



## Agenda

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

April 14, 2022

9:00 a.m.

\*Meeting will be held via webinar\*

To request an agenda in an alternative format or to request accommodations to facilitate meeting participation, please email the Clerk of the Board, [ClerkoftheBoard@sdmts.com](mailto:ClerkoftheBoard@sdmts.com) at least two working days prior to the meeting. Meeting webinar/teleconference instructions can be accessed under '[Meeting Link and Webinar Instructions](#).' Click the following link to access the meeting: <https://zoom.us/j/98288032362>

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, [ClerkoftheBoard@sdmts.com](mailto:ClerkoftheBoard@sdmts.com) al menos dos días hábiles antes de la reunión. Instrucciones para ingresar a la junta virtual están disponibles bajo '[Meeting Link and Webinar Instructions](#).' Use este enlace para acceder la reunión virtual: <https://zoom.us/j/98288032362>

### ACTION RECOMMENDED

1. Roll Call
2. [Approval of Minutes - March 10, 2022](#) Approve
3. Public Comments - Limited to five speakers with three minutes per speaker. Others will be heard after Board Discussion items. If you have a report to present, please give your copies to the Clerk of the Board.



## CONSENT ITEMS

6. [Authorization of Remote Teleconferenced Meetings](#) Approve  
Action would authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings: 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.”
7. [Purchase Eighty-Seven \(87\) 3 Position Bike Rack Systems – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0740.0-22, with Midwest Bus Corporation, for the purchase of eighty-seven (87) three-position bus bike rack systems in the amount of \$111,459.83.
8. [Trolley On-Board Video Surveillance System \(OBVSS\) Preventative Maintenance, Repairs and All Related Support Services – Sole Source Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1603.0-22, a Sole Source contract, with Seon Design USA Corporation (“Seon”), to provide Trolley OBVSS preventative maintenance and all related support services in the amount of \$434,735.49, effective May 1, 2022, for two (2) base years and two (2) option years.
9. [On-Call Communication and Low Voltage Wiring Services – Contract Amendment](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWG339.1-22 with Communication Wiring Specialist, Inc. (CWS), a Small Business (SB), to add additional funds of \$149,040.00 for support materials.
10. [Spare Network Devices for Mid-Coast Trolley – Purchase Order \(PO\) Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to authorize a PO to AT&T Corp for the provision of CISCO Network Equipment Spares for the Mid-Coast Trolley in the amount of \$183,471.78.
11. [Iris Rapid Route & Stations Infrastructure Construction – Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWB342.0.0-22, with Palm Engineering Construction Company Inc., for the Iris Rapid Route and Stations Infrastructure Construction in the amount of \$4,379,251.40 plus 10% contingency.
12. [Light Rail Vehicle \(LRV\) Brake Overhauls – Sole Source Contract Award](#) Approve  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. L1601.0-22, a Sole Source contract, with Knorr Brake Company (Knorr) to provide LRV brake overhaul services in the amount of \$6,674,370.00 for five (5) years effective May 1, 2022 to April 30, 2027.

- |     |   |         |
|-----|---|---------|
| 13. | <p><a href="#"><u>Design Services for The Green Line Imperial Terminal (IMT) Double Track Project – Work Order Amendment</u></a></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA1949-AE-31.06 under MTS Doc. No. G1949.0-17 with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$191,646.65 for bid support, and design support during construction (DSDC) services for the Bayside Terminal Double Track project.</p>   | Approve |
| 14. | <p><a href="#"><u>MS4 Phase II Municipal Permit- Work Order Amendment</u></a></p> <p>Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to Work Order 13.02 to MTS Doc. No. G1492.0-13, with WSP, in the amount of \$105,350.00 to extend the as-needed MS4 Phase II compliance services for one (1) additional year.</p>  | Approve |
| 15. | <p><a href="#"><u>40-Foot Low-Floor Electric Bus – Chargepoint CPE 250 Charger 3-Year Extended Warranty Contract Amendment</u></a></p> <p>Action would authorize the Chief Executive Officer (CEO) to 1) Ratify Amendment 5 to MTS Doc. No. B0688.0-18 in the amount of \$223.15, and 2) Execute Amendment No. 6 to MTS Doc. No. B0688.0-18 with New Flyer of America Inc. (New Flyer), in the amount of \$133,200.00 for a Chargepoint CPE 250 Charger 3-year warranty extension.</p>  | Approve |
| 16. | <p><a href="#"><u>Purchase Of 18 Class E Propane Powered Medium Duty Minibuses - Contract Award</u></a></p> <p>Action would 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0744.0-22, with Creative Bus Sales (CBS) for the purchase of up to eighteen (18) propane powered Class E Minibuses in the amount of \$4,465,915.38; and 2) Approve the transfer of \$2.6 million from project 1001110101 - FY20 ADA Bus Procurement to project 1001111601 – FY22 Minibus Replacement to support the procurement of these Minibuses.</p> | Approve |
| 17. | <p><a href="#"><u>Proposed Revision to Mts Board Policy No. 48 “Transit Service Discrimination Complaints Procedures”</u></a></p> <p>Action would approve the proposed revisions to MTS Board Policy No. 48 “Transit Service Discrimination Complaint Procedures”.</p>  | Approve |
| 18. | <p><a href="#"><u>California Department of Transportation (Caltrans) Program of Projects for Federal Fiscal Year (FFY) 2022 Federal Transit Administration (FTA) Intercity Bus Program 5311(F) - Competitive Funding</u></a></p> <p>Action would approve Resolution No. 22-03, authorizing the use of and application for \$273,466 of FFY 2022 Section 5311 (f) – Competitive funding for operating assistance in non-urbanized areas.</p>   |         |

#### CLOSED SESSION

- |     |  |                 |
|-----|--|-----------------|
| 24. | <p>a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6</p> <p><u>Agency:</u> San Diego Trolley, Inc. (“SDTI”)</p> <p><u>Employee Organization:</u> International Association of Sheet Metal, Air, Rail and Transportation Workers (“SMART”)</p> <p><u>Agency- Designated Representative:</u> Jeffrey M. Stumbo, Chief Human Resources Officer (EEO Officer)</p> | Possible Action |
|-----|--|-----------------|

## NOTICED PUBLIC HEARINGS

25. None.

## DISCUSSION ITEMS/FINANCE WORKSHOP ITEMS

- |     |  |                 |
|-----|--|-----------------|
| 30. | <a href="#"><u>Fiscal Year (FY) 2023 Operating Budget Discussion (Mike Thompson)</u></a><br>Action would receive a report regarding FY 2023 operating budget development and provide guidance on budgetary issues.   | Possible Action |
| 31. | <a href="#"><u>Fiscal Year (FY) 2023 Capital Improvement Program (CIP) (Mike Thompson)</u></a><br>Action would 1) Approve the FY 2023 CIP with the estimated federal and nonfederal funding levels. As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels; 2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2023 CIP; and 3) Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2023 CIP recommendations. | Approve         |

## REPORT ITEMS

- |     |  |               |
|-----|--|---------------|
| 45. | <a href="#"><u>Zero Emission Bus (ZEB) Program and Transition Plan Update (Mike Wygant, Kyle Whatley, and Heather Furey)</u></a> | Informational |
| 46. | <a href="#"><u>Ridership Recovery Action Plan Update (Mark Olson)</u></a>  | Informational |
| 47. | <a href="#"><u>Grants Administration Report (Julia Tuer and Kena Teon)</u></a>   | Informational |

## OTHER ITEMS

- |     |   |               |
|-----|---|---------------|
| 60. | <a href="#"><u>Chair Report</u></a>   | Informational |
| 61. | <a href="#"><u>Chief Executive Officer's Report</u></a>   | Informational |
| 62. | <a href="#"><u>Board Member Communications</u></a>  | Informational |
| 63. | <a href="#"><u>Additional Public Comments Not on the Agenda</u></a><br>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. | <a href="#"><u>Next Meeting Date:</u></a> May 12, 2022.   |               |
| 65. | <a href="#"><u>Adjournment</u></a>  |               |



# DRAFT MINUTES

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

March 10, 2022

[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 9:02 a.m. A roll call sheet listing Board member attendance is attached.

