$767.39	-	-
4500039178	5/10/2021	Comfort Mechanical Inc	Small Business	M180-STATION ELECTRICAL	\$3,106.50	-	-
4500039179	5/10/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$54.48	-	-
4500039180	5/10/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$12.00	-	-
4500039181	5/10/2021	Mohawk Mfg & Supply Co		B130-BUS BODY	\$1,538.67	-	-
4500039182	5/10/2021	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$327.56	-	-
4500039183	5/10/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$2,225.88	-	-
4500039184	5/10/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$1,020.33	-	-
4500039185	5/10/2021	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS		-	-
4500039186	5/10/2021	Thompson Building Materials		R230-RAIL/LRV MECHANICAL	\$3,067.54	-	-
4500039187	5/10/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$20.74	-	-
4500039188	5/10/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$290.93	-	-
4500039189	5/10/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$59.27	-	-
4500039190	5/10/2021	AAA Oil, Inc.	Minority Owned Business	G170-LUBRICANTS	\$4,110.44	-	-
4500039191	5/10/2021	Battery Systems Inc		B160-BUS ELECTRICAL	\$1,895.63	-	-
4500039192	5/10/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$76.68	-	-
4500039193	5/10/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$828.49	-	-
4500039194	5/10/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$389.16	-	-
4500039195	5/10/2021	Golden State Supply LLC		G140-SHOP SUPPLIES	\$10.75	-	-

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039196	5/10/2021	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$66.33	-	<u>-</u>
	5/10/2021	Gillig LLC		B110-BUS HVAC SYSTEMS	\$56.69	-	-
	5/10/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$60.16	_	_
	5/10/2021	Kaman Industrial Technologies	DDL	B200-BUS PWR TRAIN EQUIP	\$89.23	_	_
	5/10/2021	Headsets.com Inc		I110-INFORMATION TECH	\$737.01	-	-
	5/10/2021	CDW LLC		I110-INFORMATION TECH	\$3,338.67	_	_
	5/11/2021	Gillig LLC		B160-BUS ELECTRICAL	\$14.70		_
	5/11/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,970.84	-	
	5/11/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,140.00		
	5/11/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$3,555.99	<u> </u>	<u> </u>
	5/11/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$358.70	<u> </u>	-
	5/11/2021	Meritor, Inc.		B140-BUS CHASSIS	\$118.63		-
	5/11/2021	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS		-	-
	5/11/2021				\$359.89 \$548.17	-	-
		Mohawk Mfg & Supply Co		B140-BUS CHASSIS		<u>-</u>	-
	5/11/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$1,564.15	-	-
	5/11/2021	Gillig LLC		G140-SHOP SUPPLIES	\$1,129.57	-	=
	5/11/2021	Jeyco Products Inc	555	G140-SHOP SUPPLIES	\$14.93	-	-
	5/11/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$40.46	-	-
	5/11/2021	B & S Graphics Inc		B130-BUS BODY	\$51.72	-	-
		San Diego Compressed Air Power LLC		F180-BUILDING MATERIALS	\$165.25	-	-
	5/11/2021	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$756.30	-	-
	5/11/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$40.90	-	•
	5/11/2021	TK Services Inc		G170-LUBRICANTS	\$223.56	-	•
	5/11/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$156.86	=	
	5/11/2021	B&H Photo & Electronics Corp		B150-BUS COMM EQUIP.	\$107.73	-	-
	5/11/2021	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$30.06	-	-
	5/11/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$9.21	-	-
	5/11/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$145.40	-	-
	5/12/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,611.17	-	-
	5/12/2021	Tony Jamison	DBE	G160-PAINTS & CHEMICALS	\$90.51	-	-
	5/12/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$113.14	-	ı
	5/12/2021	Transit Holdings Inc		B130-BUS BODY	\$3,218.44	-	ı
	5/12/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$152.58	-	Ī
	5/12/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$30.98	-	ı
4500039230	5/12/2021	NetXperts Inc.	Small Business	I110-INFORMATION TECH	\$77,866.02	=	-
4500039231	5/12/2021	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$265.55	-	-
4500039232	5/12/2021	Gillig LLC		B160-BUS ELECTRICAL	\$362.28	-	-
4500039233	5/12/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$440.43	-	-
4500039234	5/12/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$8.88	-	-
	5/12/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$79.65	-	-
	5/12/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$118.53	-	-
	5/12/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$6,310.70	-	-
	5/12/2021	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$364.20	-	-
	5/12/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$31.03	-	-
	5/12/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$541.44	-	-
	5/12/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
	5/12/2021	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$33.82	-	-
	5/12/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS		_	-
	5/12/2021	Mcmaster-Carr Supply Co		B160-BUS ELECTRICAL	\$17.13	-	

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039246	5/12/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$18.18	-	-
4500039247	5/12/2021	SC Commercial, LLC		G170-LUBRICANTS	\$999.17	-	-
4500039248	5/13/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$4,401.87	-	-
4500039249	5/13/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$414.66	-	-
4500039250	5/13/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$647.13	-	_
4500039251	5/13/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$185.63	-	-
4500039252	5/13/2021	Gillig LLC		B110-BUS HVAC SYSTEMS	\$272.99	-	-
4500039253	5/13/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$27.80	-	-
4500039254	5/13/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$217.78	-	-
4500039255	5/13/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$5,843.29	-	-
4500039256	5/13/2021	Kenneth Place		F190-LANDSCAPING MAT'LS	\$106.64	-	
4500039257	5/13/2021	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	\$2,909.48	_	
4500039258	5/13/2021	Bald Eagle Enterprises Inc		R160-RAIL/LRV ELECTRICAL	\$2,443.16	-	
4500039259	5/13/2021	Praxair Distribution Inc.		G140-SHOP SUPPLIES	\$165.14		
4500039260	5/13/2021	Home Depot USA Inc		M140-WAYSIDE SIGNALS	\$187.98		
4500039261	5/13/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$845.91	<u> </u>	-
4500039261	5/13/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$51.85	<u> </u>	<u> </u>
4500039263	5/13/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$35,826.45	<u> </u>	<u> </u>
4500039264	5/13/2021	BriceHouse Outdoor Inc.		P310-ADVERTISING SERVICES	\$2,973.90	-	-
4500039265		San Diego Compressed Air Power LLC		F180-BUILDING MATERIALS	\$2,973.90	<u>-</u>	-
4500039266	5/13/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$101.49		
4500039267	5/13/2021	Westair Gases & Equipment Inc	Small Business	G130-SHOP TOOLS		-	-
4500039267	5/13/2021		Small business	G140-SHOP SUPPLIES	\$114.91	<u>-</u>	-
4500039269		Mcmaster-Carr Supply Co			\$6.55	-	-
	5/13/2021	Golden State Supply LLC  Material Sales Inc	Carall Decisions	P210-NON-REV VEH REPAIRS	\$183.16	<u>-</u>	-
4500039270	5/13/2021		Small Business	R120-RAIL/LRV CAR BODY	\$1,763.02	-	-
4500039271	5/13/2021	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$51.40	-	-
4500039272	5/13/2021	CX Companies and Subsidiaries		I110-INFORMATION TECH	\$3,357.39	-	-
4500039273	5/13/2021	Eran Hason		F150-DOORS, OVERHEAD	\$70.00	-	-
4500039274	5/13/2021	Davey Auto Body Inc		G120-SECURITY	\$2,749.58	-	-
4500039275	5/14/2021	Gillig LLC		B140-BUS CHASSIS	\$289.92	-	-
4500039276	5/14/2021	Transit Holdings Inc	0 "0 "	B200-BUS PWR TRAIN EQUIP	\$3.16	-	-
4500039277	5/14/2021	Global Signals Group, Inc.	Small Business	P520-A & E/DESIGN	\$82,179.90	-	-
4500039278	5/14/2021	Air & Lube Systems Inc	DBE	F110-SHOP/BLDG MACHINERY	\$1,704.31	-	-
4500039279	5/14/2021	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$67.64	-	-
4500039280	5/14/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,373.28	-	-
4500039281	5/14/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,371.34	-	-
4500039282	5/14/2021	·		G210-OFFICE FURNITURE	\$758.47	-	-
4500039283	5/14/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$12.61	-	-
4500039284	5/14/2021	Aslan Capital Inc		G180-JANITORIAL SUPPLIES	\$308.60	-	-
4500039285	5/14/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,062.91	-	-
4500039286	5/14/2021	Chromate Industrial Corporation		G140-SHOP SUPPLIES	\$645.20	-	-
4500039287	5/14/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$1,471.09	-	-
4500039288	5/14/2021	Fastenal Company		G140-SHOP SUPPLIES	\$132.92	-	-
4500039289	5/14/2021	Dellner Inc		R160-RAIL/LRV ELECTRICAL	\$20,751.50	-	-
4500039290	5/14/2021	Laird Plastics, Inc		M180-STATION ELECTRICAL	\$1,717.91	-	-
4500039291	5/14/2021	Gillig LLC		B140-BUS CHASSIS	\$533.27	-	-
4500039292	5/14/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$8,557.52	-	-
4500039293	5/14/2021	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$123.94	-	-
4500039294	5/14/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$89.65	-	-

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039295	5/14/2021	Cubic Transportation Systems		G290-FARE REVENUE EQUIP	\$2,512.46	-	-
4500039296	5/14/2021	Luminator Technology Group, Inc.		R120-RAIL/LRV CAR BODY	\$721.28	-	-
4500039297	5/14/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$142.09	_	<u> </u>
4500039298	5/14/2021	Simon Wong Engineering Inc		C130-CONSTRUCTION SVCS	\$11,777.93	_	\$10,364.58
4500039299	5/15/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,395.36	-	ψ10,004.00 -
4500039300	5/16/2021	Wireless Investors, LLC		I110-INFORMATION TECH	\$19,958.40	_	-
4500039301	5/17/2021	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$2,963.02		_
4500039302	5/17/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$3,613.94	-	_
4500039303	5/17/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$749.94		
4500039303	5/17/2021	General Signals Inc		M130-CROSSING MECHANISM	\$4,822.13	<u> </u>	
4500039304	5/17/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$215.86	<u> </u>	<u> </u>
4500039305	5/17/2021	Daniels Tire Service		P210-NON-REV VEH REPAIRS	\$2,377.20		-
4500039300	5/17/2021	Supreme Oil Company				-	-
4500039307	5/17/2021			A120-AUTO/TRUCK GASOLINE P470-NEW EE TESTING	\$1,000.00	-	-
		City of La Mesa		A120-AUTO/TRUCK GASOLINE		<u>-</u>	-
4500039309	5/17/2021	SC Commercial, LLC			\$2,447.51	-	-
4500039310	5/17/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,307.41	-	-
4500039311	5/17/2021	W.W. Grainger Inc	0 110 :	P280-GENERAL SVC AGRMNTS		-	-
4500039312	5/17/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$127.92	-	-
4500039313	5/17/2021	711 Print Enterprises Inc		G120-SECURITY	\$1,010.70	-	-
4500039314	5/17/2021	Transit Holdings Inc		B130-BUS BODY	\$79.13	-	-
4500039315	5/17/2021	Burke Craghead		P540-MAINTENANCE TRAINING		-	-
4500039316	5/17/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,467.40	-	-
4500039317	5/17/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$2.48	-	-
4500039318	5/17/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$5,335.50	=	•
4500039319	5/17/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$759.31	-	-
4500039320	5/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$107.18	-	-
4500039321	5/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$188.16	-	-
4500039322	5/17/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$507.98	-	-
4500039323	5/17/2021	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$422.69	-	-
4500039324	5/17/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$249.39	<u>-</u>	-
4500039325	5/17/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$497.03	-	-
4500039326	5/17/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$1,193.12	-	ı
4500039327	5/17/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$11.50	-	ī
4500039328	5/17/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$122.97	-	Ī
4500039329	5/17/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$358.49	-	-
4500039330	5/17/2021	Muncie Transit Supply		B140-BUS CHASSIS	\$427.03	-	-
4500039331	5/17/2021	Sportworks Northwest Inc		B130-BUS BODY	\$104.52	-	-
4500039332	5/17/2021	Gillig LLC		B160-BUS ELECTRICAL	\$28.19	-	-
4500039333	5/17/2021	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS		-	-
4500039334	5/17/2021	Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$154.26	-	-
4500039335	5/17/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$2,613.14	-	-
4500039336	5/17/2021	Airgas Inc		G140-SHOP SUPPLIES	\$38.88	-	-
4500039337	5/17/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$167.79	-	-
4500039338	5/18/2021	SC Commercial, LLC		G170-LUBRICANTS	\$1,971.83	-	-
4500039339	5/18/2021	Laird Plastics, Inc		M180-STATION ELECTRICAL	\$571.24	-	-
4500039340	5/18/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$1,005.73	-	-
4500039341	5/18/2021	CDW LLC		R160-RAIL/LRV ELECTRICAL	\$114.38	-	-
4500039342	5/18/2021	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	\$1,623.09	-	-
4500039343	5/18/2021	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,040.00	-	_

			Purchase (	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039344	5/18/2021	Home Depot USA Inc		G170-LUBRICANTS	\$254.72	-	-
4500039345	5/18/2021	TK Services Inc		R170-RAIL/LRV HVAC	\$6,563.25	-	_
4500039346	5/18/2021	Fastenal Company		G140-SHOP SUPPLIES	\$237.05	-	_