2. Approval of Minutes

Board Member Salas moved to approve the minutes of the February 10, 2022, MTS Board of Directors meeting. Board Member Sandke seconded the motion, and the vote was 15 to 0 in favor.

3. Public Comment

*Candida Granillo* – A resident of the City of San Diego made a verbal statement to the Board during the meeting. Granillo explained their obstacles with the system's stroller policy and suggested possible solutions. Granillo acknowledged stroller policies that are different in other systems.

*Anri LeRoux* – Made a verbal statement to the Board during the meeting. LeRoux supported 18 to 24 complementary transit passes. LeRoux acknowledged their general difficulties riding transit, along with securing funds for their monthly pass and supported the program funding allocation for foster youth.

*Alex Wong* – Made a verbal statement to the Board during the meeting. Wong supported a people mover to the airport and cited a third-party study that he believed made the trolley to the airport time inefficient.

*Steve Lamprides* – Representing the Webster Community Council made a verbal statement to the Board during the meeting. Lamprides expressed interest in agenda item 14 and urged the Board to require the consultant to conduct a California Environmental Quality Act (CEQA) review and include that report compilation in their proposal.

*Karen Prosek* – Representing Children's Legal services of San Diego made a verbal statement to the Board during the meeting. Prosek conducts legal representation to foster youth and non-minor dependent youth in San Diego County. Prosek supports funding allocations to support foster 18 to 24 transportation passes.

### CONSENT ITEMS:

6. Authorization of Remote Teleconferenced Meetings

Action would authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings: 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a

recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.”

7. On-Call Card Access Reader Services – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. PWG340.0-22 (in substantially the same format as Attachment A) with Electro Specialty Systems (ESS), a Small Business (SB), for \$318,956.00, for the provision of on-call card access reader services for three (3) base years from April 1, 2022 through March 31, 2025, and three option years from April 1, 2026 through March 31, 2028.
8. San Diego Metropolitan Transit System (MTS) Transit Asset Management (TAM) Plan – Annual Update
9. Zero Emission Bus (ZEB) and Iris Rapid Projects Construction Management (CM) Services – Award Work Order Amendment  
Action would authorize the Chief Executive Officer (CEO) to execute Work Order Amendment No. WOA2501-CM01.1 under MTS Doc. No. G2501.0-21 (in substantially the same format as Attachment A), with TRC Engineers, Inc. totaling \$574,202.74 for CM services for the Iris Rapid Project.
10. Cisco Voice Over Internet Protocol (VOIP) Licenses Three (3) Year Maintenance Renewal  
Action would authorize the Chief Executive Officer (CEO) to execute a Purchase Order (PO) to Axelliant, LLC, a Minority Owned Business Enterprise (MBE) and a Small Business (SB), for the renewal of the CISCO VOIP licenses for three (3) years that includes technical support and software updates through March 26, 2025 for a total of \$227,890.30.
11. Zero-Emission Bus (ZEB) Procurement Project: 60-Foot Low-Floor Electric Buses – Contract Amendment (New Flyer)  
Action would authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to MTS Doc. No. B0722.0-21 (insubstantially the same format as Attachment A) with New Flyer, in the amount of \$155,428.49 per technical specification changes for the twelve (12) 60-foot low-floor electric battery-powered buses.
12. Cost Segregation Services – Mid-Coast Project – Contract Award  
Action would authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. G2582.0-22 (in substantially the same format as Attachment A) with HCA Asset Management LLC (HCA) for Cost Segregation Services for the Mid-Coast Project for a two (2) year base period for \$143,250.00.
13. Fiscal Year (FY) 2021-2022 Low Carbon Transit Operations Program (LCTOP) Funding  
Action would adopt Resolution No. 22-02 in order to: 1) Agree to comply with all conditions and requirements set forth in the Certification and Assurances Document, and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects; and 2) Authorize the Chief Executive Officer (CEO), or designated representative, to execute all required documents of the LCTOP and any amendments thereto with the California Department of Transportation; and 3) Authorize the allocation of \$8,103,037 in Fiscal Year (FY) 2021-2022 LCTOP funding for the procurement of Battery Electric Buses (BEB's). A total of \$12,426,859 will be funded and programmed in the FY 2024 Capital Improvement Program (CIP), which will reduce greenhouse

gas emissions and improve mobility with a priority on serving Disadvantaged Communities (DAC); and 4) Certify that at least 50% of the total LCTOP funds received will be spent on projects or services that will benefit DACs identified in Section 39711 of the Health and Safety Code.

14. New Transit Facility, Conceptual Layout and Report – Work Order

Action would authorize the Chief Executive Officer (CEO) to execute Work Order MTS Doc No. WOA2075-AE-73 to MTS Doc. No. G2075.0-18 (in substantially the same format as Attachment A) with Dokken Engineering (Dokken) in the amount of \$206,043.16 to provide planning services for the Division 6 conceptual layout and report.

15. Property Insurance Renewal

Action would authorize the Chief Executive Officer (CEO) to renew the property insurance coverage for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), and San Diego Trolley, Inc. (SDTI) with the Public Risk Innovation, Solutions, and Management (PRISM) [formerly known as the California State Association of Counties – Excess Insurance Authority (CSAC-EIA)] Property Insurance Program, effective March 31, 2022 through March 31, 2023, with various coverage deductibles of \$25,000 (real estate and personal contents property), \$100,000 (bus fleet), \$250,000 (light rail fleet) and \$1,500,000 (roads, rail track, bridges, guideways and tunnels).

COMMENTS – CONSENT ITEMS

Chair Fletcher asked staff to address the public comment on agenda item 14.

Sharon Cooney, Chief Executive Officer, explained that the item will authorize a high-level all electric bus conceptual design for the Division Six project. Currently, the project is undergoing an environmental assessment lead by San Diego Association of Governments (SANDAG). Ms. Cooney explained the process to achieve a finalized a CEQA report. She listed that in order to complete the alternatives analysis, the agency is asking the Board to approve item 14 to assess the order of magnitude of site needs.

Action on Recommended Consent Items

Chair Fletcher moved to approve Consent Agenda Item Nos. 6 to 15. Board Member Elo-Rivera seconded the motion, and the vote was 15 to 0 in favor.

NOTICED PUBLIC HEARINGS

25. None.

DISCUSSION ITEMS:

30. Fiscal Year (FY) 2022 Operating Budget Midyear Amendment (Mike Thompson)

Mike Thompson, MTS Director of Financial Planning and Analysis, presented on FY 2022 Operating Budget Midyear Amendment. He presented on the revenue assumption for: sales tax revenues, State Transit Assistance (STA), passenger levels, passenger fare revenue, other operating revenues, revenue summary, along with expense assumptions for: service levels, personnel, outside services, other services, expenses summary, consolidated revenues less expenses, and staff recommendation.

Chair Fletcher acknowledged the structural budget deficit as an obstacle and the passenger fare revenue needed to make up the shortfall.

#### PUBLIC COMMENTS

*Jesse Ramirez* – A San Diego resident made a verbal statement to the Board during the meeting. Ramirez expressed support for free foster youth transit passes for ages 18-24. Ramirez acknowledged various barriers this community faces and claimed this program would benefit extended foster youth.

*Carolina Martinez* – Representing the Environmental Health Coalition made a verbal statement to the Board during the meeting. Martinez supported the budget amendment to fund transit passes for former foster youth.

*Esmeralda Munoz* – Representing Just in Time for Foster Youth made a verbal statement to the Board during the meeting. Munoz expressed support for the budget amendment to fund transit passes for former foster youth. Munoz acknowledged various barriers this community faces and claimed this program would benefit extended foster youth.

*Sara Randon* – Representing Your Safe Place made a verbal statement to the Board during the meeting. Munoz expressed support for the budget amendment to fund transit passes for former foster youth and listed various benefits the program would provide.

*Ariana Federico* – Representing Mid-City CAN made a verbal statement to the Board during the meeting. Federico expressed support for the budget amendment to fund transit passes for former foster youth and listed various benefits the program would provide.

#### BOARD COMMENTS

Vice Chair Sotelo-Solis supported the budget amendment because she believed it was crucial for youth in extended foster care to be supported beyond the system's 18-year mark. She applauded the agency for enacting this program in an attempt to offset the shortfalls of the extended foster program. She also encouraged the Board to re-prioritize funding sources to ultimately make fares available for free.

Board Member Elo-Rivera thanked advocates who provided public comments. He asked about the agency's needed resources to create a targeted program for extended foster care youth within the budget year. Ms. Cooney outlined the preliminary conversations and data gathering needed to explain the agency's projected implementation for the following year. Because of the reasons listed, she explained that it was not likely the agency could begin program implementation before July 1, 2022. She explained the need to create a way to use existing programs, fare processes, a document verification process and an outreach period as reasons that made it challenging to implement prior to July 1, the close of FY 2022.

Board Member Elo-Rivera asked if the agency had resources to establish the program framework. Ms. Cooney explained that the agency does not know what type of external data resources and existing programs are available to the agency, but staff was in the process of obtaining the information needed for the program.

Board Member Elo-Rivera asked staff if the Board would need to formally give staff direction in order to establish a framework for the next fiscal year. Ms. Cooney stated that the Board does

not need a mid-year adjustment to begin the process, and staff has the direction to move forward on exploring the implementation of the program for the next fiscal year.

Board Member Elo-Rivera extended his availability to assist the agency in the progress of the program.

Board Member Sandke acknowledged the strides to social justice initiatives the Board has taken. He stated that the agency not only moves people, but supports the community beyond their transit needs. He acknowledged the lack of direct correlation between rising gas prices and ridership and was excited to see an increase in ridership regardless.

Board Member Shu asked if the agency predicts the program to cause an increase in operating cost. Ms. Cooney predicted minimal operating cost changes would be supported by the current budget. She acknowledged that the pilot program allows the agency to study the data.

Board Member Shu asked if youth transitioning from foster care could self-identify or provide documentation to show bus drivers their status and allow boarding. He asked staff if this was possible in order to minimize redundancy and bureaucracy. Ms. Cooney stated staff would look into all options as we obtain additional information to implement the program. Board Member Shu hoped that this option was viable. He acknowledged his priority to provide a service and move the community. He noted that if there was no additional cost to this method, the agency should strongly consider his suggested method. He acknowledged that ridership needs to rise and that this program could facilitate this increase. He noted climate needs and transportation crisis for youth and hopes for July 1<sup>st</sup> implementation.

Board Member Gastil encouraged a simplified process to avoid bureaucracy, but also noted the need to collect participant usage in order to advocate for funding.

Chair Fletcher summarized the discussion and stated that the CEO has the ability and budgetary authority to enact the program at the next fiscal budget.

#### Action Taken

Vice Chair Sotelo-Solis moved to enact Resolution No. 22-01 amending the FY 2022 operating budget for the San Diego Metropolitan Transit System (MTS), San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI), MTS Contract Services, and the Coronado Ferry. Board Member Elo-Rivera seconded the motion, and the vote was 15 to 0 in favor.

#### 31. Fiscal Year (FY) 2023 Operating Budget (Mike Thompson)

Mike Thompson, MTS Director of Financial Planning and Analysis, presented on FY 2023 Operating Budget development process and current assumptions. He presented on the revenue assumption for: service levels, expense assumptions, preliminary projections, stimulus funding, major initiatives and the budget development calendar.

Board Member Montgomery Steppe expressed her support for youth opportunity passes. She also requested budget allocations for palm tree maintenance and removal along the Orange Line. She also acknowledged the Webster Resident Council in public comment.

Chair Fletcher supported Board Member Montgomery Steppe's request for the next budgetary cycle.

#### Action Taken

Chair Fletcher moved to receive a report regarding FY 2023 operating budget development and provide guidance on budgetary issues. Board Member Sandke seconded the motion, and the vote was 15 to 0 in favor.

32. Beyer Boulevard Trolley Station Transit-Oriented Development (Karen Landers)

Karen Landers, MTS General Counsel, presented on Beyer Boulevard Trolley Station Transit-Oriented Development. She outlined: the Beyer Boulevard trolley station, Beyer Blvd negotiations with Affirmed Housing, Beyer Blvd trolley village transit-oriented development project, disposition and development agreement, ground lease process and material terms, Beyer Blvd trolley village schedule and recommendation.

Chair Fletcher thanked MTS for the aggressive development of properties on public land to address housing demands.

Board Member Salas expressed excitement over the project. She asked staff about the net proceed revenues and parking revenue loss. Ms. Landers replied that the difference was approximately \$24,000 to \$25,000 and explained how the figure was determined.

Board Member Salas supported the space utilization on the site. She acknowledged the final design was not available, but asked if the opened courtyard and unit balconies would continue to be part of the design. Tania Moshirian, Project Manager at Affirmed Housing, confirmed that the units are slated to include balconies however there could be changes during the City review process.

Board Member Moreno thanked staff and the developer for the design. She supported the preliminary building concept and was excited to house additional residents at the site.

Board Member Whitburn noted the small revenue from the parking lease, but was excited that it would be done to contribute to the housing crisis and shortage.

Action Taken

Board Member Moreno moved to authorize the Chief Executive Officer to: 1) execute a Disposition and Development Agreement with Beyer Family Housing L.P. for a Beyer Boulevard Trolley Station Transit Oriented Development Project (DDA) and 2) take all actions necessary to fulfill MTS's obligations under the DDA, including, but not limited to, executing a Ground Lease and related regulatory agreements for each project phase. Chair Fletcher seconded the motion, and the vote was 15 to 0 in favor.

REPORT ITEMS:

45. MTS Safety Performance Annual Review (David Bagley And Jared Garcia)

David Bagley, MTS Rail System Safety Manager, and Jared Garcia, Bus Manager of Safety, presented on MTS's Safety Performance Annual Review. They provided details on: the public transportation agency safety plan update, rail accidents by month calendar years 2019-2021, statewide rail accidents for calendar year 2021, safety performance measures, 2021 internal safety & security audit, California public utilities commission oversight activities, Mid-Coast extension system and vehicle familiarization, outside agency personnel training for bus & rail, outside agency personnel training & emergency drills, employee recognition and appreciation, APTA safety gold award for COVID-19 response, bus performance targets, bus fixed route



preventable accidents key performance indicators, bus rapid preventable accidents performance incentive program, new bipartisan infrastructure law, *Think Fast* public awareness campaign, bus pedestrian safety improvements, bus California Highway Patrol terminal inspections, bus employee training and recognition.

Board Member Sandke asked about the reporting requirement on employee assaults and how the agency compares to other systems. Mr. Garcia explained that the Federal Transit Administration recently standardized reporting requirements and that data is yet to be available. Ms. Cooney replied that the agency was proactive in installing bus shields in the early stages of COVID-19. She acknowledged that the shields have also proven to protect drivers against assaults.

Board Member Montgomery Steppe asked about the safety-related project requirements of the urbanized area formula funds. Mr. Garcia replied that staff is currently awaiting guidance about the definition of a safety-related project.

Action Taken

No action taken. Informational item only.

46. Fiscal Year (FY) 2022 Mid-Year Performance Monitoring Report (Denis Desmond)

Denis Desmond, MTS Director of Planning, presented on the FY 2022 Mid-Year Performance Monitoring Report. He presented on: Policy 42 evaluation criteria, ridership, total passengers, weekday average, monthly passengers, passengers per revenue hour, and on-time performance.