4500039347	5/18/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039348	5/18/2021	Kustom Seating Unlimited Inc		R200-RAIL/LRV SEATING	\$3,806.59	-	-
4500039349	5/18/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$455.75	-	_
4500039350	5/18/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$710.73		
4500039351	5/18/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$3,334.57	_	_
4500039352	5/18/2021	Uline		G110-BUS/TROLLEY SIGNAGE	\$3,439.41	_	
4500039353	5/18/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,829.53		-
4500039354	5/18/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$6,190.11	<u> </u>	
4500039355	5/18/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$998.66		
4500039356	5/18/2021	BriceHouse Station, LLC		P280-GENERAL SVC AGRMNTS		<u> </u>	-
4500039357	5/18/2021	APD Incorporated		B130-BUS BODY	\$10,733.60	-	-
	5/18/2021			B250-BUS REPAIR PARTS		-	-
4500039358		Transit Holdings Inc			\$778.65	-	-
4500039359	5/18/2021	Schunk Carbon Technology LLC	On all Davidson	R190-RAIL/LRV PANTOGRAPH	\$1,013.06	-	-
4500039360	5/18/2021	Grah Safe & Lock Inc	Small Business	G120-SECURITY	\$1,310.00	-	-
4500039361	5/18/2021	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	\$1,117.56	-	-
4500039362	5/18/2021	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	\$31,707.41	-	-
4500039363	5/18/2021	Freeby Signs		B250-BUS REPAIR PARTS	\$303.77	-	-
4500039364	5/18/2021	Citywide Auto Glass Inc		A140-AUTO/TRUCK REPAIR	\$713.76	-	•
4500039365	5/18/2021	W.W. Grainger Inc		G150-FASTENERS	\$398.14	-	-
4500039366	5/18/2021	Gillig LLC		B110-BUS HVAC SYSTEMS	\$170.09	-	-
4500039367	5/18/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$57,152.00	-	-
4500039368	5/18/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$9,710.40	-	-
4500039369	5/18/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$80.82	-	-
4500039370	5/19/2021	Vinyard Doors	Woman Owned Business	P120-BLDG/FACILITY REPRS	\$950.00	-	-
4500039371	5/19/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$92.99	-	-
4500039372	5/19/2021	Aymar Industries, LLC.		R140-RAIL/LRV DOORS/RAMP	\$3,803.58	-	•
4500039373	5/19/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$5,460.55	=	=
4500039374	5/19/2021	West-Lite Supply Co Inc	Small Business	M140-WAYSIDE SIGNALS	\$570.71	-	-
4500039375	5/19/2021	Chromate Industrial Corporation		F150-DOORS, OVERHEAD	\$32.97	-	-
4500039376	5/19/2021	TK Services Inc		R170-RAIL/LRV HVAC	\$16,029.65	-	-
4500039377	5/19/2021	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$156.20	-	-
4500039378	5/19/2021	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$2,340.61	-	-
4500039379	5/19/2021	DIRECTV		P280-GENERAL SVC AGRMNTS	\$863.88	-	-
4500039380	5/19/2021	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$173.57	-	-
4500039381	5/19/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$17.03	-	-
4500039382	5/19/2021	San Diego Friction Products, Inc.		B120-BUS MECHANICAL PARTS		-	-
4500039383	5/19/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$630.34	-	-
4500039384	5/19/2021	Muncie Transit Supply		B140-BUS CHASSIS	\$5.11	-	-
4500039385	5/19/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,410.14	-	-
4500039386	5/19/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	_
4500039387	5/19/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$319.03	_	_
4500039388	5/19/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$337.26	-	-
4500039389	5/19/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$548.17	_	-
4500039390	5/19/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$4,932.94	-	_
4500039390	5/19/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,641.47	<u> </u>	<u> </u>
4500039391	5/19/2021	Sherwin Williams Company		M140-WAYSIDE SIGNALS	\$314.39		
4000038382	J/ 13/2021	Onerwin williams Company	ļ	WITHU-WATOIDE SIGNALS	φυ 14.39	-	

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039393	5/19/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$397.91	-	-
4500039394	5/19/2021	Los Angeles Truck Centers, LLC		B200-BUS PWR TRAIN EQUIP	\$1,567.93	_	_
4500039395	5/19/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$99.99	-	
4500039396	5/19/2021	CDW LLC		I110-INFORMATION TECH	\$1,226.44		
4500039397	5/19/2021	State of California		P450-PERSONNEL SVCS	\$3,000.00	<u> </u>	
4500039398	5/19/2021	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$303.43	-	-
4500039399	5/19/2021	Jeyco Products Inc		G150-FASTENERS	\$218.09		
4500039400	5/19/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$206.50	-	-
4500039401	5/19/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$285.46		
4500039401	5/19/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$61.85	<u> </u>	-
4500039402	5/19/2021	Waxie's Enterprises Inc.	DDL	G180-JANITORIAL SUPPLIES	\$21.12	<u> </u>	<u> </u>
4500039403	5/19/2021	Romaine Electric Corporation	Small Business	B250-BUS REPAIR PARTS	\$18.67		-
4500039404	5/19/2021	Kiel NA LLC	Siliali busilless	B250-BUS REPAIR PARTS	\$53.88	<u> </u>	-
4500039405	5/20/2021	Neopart Transit LLC		B120-BUS MECHANICAL PARTS		-	-
4500039400	5/20/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$377.75	-	-
4500039407	5/20/2021	TK Services Inc		B250-BUS REPAIR PARTS	\$80.40	-	-
4500039408	5/20/2021	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$60.40 \$111.46	-	-
4500039409	5/20/2021	( /				-	-
	5/20/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$15,192.75 \$2,509.16	-	-
4500039411		SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE		-	-
4500039412	5/20/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$45.41	-	-
4500039413	5/20/2021	No-Spill Systems Inc		B120-BUS MECHANICAL PARTS		-	-
4500039414	5/20/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$1,123.29	-	-
4500039415	5/20/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039416	5/20/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039417	5/20/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039418	5/20/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,585.33	-	-
4500039419	5/20/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$10.78	-	-
4500039420	5/20/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$5,444.70	-	-
4500039421	5/20/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$59.32	-	-
4500039422	5/20/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$4,078.69	-	-
4500039423	5/20/2021	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS		-	-
4500039424	5/20/2021	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$197.02	-	-
4500039425	5/20/2021	Jeyco Products Inc		G150-FASTENERS	\$15.39	-	-
4500039426	5/20/2021	Transit Holdings Inc		B130-BUS BODY	\$145.93	-	-
4500039427	5/20/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$271.51	-	-
4500039428	5/20/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$828.49	-	-
4500039429	5/20/2021	•		G200-OFFICE SUPPLIES	\$215.50	-	-
4500039430	5/20/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$153.06	-	-
4500039431	5/20/2021	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$983.29	-	-
4500039432	5/20/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,791.66	-	-
4500039433	5/20/2021	San Diego Union Tribune LLC		G230-PRINTED MATERIALS	\$999.63	-	-
4500039434	5/20/2021	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS		-	-
4500039435	5/20/2021	Professional Contractors Supplies		G180-JANITORIAL SUPPLIES	\$300.61	-	-
4500039436	5/20/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$6,786.96	-	-
4500039437	5/20/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$1,181.15	-	-
4500039438	5/20/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$22.30	-	-
4500039439	5/20/2021	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$60.64	-	-
4500039440	5/20/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$717.42	-	-
4500039441	5/20/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$1,794.17	-	-

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039442	5/20/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$22.95	-	-
4500039443	5/20/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,094.31	-	_
4500039444	5/20/2021	AT&T DataComm Inc		I110-INFORMATION TECH	\$13,260.00	_	_
4500039445	5/21/2021	HNTB Corporation		P410-CONSULTING	\$16,938.21	_	\$14,189.14
4500039446	5/21/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$290.93	-	ψ14,100.14 -
4500039447	5/21/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$3,609.81	_	_
4500039448	5/21/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$414.66	-	_
4500039449	5/21/2021	Transit Holdings Inc		B210-BUS TIRES & TUBES	\$137.92	-	_
4500039450	5/21/2021	SMC Electrical Products Inc		M110-SUB STATION	\$5,202.40		_
4500039451	5/21/2021	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS		<u> </u>	-
4500039452	5/21/2021	Steven Timme		G200-OFFICE SUPPLIES	\$149.30	<u> </u>	
4500039453	5/21/2021	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	\$31,707.41	-	-
4500039453	5/21/2021	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$1,146.16	<u>-</u>	-
4500039454	5/21/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$529.06	-	-
				B140-BUS CHASSIS	\$668.80	<u>-</u>	-
4500039456	5/21/2021	Transit Holdings Inc				-	-
4500039457	5/21/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$468.90	-	-
4500039458	5/21/2021	Jeyco Products Inc	DDE	G140-SHOP SUPPLIES	\$72.36	-	-
4500039459	5/21/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$61.61	-	-
4500039460	5/21/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$828.49	-	-
4500039461	5/21/2021	Mohawk Mfg & Supply Co		B130-BUS BODY	\$43.10	-	-
4500039462	5/21/2021	SPX Corporation		G290-FARE REVENUE EQUIP	\$1,816.88	-	-
4500039463	5/21/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$34.43	-	-
4500039464	5/21/2021	Cummins Pacific LLC		B130-BUS BODY	\$180.14	-	-
4500039465	5/21/2021	Wesco Distribution Inc		F110-SHOP/BLDG MACHINERY	\$176.17	-	-
4500039467	5/24/2021	NASG Holding Inc		R120-RAIL/LRV CAR BODY	\$3,972.75	-	-
4500039468	5/24/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$161.63	-	-
4500039469	5/24/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$135.77	-	-
4500039470	5/24/2021	APTA		P280-GENERAL SVC AGRMNTS		-	-
4500039471	5/24/2021	W.W. Grainger Inc		B130-BUS BODY	\$149.14	-	-
4500039472	5/24/2021	Steven Timme		G230-PRINTED MATERIALS	\$90.04	-	-
4500039473	5/24/2021	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$503.20	-	-
4500039474	5/24/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$2,799.17	-	-
4500039475	5/24/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$2,435.73	-	-
4500039476	5/24/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$668.26	-	-
4500039477	5/24/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$1,325.28	-	-
4500039478	5/24/2021	Pressnet Express Inc		G230-PRINTED MATERIALS	\$129.30	-	-
4500039479	5/24/2021	Kelly Paper Co		G200-OFFICE SUPPLIES	\$14,074.84	-	-
4500039480	5/24/2021	Interior Plant Service Inc		P280-GENERAL SVC AGRMNTS	\$2,205.00	-	-
4500039482	5/24/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$257.91	-	-
4500039483	5/24/2021	Asbury Environmental Services		P140-MAINTENANCE, HVAC	\$1,000.00	-	-
4500039484	5/24/2021	Phil Macomber		G130-SHOP TOOLS	\$161.63	-	-
4500039485	5/24/2021	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	\$501.50	-	-
4500039486	5/24/2021	Glass & Screens Etc		P120-BLDG/FACILITY REPRS	\$1,820.00	-	-
4500039488	5/24/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$437.72	-	-
4500039489	5/24/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$4,273.73	-	-
4500039490	5/24/2021	Transit Holdings Inc		B130-BUS BODY	\$344.26	-	-
4500039491	5/24/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$13.90	-	-
4500039492	5/24/2021	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$112.15	_	-
4500039493	5/24/2021	San Diego Community		P540-MAINTENANCE TRAINING		_	<u> </u>

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039494	5/24/2021	Kidde Technologies Inc		B250-BUS REPAIR PARTS	\$375.63	-	-
4500039495	5/24/2021	Transit Holdings Inc		B130-BUS BODY	\$994.57	-	-
4500039496	5/24/2021	Kaman Industrial Technologies		B140-BUS CHASSIS	\$75.34	-	-
4500039497	5/24/2021	Charter Industrial Supply Inc	Small Business	G150-FASTENERS	\$53.88	-	-
4500039498	5/24/2021	Muncie Transit Supply		B130-BUS BODY	\$67.89	-	-
4500039499	5/24/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$75.38	-	-
4500039500	5/24/2021	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$410.58	-	-
4500039501	5/24/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$293.83	-	-
4500039502	5/24/2021	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$1,132.65	-	-
4500039503	5/24/2021	Comfort Mechanical Inc	Small Business	M180-STATION ELECTRICAL	\$1,748.32	-	-
4500039504		San Diego Compressed Air Power LLC	eman Baemeee	F180-BUILDING MATERIALS	\$282.00	_	-
4500039505	5/24/2021	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$2,393.44	_	_
4500039506	5/24/2021	Jankovich Company		G170-LUBRICANTS	\$3,564.65	-	
4500033507	5/24/2021	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$1,510.23		
4500033507	5/24/2021	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	\$775.80	-	-
4500039509	5/24/2021	Annex Automotive and	Official Dusiness	F120-BUS/LRV PAINT BOOTHS	\$4,306.70	-	-
4500039509	5/24/2021	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$365.92		
4500039510	5/24/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE		<u> </u>	