Action Taken

No action taken. Informational item only.

47. Ridership Recovery Action Plan Update (Mark Olson)

The Board waived the staff report for this item.

OTHER ITEMS:

60. Chair Report

There was no Chair report.

61. Chief Executive Officer's Report

There was no Chief Executive Officer's Report.

62. Board Member Communications

There were no Board Member communications.

63. Additional Public Comments on Items Not on the Agenda

There were no additional public comments.

64. Next Meeting Date

The next regularly scheduled Board meeting is April 14, 2022.

CLOSED SESSION (ITEMS TAKEN OUT OF ORDER):

24. Closed Session Items

The Board convened to Closed Session at 11:12 a.m.

- a. CLOSED SESSION - CONFERENCE WITH LABOR NEGOTIATORS PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 54957.6  
Agency: San Diego Transit Corporation (“SDTC”)  
Employee Organization: International Brotherhood of Electrical Workers, Local 465 (“IBEW”)  
Agency- Designated Representative: Jeffrey M. Stumbo, Chief Human Resources Officer (EEO Officer)
- b. CONFERENCE WITH LEGAL COUNSEL — ANTICIPATED LITIGATION  
INITIATION OF LITIGATION PURSUANT TO PARAGRAPH (4) OF SUBDIVISION (D) OF GOVERNMENT CODE SECTION 54956.9: (1 POTENTIAL CASE)

The Board reconvened to Open Session at 11:28 a.m.

Oral Report of Final Actions Taken in Closed Session

Karen Landers, General Counsel, reported the following:

- a. The Board voted unanimously with 14 in favor and Board Member Salas absent to ratify the tentative agreement with IBEW 465 representing mechanics and servicers at SDTC.
- b. The Board received a report and gave instruction to legal counsel.

65. Adjournment

The meeting was adjourned at 11:30 a.m.

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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General Counsel  
San Diego Metropolitan Transit System

Attachment: Roll Call Sheet

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
BOARD OF DIRECTORS  
ROLL CALL

MEETING OF (DATE): March 10, 2022 CALL TO ORDER (TIME): 9:02am  
 RECESS: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 CLOSED SESSION: 11:12am RECONVENE: 11:28am  
 PUBLIC HEARING: \_\_\_\_\_ RECONVENE: \_\_\_\_\_  
 ORDINANCES ADOPTED: \_\_\_\_\_ ADJOURN: 11:30am

BOARD MEMBER		(Alternate)		PRESENT (TIME ARRIVED)	ABSENT (TIME LEFT)
FLETCHER	<input checked="" type="checkbox"/>	(Vargas)	<input type="checkbox"/>	9:02am	11:30am
SOTELO-SOLIS	<input checked="" type="checkbox"/>	(Bush)	<input type="checkbox"/>	9:02am	11:30am
AGUIRRE	<input type="checkbox"/>	(Leyba-Gonzalez)	<input checked="" type="checkbox"/>	9:02am	11:30am
ELO-RIVERA	<input checked="" type="checkbox"/>	(LaCava)	<input type="checkbox"/>	9:02am	11:30am
FRANK	<input checked="" type="checkbox"/>	(Mullin)	<input type="checkbox"/>	9:02am	11:30am
GALVEZ	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:09am	11:30am
GASTIL	<input checked="" type="checkbox"/>	(Mendoza)	<input type="checkbox"/>	9:02am	11:30am
GLORIA	<input type="checkbox"/>	(Whitburn)	<input checked="" type="checkbox"/>	9:02am	11:30am
GOBLE	<input checked="" type="checkbox"/>	(Ortiz)	<input type="checkbox"/>	9:02am	11:30am
HALL	<input checked="" type="checkbox"/>	(McNelis)	<input type="checkbox"/>	9:02am	11:30am
MONTGOMERY STEPPE	<input checked="" type="checkbox"/>	(Von Wilpert)	<input type="checkbox"/>	9:02am	11:30am
MORENO	<input checked="" type="checkbox"/>	(Campillo)	<input type="checkbox"/>	9:02am	11:30am
SALAS	<input checked="" type="checkbox"/>	(Cardenas)	<input type="checkbox"/>	9:02am	11:12am
SANDKE	<input checked="" type="checkbox"/>	(Donovan)	<input type="checkbox"/>	9:02am	11:30am
SHU	<input checked="" type="checkbox"/>	(Arapostathis)	<input type="checkbox"/>	9:02am	11:30am

SIGNED BY THE CLERK OF THE BOARD:

/S/ Dalia Gonzalez



## Agenda Item No. 6

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

April 14, 2022

#### SUBJECT:

AUTHORIZATION OF REMOTE TELECONFERENCED MEETINGS

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize remote teleconferenced meetings for any public meetings held by MTS, including all Brown Act committees, for the next thirty (30) days pursuant to Assembly Bill (AB) 361 and make the following findings:

- 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and
- 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.” (Attachment A)

#### Budget Impact

None with this action.

#### DISCUSSION:

On March 17, 2020, Governor Newsom issued Executive Order N-29-20, suspending the teleconferencing rules set forth under the Ralph M. Brown Act (Brown Act), Government Code Section 54950 et seq. On June 11, 2021, Governor Newsom issued Executive Order N-08-21, clarifying the suspension of the teleconferencing rules set forth in the Brown Act, noting that those provisions would remain suspended through September 30, 2021. On September 16, 2021, Governor Newsom signed AB 361, which allows legislative bodies subject to the Brown Act to continue meeting by teleconference, provided they make certain findings, including that meeting in person would present imminent risks to the health or safety of attendees. AB 361 requires that certain findings be made by the legislative body every 30 days.



The purpose of this agenda item is for the MTS Board of Directors to make findings supporting the continuation of a teleconference option for Board or committee members and for teleconference attendance by members of the public at MTS Board and committee meetings consistent with the requirements of AB 361.

AB 361 added subdivision (e) to Government Code section 54953 (emphasis added), providing for streamlined teleconference attendance at public meetings subject to the Brown Act, subject to the governing board making specified findings:

**(e) (1) A local agency may use teleconferencing without complying with the requirements of paragraph (3) of subdivision (b) if the legislative body complies with the requirements of paragraph (2) of this subdivision in any of the following circumstances:**

**(A) The legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing.**

**(B) The legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.**

**(C) The legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, pursuant to subparagraph (B), that, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.**

(2) A legislative body that holds a meeting pursuant to this subdivision shall do all of the following:

(A) The legislative body shall give notice of the meeting and post agendas as otherwise required by this chapter.

(B) The legislative body shall allow members of the public to access the meeting and the agenda shall provide an opportunity for members of the public to address the legislative body directly pursuant to Section 54954.3. In each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the legislative body shall also give notice of the means by which members of the public may access the meeting and offer public comment. The agenda shall identify and include an opportunity for all persons to attend via a call-in option or an internet-based service option. This subparagraph shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(C) The legislative body shall conduct teleconference meetings in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body of a local agency.

(D) In the event of a disruption which prevents the public agency from broadcasting the meeting to members of the public using the call-in option or internet-based service option, or in the event of a disruption within the local agency's control which prevents members of the public from offering public comments using the call-in option or internet-based service option, the body shall take no further action on items appearing on the meeting agenda until public access to the meeting via the call-in option or internet-based service option is restored. Actions taken on agenda items during a disruption which prevents the public agency from broadcasting the meeting may be challenged pursuant to Section 54960.1.

(E) The legislative body shall not require public comments to be submitted in advance of the meeting and must provide an opportunity for the public to address the legislative body and offer comment in real time. This subparagraph shall not be construed to require the legislative body to provide a physical location from which the public may attend or comment.

(F) Notwithstanding Section 54953.3, an individual desiring to provide public comment through the use of an internet website, or other online platform, not under the control of the local legislative body, that requires registration to log in to a teleconference may be required to register as required by the third-party internet website or online platform to participate.