4500039511	5/24/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,539.98		-
4500039512	5/25/2021	J H Platinum		P330-UNIFORM RENT/CLEAN	\$2,700.00	<u> </u>	<u> </u>
4500039514	5/25/2021	Mouser Electronics Inc		R120-RAIL/LRV CAR BODY	\$600.26		
4500039516	5/25/2021	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL		-	-
4500039516	5/25/2021				\$31,707.41	<u>-</u>	-
4500039517	5/25/2021	Knorr Brake Holding Corporation Graybar Electric Co Inc		R220-RAIL/LRV TRUCKS M110-SUB STATION	\$51.09 \$497.11	-	-
4500039518	5/25/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$137.38	-	-
			Small business			-	-
4500039520 4500039521	5/25/2021 5/25/2021	Controlled Motion Solutions Inc		R220-RAIL/LRV TRUCKS	\$207.32	-	-
		Mission Janitorial Supplies		G180-JANITORIAL SUPPLIES	\$1,449.68	-	-
4500039522	5/25/2021 5/25/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$246.02	-	-
4500039523		Professional Contractors Supplies		G140-SHOP SUPPLIES	\$376.28	-	-
4500039524	5/25/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$454.68	-	-
4500039525	5/25/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$312.48	-	-
4500039526	5/25/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$3,822.32	-	-
4500039527	5/25/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,070.61	-	-
4500039528	5/25/2021	Smith Systems Inc		R220-RAIL/LRV TRUCKS	\$1,127.17	-	-
4500039529	5/25/2021	Aztec Fire & Safety		G190-SAFETY/MED SUPPLIES	\$607.20	-	-
4500039530	5/25/2021	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$1,151.32	-	-
4500039531	5/25/2021	Fastenal Company		G130-SHOP TOOLS	\$123.35	-	-
4500039532	5/25/2021	Uline		G200-OFFICE SUPPLIES	\$374.11	-	-
4500039533	5/25/2021	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$123.26	-	-
4500039534	5/25/2021	ADT LLC		P110-BLDG MAINTENANCE	\$575.88	-	-
4500039535	5/25/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039536	5/26/2021	Golden State Supply LLC		F180-BUILDING MATERIALS	\$74.28	-	-
4500039537	5/26/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$856.43	-	-
4500039538	5/26/2021	Team One Repair Inc		G290-FARE REVENUE EQUIP	\$134.21	-	-
4500039539	5/26/2021	Kaman Industrial Technologies		P130-EQUIP MAINT REPR SVC	\$243.60	-	-
4500039540	5/26/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$736.08	-	-
4500039541	5/26/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$213.35	-	-
4500039542	5/26/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$785.93	-	-
4500039543	5/26/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$205.38	-	-

			Purchase	Orders			
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039544	5/26/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$271.62	-	-
4500039545	5/26/2021	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$331.27		_
4500033546	5/26/2021	Allied Refrigeration Inc		F110-SHOP/BLDG MACHINERY	\$1,480.85	-	-
4500039547	5/26/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$5,096.58		
4500039548	5/26/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,891.73	<u> </u>	-
4500039549	5/26/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$408.45	-	<u> </u>
4500033550	5/26/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00		
4500039551	5/26/2021	Green Pearle International Inc		G230-PRINTED MATERIALS	\$5,494.85	-	-
4500039552	5/26/2021	Home Depot USA Inc		R120-RAIL/LRV CAR BODY	\$510.95		
4500039553	5/26/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$4,801.94	<u> </u>	-
4500039554	5/26/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$287.64	<u> </u>	<u> </u>
4500039555	5/26/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$207.04		
4500039556	5/26/2021	W.W. Grainger Inc		B110-BUS HVAC SYSTEMS	\$26.47	<u> </u>	
4500039557	5/26/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$9.21	<u> </u>	-
4500039557	5/26/2021	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$131.59	<u> </u>	<u> </u>
4500039559	5/26/2021	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$333.92		-
4500039560	5/26/2021	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS		-	-
4500039561	5/26/2021	Genuine Parts Co	Small business	B250-BUS REPAIR PARTS		-	-
4500039562	5/26/2021			B110-BUS HVAC SYSTEMS	\$97.97	-	-
	5/26/2021	Transit Holdings Inc			\$1,484.97	<u>-</u>	-
4500039563		Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$287.26	-	-
4500039564	5/26/2021	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$1,710.75	-	-
4500039565	5/26/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$91.11	-	-
4500039566	5/26/2021	Gillig LLC		B160-BUS ELECTRICAL	\$86.90	-	-
4500039567	5/26/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$3.88	-	-
4500039568	5/26/2021	Vern Rose Inc Sherwin Williams Company		G140-SHOP SUPPLIES	\$72.14	-	-
4500039569 4500039570	5/26/2021 5/27/2021			G160-PAINTS & CHEMICALS	\$116.98	-	-
		Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$544.14	-	-
4500039571	5/27/2021	US Mobile Wireless		G120-SECURITY	\$500.00	-	-
4500039572	5/27/2021	Transit Holdings Inc		B130-BUS BODY	\$887.43	-	-
4500039573	5/27/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$150.87	-	-
4500039574	5/27/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,240.21	-	-
4500039575	5/27/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$4,421.31	-	-
4500039576	5/27/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$2,476.11	-	-
4500039577	5/27/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$691.79	-	-
4500039578	5/27/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$504.68	-	-
4500039579	5/27/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$272.47	-	-
4500039580	5/27/2021	Rockwest Technology Group Inc		I120-INFO TECH, SVCS	\$658.00	-	-
4500039581	5/27/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$2,236.96	-	-
4500039582	5/27/2021	Daniels Tire Service		A110-AUTO/TRUCK TIRES	\$2,076.71	-	-
4500039583	5/27/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$448.84	-	-
4500039584	5/27/2021	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS		-	-
4500039585	5/27/2021	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$425.62	-	-
4500039586	5/27/2021	Reid and Clark Screen Arts Co		G140-SHOP SUPPLIES	\$915.88	-	-
4500039587	5/27/2021	Chromate Industrial Corporation		G270-ELECTRICAL/LIGHTING	\$31.25	-	-
4500039588	5/27/2021	Synco Chemical Corporation		G170-LUBRICANTS	\$324.96	-	-
4500039589	5/27/2021	Siemens Mobility, Inc.		R150-RAIL/LRV COMM EQUIP	\$6,706.02	-	-
4500039590	5/27/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$32,930.77	-	-
4500039591	5/27/2021	BC Custom Design Services LLC		R120-RAIL/LRV CAR BODY	\$2,559.38	-	-
4500039592	5/27/2021	Schunk Carbon Technology LLC		R160-RAIL/LRV ELECTRICAL	\$351.37	-	-

Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitmen
4500039593	5/27/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$1,162.12	-	-
4500039594	5/27/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$215.50	-	_
4500039595	5/27/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$92.84	-	_
4500039596	5/27/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$40.41	-	-
4500039597	5/27/2021	Willy's Electronic Supply Co	Small Business	B160-BUS ELECTRICAL	\$273.47	-	-
4500039598	5/27/2021	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$3,608.55	-	-
4500039599	5/27/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$85.56	-	-
4500039600	5/27/2021	Jeyco Products Inc		G160-PAINTS & CHEMICALS	\$13.35	-	-
4500039601	5/27/2021	Kurt Morgan		G200-OFFICE SUPPLIES	\$777.27	-	-
4500039602	5/28/2021	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$21.55	-	-
4500039603	5/28/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,579.56	-	-
4500039604	5/28/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$3,415.68	-	-
4500039605	5/28/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039606	5/28/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$4,328.85	-	-
4500039607	5/28/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$736.74	-	-
4500039608	5/28/2021	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$1,500.00	-	-
4500039609	5/28/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$99.68	-	_
4500039610	5/28/2021	CDW LLC		I110-INFORMATION TECH	\$1,893.34	-	_
4500039611	5/28/2021	Gillig LLC		B140-BUS CHASSIS	\$908.44	-	_
4500039612	5/28/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$698.92	-	_
4500039613	5/28/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$537.59	-	-
4500039614	5/28/2021	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$38.40	_	_
4500039615	5/28/2021	Init Innovations in Transportation		G290-FARE REVENUE EQUIP	\$98,523.77	_	_
4500039616	5/28/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$626.85	_	-
4500039617	5/28/2021	Jeyco Products Inc		G130-SHOP TOOLS	\$21.98	-	
4500039618	5/28/2021	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$91.27	_	_
4500039619	5/28/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$108.23	_	_
4500039620	5/31/2021	Data Controls Printworks Inc	Small Business	G230-PRINTED MATERIALS	\$220.89	_	
4500039621	5/31/2021	JKL Cleaning Systems	Small Business	G160-PAINTS & CHEMICALS	\$434.89	_	-
4500039623	6/1/2021	Mouser Electronics Inc	Official Dustriess	R160-RAIL/LRV ELECTRICAL	\$229.13	<u>-</u>	
4500039624	6/1/2021	Powertech Converter Corp		R160-RAIL/LRV ELECTRICAL	\$27,019.40		
4500039625	6/1/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$206.08		
4500039626	6/1/2021	Schunk Carbon Technology LLC	Cirian Bacinees	R190-RAIL/LRV PANTOGRAPH	\$16,065.53	_	
4500039627	6/1/2021	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$339.15	-	-
4500033628	6/1/2021	Airgas Inc		G140-SHOP SUPPLIES	\$566.24	-	
4500039629	6/1/2021	HI-TEC Enterprises	Small Business	R160-RAIL/LRV ELECTRICAL	\$824.29		
4500039630	6/1/2021	Reid and Clark Screen Arts Co	Official Dusifiess	G140-SHOP SUPPLIES	\$1,150.77		
4500039631	6/1/2021	Transit Holdings Inc		B160-BUS ELECTRICAL	\$190.03		
4500039632	6/1/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$9,124.20	-	-
4500039633	6/1/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,601.63	-	-
4500039634	6/1/2021	Steven Timme		G230-PRINTED MATERIALS	\$564.69	-	
4500039635	6/1/2021	Steven Timme		G230-PRINTED MATERIALS	\$152.54	<u> </u>	
4500039637	6/1/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,392.13		
4500039637	6/1/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$62.77	<u>-</u>	
4500039638	6/1/2021	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$172.55	<u>-</u>	
4500039639	6/1/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$711.00	<u>-</u>	<u> </u>
4500039641	6/1/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,638.91	<u>-</u>	<u> </u>
4500039642	6/1/2021	Willy's Electronic Supply Co	Small Business	M180-STATION ELECTRICAL	\$1,030.91		<u>-</u>
4500039642	6/1/2021	L. B. Foster Company	Oman Dusiness	T110-TRACK, RAIL	\$90,536.52	<u>-</u>	
+300039043	U/ 1/2U2 I	L. D. FUSIEI CUITIPATTY		TITU-TRAUN, RAIL	φ <del>9</del> 0,030.52	-	

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039644	6/1/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$1,391.68	-	-
4500039645	6/1/2021	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$154.15	-	_
4500033046	6/1/2021	Gillig LLC		B130-BUS BODY	\$57.93	-	-
4500033040	6/1/2021	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$828.49		
4500039648	6/1/2021	Transit Holdings Inc	Official Business	B250-BUS REPAIR PARTS	\$339.87	<u> </u>	
4500039649	6/1/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$88.89	<u> </u>	-
4500033043	6/1/2021	Cembre Inc		M120-OVRHEAD CATENARY SYS			
4500039651	6/1/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$1,508.50	-	-
4500039652	6/1/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$51.16		
4500039653	6/1/2021	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$3,326.19		-
4500039654	6/1/2021	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$315.82	<u> </u>	
4500039655	6/2/2021	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$2,858.61		
4500039656	6/2/2021	Synco Chemical Corporation		G170-LUBRICANTS	\$11,838.71	<u> </u>	
4500039657	6/2/2021	Green Pearle International Inc		G230-PRINTED MATERIALS	\$3,240.60		
4500039658	6/2/2021	Super Welding of Southern CA	Small Business	M180-STATION ELECTRICAL	\$3,500.00	<u> </u>	-
4500039058	6/2/2021	Reid and Clark Screen Arts Co	Siliali Dusilless	P210-NON-REV VEH REPAIRS	\$79.20	<u> </u>	<u> </u>
4500039660	6/2/2021	Miramar Bobcat Inc	Small Business	P130-EQUIP MAINT REPR SVC	\$1,389.03	-	-
4500039661	6/2/2021	Transit Holdings Inc	Small Business	B120-BUS MECHANICAL PARTS	\$467.21	<u> </u>	-
4500039662	6/2/2021	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$37,511.08	-	-
4500039663	6/2/2021	W.W. Grainger Inc		B200-BUS PWR TRAIN EQUIP	\$25.41	<u> </u>	<u> </u>
4500039664	6/2/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$4,622.48		
4500039665	6/2/2021			B160-BUS ELECTRICAL		-	-
4500039666	6/2/2021	Transit Holdings Inc	Cmall Dusiness	M180-STATION ELECTRICAL	\$2,864.59	<u> </u>	-
4500039667	6/2/2021	West-Lite Supply Co Inc	Small Business	G180-JANITORIAL SUPPLIES	\$307.10 \$544.61	-	-
4500039668	6/2/2021	Waxie's Enterprises Inc. Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$1,058.96	-	-
4500039669	6/2/2021			G140-SHOP SUPPLIES		-	-
4500039670	6/2/2021	Chromate Industrial Corporation	Small Business	G180-JANITORIAL SUPPLIES	\$1,783.96	-	-
4500039670	6/2/2021	Prochem Specialty Products Inc	Small Business		\$828.49	-	-