(G) (i) A legislative body that provides a timed public comment period for each agenda item shall not close the public comment period for the agenda item, or the opportunity to register, pursuant to subparagraph (F), to provide public comment until that timed public comment period has elapsed.

(ii) A legislative body that does not provide a timed public comment period, but takes public comment separately on each agenda item, shall allow a reasonable amount of time per agenda item to allow public members the opportunity to provide public comment, including time for members of the public to register pursuant to subparagraph (F), or otherwise be recognized for the purpose of providing public comment.

(iii) A legislative body that provides a timed general public comment period that does not correspond to a specific agenda item shall not close the public comment period or the opportunity to register, pursuant to subparagraph (F), until the timed general public comment period has elapsed.

**(3) If a state of emergency remains active, or state or local officials have imposed or recommended measures to promote social distancing, in order to continue to teleconference without compliance with paragraph (3) of subdivision (b), the legislative body shall, not later than 30 days after teleconferencing for the first time pursuant to subparagraph (A), (B), or (C) of paragraph (1), and every 30 days thereafter, make the following findings by majority vote:**

**(A) The legislative body has reconsidered the circumstances of the state of emergency.**

**(B) Any of the following circumstances exist:**



**(i) The state of emergency continues to directly impact the ability of the members to meet safely in person.**

**(ii) State or local officials continue to impose or recommend measures to promote social distancing.**

(4) For the purposes of this subdivision, “state of emergency” means a state of emergency proclaimed pursuant to Section 8625 of the California Emergency Services Act (Article 1 (commencing with Section 8550) of Chapter 7 of Division 1 of Title 2).

\*\*\*

The circumstances set forth in Government Code section 54953(e)(1)(A) and (e)(3) still apply and support the continuation of a teleconference option for Board or committee members and for teleconference attendance by members of the public at MTS Board and committee meetings for the upcoming 30-day period. Staff recommends that the Board make the following findings:

- 1) The MTS Board has considered the current circumstances of the COVID-19 pandemic and its impact in San Diego County; and
- 2) State or local officials continue to recommend measures to promote social distancing. On September 23, 2021, County of San Diego Public Health Officer, Wilma J. Wooten, M.D., M.P.H., issued a recommendation supporting the use of teleconferencing for attendance at public meetings as “a social distancing measure that may help control transmission of the SARS-CoV-2 virus.” (Attachment A) That recommendation remains in effect.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. September 23, 2021 County of San Diego Health Officer Teleconferencing Recommendation



# County of San Diego

NICK MACCHIONE, FACHE  
AGENCY DIRECTOR

HEALTH AND HUMAN SERVICES AGENCY  
PUBLIC HEALTH SERVICES

WILMA J. WOOTEN, M.D.  
PUBLIC HEALTH OFFICER


## HEALTH OFFICER TELECONFERENCING RECOMMENDATION

COVID-19 disease prevention measures, endorsed by the Centers for Disease Control and Prevention, include vaccinations, facial coverings, increased indoor ventilation, handwashing, and physical distancing (particularly indoors).

Since March 2020, local legislative bodies—such as commissions, committees, boards, and councils—have successfully held public meetings with teleconferencing as authorized by Executive Orders issued by the Governor. Using technology to allow for virtual participation in public meetings is a social distancing measure that may help control transmission of the SARS-CoV-2 virus. Public meetings bring together many individuals (both vaccinated and potentially unvaccinated), from multiple households, in a single indoor space for an extended time. For those at increased risk for infection, or subject to an isolation or quarantine order, teleconferencing allows for full participation in public meetings, while protecting themselves and others from the COVID-19 virus.

Utilizing teleconferencing options for public meetings is an effective and recommended social distancing measure to facilitate participation in public affairs and encourage participants to protect themselves and others from the COVID-19 disease. This recommendation is further intended to satisfy the requirement of the Brown Act (specifically Gov't Code Section 54953(e)(1)(A)), which allows local legislative bodies in the County of San Diego to use certain available teleconferencing options set forth in the Brown Act.

September 23, 2021

  
Wilma J. Wooten, M.D., M.P.H.  
Public Health Officer  
County of San Diego



## Agenda Item No. 7

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

April 14, 2022

#### SUBJECT:

PURCHASE EIGHTY-SEVEN (87) 3 POSITION BIKE RACK SYSTEMS – 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. B0740.0-22 (in substantially the same format as Attachment A), with Midwest Bus Corporation, for the purchase of eighty-seven (87) three-position bus bike rack systems in the amount of \$111,459.83 (Attachment C).

#### Budget Impact:

The total cost of this project shall not exceed \$111,459.83. This project would be funded by the Bus Maintenance Operations Budget 311014-545100.

#### DISCUSSION:

The Bus Maintenance department requires eighty-seven (87) three-position bike racks. The racks will be used to retro-fit the existing fleets of articulated New Flyer Buses currently operating out of Imperial Avenue Division (IAD), Kearny Mesa Division (KMD), and South Bay Division (SBD). The bike racks will be a direct replacement of the existing two-position bike racks currently being used on these buses. The new racks will allow one additional passenger the ability to utilize the safe bike storage system MTS offers, while comfortably riding our vehicles.

On January 6, 2022 MTS issued an Invitation for Bids (IFB) for the three-position bike rack system. Four (4) bids were received by the deadline of February 11, 2022 and are summarized as follows:



Company	Bid Amount	Tax	Total	Certifications
<b>Midwest Bus</b>	<b>\$103,443.00</b>	<b>\$8,016.83</b>	<b>\$111,459.83</b>	<b>None</b>
Sportworks	\$124,115.94	\$13,526.00	\$137,641.94	None
Gillig	\$139,813.35	\$10,835.53	\$150,648.88	None
New Flyer	\$149,640.00	\$11,597.10	\$161,237.10	None
<i>MTS Independent Cost Estimate (ICE)</i>			<i>\$143,238.54</i>	

MTS staff has deemed Midwest Bus Corporation to be the lowest responsive and responsible bidder. Based on the bids received and in comparison to the MTS ICE, staff deemed Midwest Bus Corporation's pricing to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. B0740.0-22 (in substantially the same format as Attachment A), with Midwest Bus Corporation, for the purchase of eighty-seven (87) three position bus bike rack systems in the amount of \$111,459.83 (Attachment C).

/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. B0740.0-22  
B. Scope of Work  
C. Bid Pricing



# Metropolitan Transit System

## STANDARD AGREEMENT

### FOR

**MTS DOC. NO. B0740.0-22**

### 3-POSITION BIKE RACKS

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Midwest Bus Corporation Address: PO Box 787  
Owosso MI 48867  
 Form of Business: Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: [sales@midwestbus.com](mailto:sales@midwestbus.com)  
 Telephone: 989-723-5241

Authorized person to sign contracts Erik Brabo Director of Aftermarket Parts  
Name Title

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

Payment terms shall be net 30 days from invoice date. The total cost of this contract shall not exceed \$111,459.83 without the express written consent of MTS.

The contract term is a one-time purchase. Contract shall be complete upon delivery and acceptance of goods and payment of final invoice.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	MIDWEST BUS CORPORATION
By: _____ Sharon Cooney, Chief Executive Officer	By _____
Approved as to form:	
By: _____ Karen Landers, General Counsel	Title: _____



## SCOPE OF WORK/TECHNICAL SPECIFICATIONS

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### 4.1. MTS SCOPE OF WORK / TECHNICAL SPECIFICATIONS 3 BIKE, BIKE RACK PURCHASE

#### 4.5.1. GENERAL

The San Diego Metropolitan Transit System (MTS) is soliciting bids from qualified firms to provide 87 transit bus bike racks capable of carrying 3 bikes at once. The vehicle list will consist of New Flyer 60ft buses.

Bidders must have at least two (2) years' experience in the manufacture and distribution of Transit bike racks and must be able to provide two clients that are a bus transportation authority of a similar or greater size than MTS.