4500039671	6/2/2021	Mohawk Mfg & Supply Co Sherwin Williams Company		B120-BUS MECHANICAL PARTS F120-BUS/LRV PAINT BOOTHS	\$101.66 \$625.34	-	-
4500039672	6/2/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$625.34 \$271.08	-	-
						-	-
4500039674 4500039675	6/2/2021 6/2/2021	Neopart Transit LLC W.W. Grainger Inc		B160-BUS ELECTRICAL	\$2,030.31	-	-
4500039676	6/2/2021		Cracll Dusiness	G140-SHOP SUPPLIES G240-UNIFORM PROCUREMENT	\$205.38	-	-
4500039676	6/2/2021	Ace Uniforms & Accessories  Cummins Pacific LLC	Small Business		\$3,448.00	-	-
4500039677	6/2/2021			B200-BUS PWR TRAIN EQUIP B200-BUS PWR TRAIN EQUIP	\$253.22 \$71.28	-	-
4500039678	6/2/2021	Muncie Transit Supply		B140-BUS CHASSIS	\$4.52	-	-
4500039680	6/2/2021	Transit Holdings Inc Transit Holdings Inc				-	-
			Small Business	B250-BUS REPAIR PARTS	\$88.89	<u> </u>	-
4500039681 4500039682	6/2/2021 6/2/2021	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS		-	-
		Jeyco Products Inc		G130-SHOP TOOLS G190-SAFETY/MED SUPPLIES	\$5.80	-	-
4500039683 4500039684	6/2/2021 6/2/2021	R.S. Hughes Co Inc Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$56.28 \$135.55	<del>-</del>	-
4500039684 4500039685		Industrial Maintenance Supply LLC	DBE			-	-
4500039686	6/2/2021	117	NDE	G150-FASTENERS G190-SAFETY/MED SUPPLIES	\$45.04	-	-
	6/2/2021	Kaman Industrial Technologies		B160-BUS ELECTRICAL	\$129.98 \$147.40	-	-
4500039687	6/2/2021	Transit Holdings Inc			\$117.10	-	-
4500039688	6/2/2021	Gillig LLC	DDE	B250-BUS REPAIR PARTS	\$2,677.39	-	-
4500039689	6/2/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$101.21	-	-
4500039690	6/2/2021	Office Solutions		G280-FARE MATERIALS	\$201.03	-	-
4500039691	6/3/2021	Dimensional Silk Screen Inc	Waman Ours - d Desires	G230-PRINTED MATERIALS	\$2,754.10	-	-
4500039692	6/3/2021	Robcar Corporation	Woman Owned Business	G160-PAINTS & CHEMICALS	\$309.17	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitmer
4500039693	6/3/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$449.51	-	-
4500039694	6/3/2021	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$127.30	_	-
4500039695	6/3/2021	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$1,248.07	-	-
4500039696	6/3/2021	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$997.45	-	-
4500039697	6/3/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$281.01	-	-
4500039698	6/3/2021	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$39.97	-	-
4500039699	6/3/2021	Gillig LLC		B160-BUS ELECTRICAL	\$903.62	-	-
4500039700	6/3/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$214.73	-	-
4500039701	6/3/2021	Discrete Wireless Inc		P280-GENERAL SVC AGRMNTS		-	-
4500039702	6/3/2021	Kaman Industrial Technologies		B250-BUS REPAIR PARTS	\$38.82	-	-
4500039703	6/3/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,142.34	-	-
4500039704	6/3/2021	JP Morgan Chase Bank		G200-OFFICE SUPPLIES	\$624.68	-	-
4500039705	6/3/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$8,158.70	-	-
4500039706	6/3/2021	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$2,299.21	-	-
4500039707	6/3/2021	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$25.86	-	-
4500039708	6/4/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$5,604.58	-	-
4500039709	6/4/2021	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$193.44	-	-
4500039710	6/4/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$1,357.70	-	-
4500039711	6/4/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$1,164.16	-	-
4500039712	6/4/2021	Home Depot USA Inc		F180-BUILDING MATERIALS	\$683.62	-	-
4500039713	6/4/2021	Gillig LLC		B160-BUS ELECTRICAL	\$9.26	-	-
4500039714	6/4/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$27.37	-	-
4500039715	6/4/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$129.30	-	-
4500039716	6/4/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$6,154.88	-	-
4500039717	6/4/2021	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$29.09	-	-
4500039718	6/4/2021	Ray Allen Manufacturing LLC		G120-SECURITY	\$198.92	-	-
4500039719	6/4/2021	Carahsoft Technology Corporation		I110-INFORMATION TECH	\$10,800.00	-	-
4500039720	6/4/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$5,089.04	-	-
4500039721	6/4/2021	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$90.31	-	-
4500039722	6/4/2021	Mohawk Mfg & Supply Co		B160-BUS ELECTRICAL	\$12.80	-	-
4500039723	6/4/2021	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$13.68	-	-
4500039724	6/4/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$14,439.32	-	-
4500039725	6/4/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$126.72	-	-
4500039726	6/4/2021	Transit Holdings Inc		B130-BUS BODY	\$2,737.02	-	ı
4500039727	6/4/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$105.87	-	-
4500039728	6/4/2021	Gillig LLC		B140-BUS CHASSIS	\$2,873.58	-	-
4500039730	6/4/2021	The Gordian Group, Inc.		C130-CONSTRUCTION SVCS	\$2,554.76	-	-
4500039731	6/4/2021	Trinity Sling Authority, Inc.		F180-BUILDING MATERIALS	\$181.02	-	-
4500039732	6/4/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$59.27	-	-
4500039733	6/7/2021	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE		-	-
4500039734	6/7/2021	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$2,626.29	-	-
4500039735	6/7/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$76.93	-	-
4500039736	6/7/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,879.59	-	-
4500039737	6/7/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$443.71	-	-
4500039738	6/7/2021	Transit Holdings Inc		B130-BUS BODY	\$206.59	-	-
4500039739	6/7/2021	Kaman Industrial Technologies		B120-BUS MECHANICAL PARTS	\$2,033.05	-	-
4500039740	6/7/2021	Willy's Electronic Supply Co	Small Business	B160-BUS ELECTRICAL	\$136.73	-	-
4500039741	6/7/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$612.23	-	-
4500039742	6/7/2021	Gillig LLC		B250-BUS REPAIR PARTS	\$1,879.59	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039743	6/7/2021	Vern Rose Inc		G160-PAINTS & CHEMICALS	\$82.91	-	-
4500039744	6/7/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$15,996.97	-	-
4500039745	6/7/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$1,245.59	-	-
4500039746	6/7/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$27.54	-	-
4500039747	6/7/2021	Reid and Clark Screen Arts Co		G120-SECURITY	\$121.44	-	-
4500039748	6/7/2021	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$639.50	-	_
4500039749	6/7/2021	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$582.86	_	-
4500039750	6/7/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$8,800.16	_	_
4500039751	6/7/2021	Allied Electronics Inc		G170-LUBRICANTS	\$673.87		_
4500039752	6/7/2021	Transit Holdings Inc		B130-BUS BODY	\$5.61		
4500039753	6/7/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$16.17	-	
4500039754	6/7/2021	Chromate Industrial Corporation		G270-ELECTRICAL/LIGHTING	\$1,017.24		
4500039755	6/7/2021	Schunk Carbon Technology LLC		R160-RAIL/LRV ELECTRICAL	\$351.37		<u>-</u>
4500039756	6/7/2021	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$446.84	<u> </u>	<u> </u>
4500039757	6/7/2021	Annex Automotive and		F120-BUS/LRV PAINT BOOTHS	\$2,164.16	<u> </u>	<u> </u>
4500039757	6/7/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$16,577.89	<u> </u>	<u> </u>
4500039759	6/7/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$1,910.83	<u>-</u>	-
4500039760	6/7/2021	Robcar Corporation	Woman Owned Business	G140-SHOP SUPPLIES	\$630.34	<u> </u>	<u>-</u>
4500039760	6/7/2021	Miller Felpax Corporation	Worlan Owned Business	P130-EQUIP MAINT REPR SVC	\$732.64	-	-
4500039761	6/7/2021	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$732.04	-	-
						-	-
4500039763	6/7/2021 6/7/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$4,590.15	-	-
4500039764		Gillig LLC		B110-BUS HVAC SYSTEMS	\$1,997.49	-	-
4500039765	6/7/2021	Jeyco Products Inc		G200-OFFICE SUPPLIES	\$71.77	-	-
4500039766	6/7/2021	Muncie Transit Supply		B120-BUS MECHANICAL PARTS		-	-
4500039767	6/7/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$91.11	-	-
4500039768	6/7/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$1,861.92	-	-
4500039769	6/7/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$4,489.33	-	-
4500039770	6/7/2021	Vern Rose Inc		G140-SHOP SUPPLIES	\$17.84	-	-
4500039771	6/7/2021	San Diego Friction Products, Inc.		B250-BUS REPAIR PARTS	\$57.36	-	-
4500039772	6/7/2021	B&H Photo & Electronics Corp		B150-BUS COMM EQUIP.	\$107.73	-	-
4500039773	6/7/2021	Gillig LLC		B130-BUS BODY	\$971.64	-	-
4500039774	6/7/2021	Transit Holdings Inc		B120-BUS MECHANICAL PARTS		-	-
4500039775	6/7/2021	Trentman Corporation	Small Business	P280-GENERAL SVC AGRMNTS		-	-
4500039776	6/7/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$235.98	-	-
4500039777	6/7/2021	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$156.86	-	-
4500039778	6/7/2021	Ace Uniforms & Accessories	Small Business	G120-SECURITY	\$861.14	-	-
4500039779	6/7/2021	Tribologik Corporation		G140-SHOP SUPPLIES	\$2,972.28	-	-
4500039780	6/7/2021	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$119.55	-	-
4500039781	6/7/2021	Willy's Electronic Supply Co	Small Business	M180-STATION ELECTRICAL	\$316.80	-	-
4500039782	6/7/2021	Culligan of San Diego		G140-SHOP SUPPLIES	\$2,040.00	<u>-</u>	<u>-</u>
4500039783	6/7/2021	Charter Industrial Supply Inc	Small Business	G130-SHOP TOOLS	\$245.46	-	-
4500039784	6/7/2021	Cummins-Allison		P280-GENERAL SVC AGRMNTS		<u>-</u>	-
4500039785	6/7/2021	M Power Truck & Diesel Repair		P210-NON-REV VEH REPAIRS	\$1,380.00	<u>-</u>	-
4500039786	6/7/2021	California Commercial Asphalt,LLC		T160-TRACK, AGGREGATES	\$2,863.44	-	-
4500039787	6/7/2021	Home Depot USA Inc		F180-BUILDING MATERIALS	\$185.56	-	-
4500039788	6/7/2021	Eran Hason		P120-BLDG/FACILITY REPRS	\$504.88	-	-
4500039789	6/7/2021	Hulcher Services Inc.		P280-GENERAL SVC AGRMNTS		-	-
4500039790	6/8/2021	Synco Chemical Corporation		G170-LUBRICANTS	\$11,838.71	-	-
4500039791	6/8/2021	Tony Jamison	DBE	G170-LUBRICANTS	\$23.71	-	-

Purchase Orders							
Purchasing Document	PO Executed Date	Name	Prime Business Certification	Material Group	PO Value	DBE Sub Commitment	Non DBE SubComitment
4500039792	6/8/2021	Muncie Transit Supply		B160-BUS ELECTRICAL	\$213.18	-	-
4500039793	6/8/2021	Waxie's Enterprises Inc.		G130-SHOP TOOLS	\$23.92	-	-
4500039794	6/8/2021	Lisa Ynez Beetson	Minority Owned Business	G200-OFFICE SUPPLIES	\$29.10	-	-
4500039795	6/8/2021	Bonsall Petroleum Construction Inc		P140-MAINTENANCE, HVAC	\$2,550.00	-	-
4500039796	6/8/2021	Evoqua Water Technologies LLC		P140-MAINTENANCE, HVAC	\$1,069.00	=	-
4500039797	6/8/2021	Ahlee Backflow Service	Small Business	P140-MAINTENANCE, HVAC	\$476.00	-	-
4500039798	6/8/2021	Jeyco Products Inc		G180-JANITORIAL SUPPLIES	\$127.38	-	-
4500039799	6/8/2021	Transit Holdings Inc		B140-BUS CHASSIS	\$543.23	-	-
4500039800	6/8/2021	Transit Holdings Inc		B130-BUS BODY	\$520.44	-	-
4500039801	6/8/2021	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$142.23	-	-
4500039802	6/8/2021	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$1,985.19	-	-
4500039803	6/8/2021	Daniels Tire Service		P210-NON-REV VEH REPAIRS	\$450.69	-	-
4500039804	6/8/2021	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$513.97	-	-
4500039805	6/8/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00	-	-
4500039806	6/8/2021	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$270.00	-	-
4500039807	6/8/2021	Headsets.com Inc		I110-INFORMATION TECH	\$3,136.17	-	-
4500039808	6/8/2021	Muncie Transit Supply		B130-BUS BODY	\$648.62	-	-
4500039809	6/8/2021	Veritech, Inc.	Small Business	B250-BUS REPAIR PARTS	\$522.60	-	-
4500039810	6/8/2021	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$53.34	-	-
4500039811	6/8/2021	W.W. Grainger Inc		G120-SECURITY	\$3,026.90	-	-
4500039812	6/8/2021	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$234.51	-	-
4500039813	6/8/2021	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$92.84	-	-
4500039814	6/8/2021	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$113.66	-	-
4500039815	6/8/2021	Harbor Diesel & Equipment		B250-BUS REPAIR PARTS	\$38.53	-	-
4500039816	6/8/2021	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$33.34	-	-
4500039817	6/8/2021	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	\$31,707.41	-	-
4500039818	6/8/2021	Fastenal Company		G140-SHOP SUPPLIES	\$138.19	-	-
4500039819	6/8/2021	Statewide Traffic Safety & Signs		G140-SHOP SUPPLIES	\$271.53	-	-
4500039820	6/8/2021	Citywide Auto Glass Inc		R120-RAIL/LRV CAR BODY	\$632.50	-	-
4500039821	6/8/2021	Maintex Inc		G170-LUBRICANTS	\$911.14	-	-
4500039822	6/8/2021	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$198.05	-	-
4500039823	6/8/2021	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$137.38	-	-
4500039824	6/8/2021	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$1,181.15	-	-
4500039825	6/8/2021	Daniels Tire Service		A110-AUTO/TRUCK TIRES	\$774.55	-	-

# Transfer of Light Rail Vehicles from San Diego Metropolitan Transit System, to the Metrotranvia Urbano, in the Providence of Mendoza, Argentina





Siemens U2 Model LRVs operated in San Diego from 1981-2014. Since 2011, 18 of these vehicles have been providing daily service to citizens of the Providence of Mendoza, Argentina

Siemens SD100 Model LRVs operating in San Diego from 1995-present. As their replacement vehicles arrive in San Diego, a compliment of up to 39 vehicles will be made available to the Providence of Mendoza, Argentina.