#### 4.5.2. BACKGROUND

As part of MTS's commitment to passenger flexibility, MTS has elected to move forward in converting our 60ft bus fleet from 2 position bike racks to 3 position bike racks. MTS is looking for a commercial grade, 3 position bike rack system to help meet the requirements of today's Transit riders.

#### 4.5.3. MINIMUM SPECIFICATIONS

- A. Support and secure 1 to 3 bikes, up to 55 lbs. each while vehicle is stationary or in motion.
- B. Bike rack should not exceed 40 inches deep from the front of bus and should be less than 83 inches wide.
- C. All parts of the bike rack shall be constructed of stainless steel, aluminum or other corrosion resistant materials.
- D. Assembly must be designed for use on the front of commercial Transit buses.
- E. Bike securement locking mechanisms must have full range of motion and operate as designed when the bus is in the full kneel position.
- F. Bike rack shall not interfere with the driver's vision, the opening of body panels when in the lowered position or the operation of the wiper arms.

#### 4.5.4. VEHICLE LIST

Qty	Year	Series	Fuel	Bus Type	Division
29	2013	1100	CNG	NFIL 60FT Artic Rapids	KMD
18	2013	1200	CNG	NFIL 60FT Artic Rapids	IAD
13	2015	1300	CNG	NFIL 60FT Artic	KMD
10	2017	7400	CNG	NFIL 60FT LF CNG	South Bay
17	2018	7500	CNG	NFIL 60FT LF CNG	South Bay



#### 4.5.5. WARRANTY

The successful Bidder shall provide a warranty on the products for a minimum of one (1) year from date of acceptance of the completed order.

#### 4.2. INVOICES

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

Payment terms shall be net 30 from invoice date. **ADVANCE PAYMENT IS NOT ALLOWABLE.**

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

#### 4.3. DELIVERY AND ACCEPTANCE

Equipment or any deliverable provided under this contract shall be delivered F.O.B. to MTS, 4630 Ruffner Street, San Diego, California 92111

,100 16<sup>th</sup> Street San Diego, CA 92101 and 3650 Main St. Chula Vista CA 91911

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.

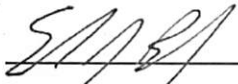
Contractor shall indicate delivery date on the Bid Form unless already specified, in which case, shall be made within the time set forth. Delivery is part of the consideration and must be adhered to as specified.

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).

**MTS BID FORM****SAN DIEGO METROPOLITAN TRANSIT SYSTEM**MTS Doc. No. B0740.0-22Bid Opening: Refer to Calendar of EventsFor: 3 Position Bike Rack System

BID PRICING			
Bid or Group Description	Qty. *	Unit Price	Ext. Price
3 Position Bike Rack System	87	\$ 1,189.00	\$ 103,443.00
CA Sales Tax (7.75%)			\$ 8,016.83
Delivery/Shipping cost (one-time)	FREE SHIPPING		\$ 0.00
Total Amount (BASIS OF AWARD)			\$ 111,459.83

Midwest Bus Corporation**NAME OF COMPANY****SIGNATURE**Erik Brabo**PRINT NAME**989-723-5241**TELEPHONE NUMBER**2-10-22**DATE**sales@midwestbus.com**EMAIL**



## Agenda Item No. 8

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

April 14, 2022

#### SUBJECT:

TROLLEY ON-BOARD VIDEO SURVEILLANCE SYSTEM (OBVSS) PREVENTATIVE MAINTENANCE, REPAIRS AND ALL RELATED SUPPORT SERVICES – SOLE SOURCE 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. L1603.0-22, a Sole Source contract, (in substantially the same format as Attachment A) with Seon Design USA Corporation (“Seon”), to provide Trolley OBVSS preventative maintenance and all related support services (Attachment B) in the amount of \$434,735.49, effective May 1, 2022, for two (2) base years and two (2) option years.

#### Budget Impact

The total budget for this project shall not exceed \$434,735.49 (Attachment C). This project is funded by the Light Rail Vehicle (LRV) Maintenance Operations Budget 350016-571250.

#### DISCUSSION:

The Trolley OBVSS provides MTS with an enhanced ability to record events that occur onboard vehicles. This helps in investigating incidents and assisting MTS efforts to maintain the safety and security of passengers and assets alike. To ensure the OBVSS remains continuously operational and also to help identify potential systemic problems, MTS requires routine preventative maintenance, repairs and all types of related support services.

On February 17, 2011 (AI 31), after a competitive procurement, MTS awarded contract L0955.0-10 to UTC Fire & Security for the installation of MobileView OBVSS on 128 LRVs and two (2) Presidential Conference Cars (PCC) with nine (9) cameras each.

On January 14, 2016 (AI 9), after a competitive procurement, MTS awarded contract L1294.0-16 to UTC (now Seon) for OBVSS post-warranty services, maintenance and repair of the existing MobileView system for three (3) years. The contract expired on January 31, 2019.



On December 13, 2018 (AI 16), MTS then awarded Seon contract L1469.0-19 effective February 1, 2019 as a Sole Source contract for continued OBVSS support, maintenance and repair services. This contract expires on April 30, 2022.

For today's proposed action, under new contract L1603.0-22, Seon will continue to provide all labor, parts, tools and related software to install, maintain, troubleshoot, repair and test the system to ensure it stays operational.

As the MTS LRV fleet size increases to 168 including 22 incoming SD10 vehicles in the next few years, MTS needs to have the same level of maintenance support to ensure the OBVSS remains continuously operational. For new LRVs on order, both MTS and Siemens agreed to install the same MobileView OBVSS system as the existing for uniformity and compatibility.

In addition, under a separate no-cost pilot program with the San Diego Transit Corporation (SDTC), contract B0743.0-22 dated January 21, 2022, Seon installed one (1) OBVSS on a minibus at the Copley Park Division. This is a demo pilot project for MTS Bus to test the system and software for downloading and viewing video clips. Unless extended by MTS, the pilot ends no later than April 7, 2022 after which MTS Bus will evaluate the results and determine if it requires to add buses, minibuses or non-revenue vehicles to this Seon contract as a negotiated amendment to the agreement.

Based on Federal Transit Administration (FTA) Circular 4220.1F guidance and MTS Board Policy 52, in the interest of cost, efficiency, and product knowledge, MTS wishes to continue engaging directly with Seon as a Sole Source:

- The entire LRV fleet has the MobileView system installed and operating successfully. All new arrivals will have MobileView installed and delivered under warranty. Once the warranty is over after one (1) year, the services provided under this new contract will commence.
- Considering that significant investments have been made on the current OBVSS, preparing a competitive procurement will be duplication of costs and efforts, not expected to be of any benefit to the agency or save any funds. In addition, a separate solicitation can yield a different contractor offering a different OBVSS system that would be considerably more expensive due to the significant testing period needed by the successor to get familiar with MTS's needs and the concepts behind the current system, and to replace the existing system.
- Overall, an award to Seon as the Original Equipment Manufacturer (OEM) for the current OBVSS means no investments in training or testing, and replacements parts stay standard. Retaining the OEM eliminates issues such workmanship and product quality if parts are intermixed from a different manufacturer, or risks of alternates not being compatible.

Staff deems Seon's proposed cost at \$434,735.49 to be fair and reasonable by a comparison of the MTS Independent Cost Estimate (ICE) at \$415,169.46, which is a difference of \$19,566.03 over 4 years. In addition, by a comparison of a similar system, MTS Closed-Circuit Television (CCTV) contract #PWG335.0-21 at an hourly rate of \$106.00 for 2022, Seon's hourly rate is \$104.00 for which staff deems to be fair and reasonable.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1603.0-22, a Sole Source contract, (in substantially the same format as Attachment A) with Seon, to provide Trolley OBVSS preventative maintenance and all related support services (Attachment B) in the amount of \$434,735.49, effective May 1, 2022, for two (2) base years and two (2) option years.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Agreement Draft MTS Doc. No. L1603.0-22  
B. Scope of Work  
C. Cost Form



STANDARD AGREEMENT  
FOR  
MTS DOC. NO. L1603.0-22

**TROLLEY OBVSS - PREVENTATIVE MAINTENANCE, REPAIRS & ALL RELATED SUPPORT**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Seon Design USA Corporation Address: 1313 East Maple St., Ste 231  
Bellingham WA 98225  
Form of Business: Corporation City State Zip  
(Corporation, Partnership, Sole Proprietor, etc.) Email: sgill@safefleet.net  
Telephone: 877-630-7366

Authorized person to sign contracts Susan Gill Director of Finance  
Name Title

The Contractor agrees to provide services 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), Forms (Exhibit D), and Policy 44C Travel Guidelines for Contractors (Exhibit E).

The contract term is two (2) base years effective May 1, 2022 to April 30, 2024; and two (2) option years, effective May 1, 2024 to April 30, 2026, exercisable at MTS's sole discretion, for a total of up to four (4) years.

Payment terms shall be net 30 days from invoice date. The total cost for the base years is \$208,131.25, and option years is \$226,604.24, for a contract total not to exceed \$434,735.49 without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	SEON DESIGN USA CORPORATION
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form: By: <u>Karen Landers, General Counsel</u>	Title: _____





## **SCOPE OF WORK / SPECIFICATIONS**

### **1. Introduction**

MTS is looking for a contractor to provide On-Board Video Surveillance System (OBVSS) services on its vehicles.

Contractor shall provide OBVSS services for the MTS Trolley Division, San Diego Transit Inc (SDTI's) Light Rail Vehicles (LRVs) for two (2) base years effective May 1, 2022 to April 30, 2024; and two (2) option years, effective May 1, 2024 to April 30, 2026, exercisable at MTS's sole discretion, for a total of up to four (4) years.

During the term of this contract, MTS may at its sole discretion add to the contract some vehicles (buses, minibuses or non-revenue vehicles) from its Bus Division, San Diego Transit Corp (SDTC). These services may start as a pilot/demo project. Should MTS decide to proceed with Contractor for selected MTS Bus vehicles, this will be added via an amendment to the contract for the specific SDTC scope of work and pricing.

### **2. General – LRVs**

LRV services are as follows:

- A. Routine maintenance and repair services
- B. Emergency repair services
- C. New installations and upgrades as may be requested by MTS (pricing to be determined at the time of request). This amount may be entered by MTS, but new installs and equipment pricing will be charged at the time of the request.

Equipment/services under warranty shall be provided under normal warranty procedures to MTS.

MTS currently operates 168 LRVs. While the SD100 cars are in operation now, they are currently being replaced one-for-one with new SD10's (therefore the total is 11+157=168).

- A. Thirty-nine (39) Siemens SD100 LRVs
- B. Eleven (11) Siemens S70 (SD7) LRVs
- C. One-hundred & fifty-seven (157) Siemens S70 US / S700 (SD8, SD9 & SD10) LRVs
- D. And two (2) Presidential Conference Committee (PCC) vehicles with nine (9) cameras each.

Contractor will to provide the equipment and manufacturers list for these vehicles, including unit pricing, and submit to MTS. MTS has been made aware that some of the equipment is end of life and no longer available.

The list provides information on equipment that is currently installed. As MTS' needs may change in the future the information contained in these lists will change. Additionally, MTS may acquire additional trolleys during the life of the resultant contract. As such the Contractor may be required to provide services in support of those new units.

Contractor shall provide all parts, tools, supplies and software necessary, all technical resources including supervision and labor to provide corrective maintenance services, upgrades of on-board digital video recorder (DVR), viewing software and maintenance software (Commander/Depot Manager). Additional services include troubleshooting and repairing or replacing video hardware devices, installing onboard communications equipment, mounting brackets, power supplies,

switches, controls, cable and wiring, and other components of the on board system as required. Repairs of all types of hardware failures and damages will be covered under the resultant agreement per the products warranty. See warranty for types of damages covered and terms. Charges for on-site repairs and services not covered under warranty will be charged based upon the agreed upon hourly service rate in this agreement.

For software upgrades and programming, Contractor shall provide the latest software versions, install per manufacturer specifications, provide all required licenses, configure, program and support a seamless functional OBVSS. Contractor shall coordinate closely with MTS Information Technology (IT), SDTI and Security personnel for best times to load and install software so as not to disrupt the normal functions of the existing system or have parts of the existing system non-operational.

Services may be requested 24 hours a day, seven (7) days a week (24/7) with an expected response time of 1 business day or less. Contractor shall only be paid for time spent on the premises performing the services required under the contract. Travel time or expenses will not be reimbursed. Contractor shall not count travel time as part of billable hours.

Any repairs or installations above \$5,000 will require Contractor to submit a fixed cost proposal to the MTS PM for approval in writing before services are performed. It shall be the Contractor's responsibility to examine the vehicle, acquaint itself with the service requested and submit a proposal based on rates and prices agreed upon in the resultant agreement.

Contractor must exercise great caution when performing work. Workmanship throughout the contract shall conform to the highest standard of commercially accepted practice for the class of work, and shall result in a neat and finished appearance.

Contractor must sign and adhere to Attachment 1 - Third Party Vendor/Consultant Network Access Request and shall adhere to Attachment 2 - Technology Resources Policy (Internet, Computer, Data Security).

The overall governing requirement of the contract is to preserve and maintain the OBVSS system in a complete and continually functioning condition for which the system was designed. MTS is committed to compliance of all applicable laws and regulations including the California Public Utilities Commission's (CPUC) General Order 143-B, "Safety Rules and Regulations Governing Light-Rail Transit". To support this goal, Contractor shall ensure that the maintenance and repair services described in this RFP are of the outmost quality, and repairs are performed per manufacturer specifications and in a timely fashion to get the system back operating. Sub-standard services shall be considered a breach or failure to perform and MTS reserves the right to terminate the contract for default. Contractor shall coordinate closely with SDTI personnel on all work orders for best times and locations to perform services so as not to disrupt the normal functions of SDTI operations and existing OBVSS system, or have parts of the existing OBVSS system nonoperational.

Additional CPUC information is found in the following link: <https://www.cpuc.ca.gov/regulatory-services/safety/rail-safety/rail-transit-safety/rail-transit-rules-and-regulations>.

### **3. Services to be Provided**

- A. Contractor shall install, replace, repair, setup, configure, and program equipment as required for the OBVSS in order to achieve a fully functional automated download system

integrating the trolley recording equipment with the base station. This includes calculating and defining wireless antenna reception zones, recording resolution and frame rates, camera fields-of-view, video tagging (pre- and post-alarm) durations, and automated download parameters.

- B. Contractor shall maintain components of the trolley OBVSS for real time and event recording on each trolley vehicle. Components shall include, but not be limited to:
  - i. Video Cameras
  - ii. Mobile Digital Video Recorders (MDVR) with lockable integral storage media
  - iii. Operator controls
  - iv. LAN Wireless and GPS Antennas
  - v. OBVSS and base station Application software.
- C. MTS shall maintain components of the infrastructure of the trolley for real time and event recording on each trolley vehicle. Components shall include, but not be limited to:
  - i. Base station application server
  - ii. Data Communications and LAN/WAN Network Connectivity
  - iii. Wireless/Wired LAN and Access Points.
- D. Areas of work shall include, but not be limited to the trolley yard located at Yard C, 1535 Newton Avenue, San Diego, CA 92101, including the maintenance and operations control center buildings.

#### **4. Response Time**

- A. Contractor must arrange for qualified technicians to be available within a 1 business day basis as needed. In some emergency cases the response time may be less. MTS will inform Contractor in such cases.
- B. Contractor must target the remedy of any MDVR repair issue discovered by MTS personnel and/or service technicians within five (5) working days or less of the first report. Contractor shall consider its inventory levels, delivery modes and labor in order to meet this response time.
- C. Contractor shall only be paid for time spent on the premises performing the services required under the contract excluding the quarterly Preventative Maintenance Program quarterly inspections. Preventative maintenance programs fees are per vehicle fees billable in advance and will adhere to the preventative maintenance terms and conditions. Travel time or expenses will not be reimbursed and Contractor shall not count travel time as part of billable hours.

#### **5. Contractor's Personnel**

The overall governing requirements of the contract is to preserve and maintain the OBVSS system in a safe, complete and continually usable and functioning condition for which each system was designed. Contractor shall therefore dedicate sufficient certified and experienced personnel to perform these services. Contractor personnel shall wear proper identification/badges while on MTS premises, present a neat appearance, and be easily recognized:

- a. Contract Manager: Contractor shall designate one (1) management level employee to serve as the liaison to MTS regarding any performance and contractual issues and

shall provide MTS with sufficient contact information including, but not limited to, cell phone number and email address.

- b. Lead Technician: Contractor shall designate a lead technician who shall serve as the primary contact to MTS. The Lead Technician (or designee) must be able to meet the response times shown. Contractor shall provide MTS with sufficient contact information including, but not limited to cell phone number and email address.

## 6. Coordination with Others

This contract involves functioning systems and coordination with MTS and is critical to avoid interrupting any functioning systems. Contractor shall:

- A. Coordinate the work with MTS and others to assure that where this work interfaces to other trades, those interfaces are provided complete and functional.
- B. Verify field and trolley conditions and be responsible for the proper fitting of the systems, parts, materials, and devices provided as part of this work.
- C. Become familiar with the available access and space for equipment and any potential interference requiring coordination. Coordinate with MTS to assure that adequate electrical services are available. Provide the physical space for its equipment and ample access room for installation and maintenance of equipment.
- D. Verify that intended location(s) for equipment is suitable for the equipment at the time of install. If any known conditions such as temperature, humidity, dust level, or the like require modification, make it known to MTS immediately. Failure to notify MTS of such conditions shall constitute acceptance of the conditions and any later required modifications to the equipment or the environment shall be at the sole cost of the Contractor.
- E. Equipment shall be mounted with sufficient clearance to meet applicable codes and facilitate operation, observation, and testing and shall be securely hang and/or fastened with appropriate fittings to ensure positive grounding, free of ground loops, throughout the entire system.
- F. Installation shall comply with all applicable "Codes and Standards". Where more than one (1) code or regulation is applicable, the more stringent shall apply.
- G. Where new equipment is replacing old out of warranty equipment, Contractor is responsible for removing the old equipment. Equipment removal is not included in the quoted installation price and will be subject to the hourly service rate or agreed upon quoted de-installation price . Where new equipment does not match the old equipment mounting footprint MTS shall be responsible to fill and repair holes, supply a patch or accept as is. All equipment removed or salvaged in conjunction with replacements (other than cabling and wires) must be returned to MTS Storeroom within five (5) days, along with a packaging slip describing where the parts were taken from, who replaced them under what work order number(s), parts description, manufacturer, model numbers, quantity, condition, etc. MTS parts clerk must receive and sign off on all packing slips. Upon award MTS will inform the Contractor the MTS Storeroom location, provide a returns template form and contact information for the returns.

- H. Review project documentation. If the Contractor perceives any conflict or ambiguity in the contract documents, he or she shall seek interpretation from MTS.
- I. Provide additional support as required to perform the services at no additional expense to MTS.
- J. MTS to provide spare parts for both SD10 and previous builds. Stock on hand will enable us to ensure we will meet the 5 day period for repair.

## **7. Installation Identification and Tagging**

Each OBVSS major component must be labeled with an ID number specified and provided by MTS. The labels shall be black font on yellow background and shall be viewable for twenty-five (25') feet. The labels shall be preprinted adhesive type and shall be rated for outdoor environment -20°F to +170°F. Labels shall be 3M or approved equivalent.

- A. Cables, wires, wiring forms, terminal blocks, and terminals shall be identified by labels, tags, or other permanent markings. The markings shall clearly indicate the function, source, or destination of cabling, wiring, and terminals. The wire marking format contained in the shop drawings shall be utilized for conductors installed under this Specification. Cables and wires shall be identified printed polyolefin wire markers (hand written tags are not acceptable). Labels shall be provided by MTS prior to installation.
- B. Should a situation arise where the wire tagging format as shown on the shop drawings cannot be used, a substitute format shall be submitted which complies with the intent to provide documentation that shall permit end to end tracing of system wiring.
- C. Terminal points shall be appropriately identified and labeled as shown on shop drawings.
- D. Panels shall be provided by MTS with permanently attached engraved lamicoid labels with identifying names and functions for use by the contractor during installations.

## **8. Post Installation Testing, General**

- A. Furnish labor, instruments, products, and sufficient materials as required for tests at the hourly billable service rate for any required scheduled testing above Contractor's normal post installation checks as required by MTS.
- B. Correct deficiencies found as a result of tests and make replacements or repairs to tested products that are damaged as the result of the tests.
- C. Schedule tests at a time convenient to MTS and persons affected by the tests.
- D. Make records of all tests in a neat and legible form. Identify the equipment or system tested and the test data.
- E. Check, power cables, and conductors for proper connections, workmanship, and identification.
- F. Additional tests required shall be as outlined under the various sections of the Specifications.

- G. Submit certified reports on all tests indicating full compliance with test requirements within thirty (30) days after completion of test to MTS.

## **9. Preliminary Installation Inspection and Testing**

- A. Perform a pre-inspection on systems being connected prior to connection, and issues shall be reported to MTS prior to proceeding with installation.
- B. Coordinate testing of components of the system in cooperation with other trades as required.
- C. prior to performing setup and functional testing, perform physical inspection and/or electrical testing procedures to ensure the following:
  - i. Safe and proper operation of all recorder components, and related communication devices or equipment.
  - ii. Ensure Proper grounding of devices and equipment, both electrical and chassis.
  - iii. Ensure Proper power connections of all devices and equipment.
  - iv. Ensure Integrity of all insulation, shielding , and connections.
  - v. Ensure Integrity of soldered connections and absence of solder splatter, solder bridges, and debris of any kind.
  - vi. Ensure proper dressing and/or cable protection of wire and cable
  - vii. -Verify location and orientation video camera assemblies.
  - viii. Ensure Mechanical integrity of all mounting and positioning provisions including mounting hardware as provided for video cameras, monitors, and any other equipment.
  - ix. After successfully energizing the systems, load required configuration, adjust all required fields unique to the installed car, adjust all cameras and screen shot adjusted camera views. Complete and document required functional checklist of the installed system and train systems connected into. Ensure Proper operation of standard and wireless communication devices and systems in accordance with specified performance requirements as set out by MTS.

## **10. Installation Acceptance Testing and Adjusting Procedures**

Conduct performance testing, adjustment, and documentation procedures to verify and realize compliance with the performance specifications. Successfully demonstrate the acceptable performance of each specified system in the presence of MTS staff. Make available at least one (1) technician familiar with this work, and all required test equipment for the duration of performance testing verification at the convenience of MTS.

- A. Preparation:
  - i. Any temporary facilities and utilities shall be properly disconnected, removed, and disposed of off-site
  - ii. Systems, equipment, and devices shall be in full operation, programmed and cameras adjusted, all connections and cables properly labeled and identified.
  - iii. Vehicles shall be neat, clean, not have any new interior or exterior damage, and vehicle panels removed have been securely reattached.
  - iv. Damaged or broken items shall be cleaned up and disposed of appropriately.
  - v. Extra materials, as specified, shall be delivered and stored at the premises as directed.
  - vi. Test reports of each system and each system component and record project documents shall be complete and available for inspection and delivery as directed by MTS.

## B. New Installation Acceptance Testing Readiness:

Acceptance testing shall be performed after the system is installed and pre-tested completely. Contractor shall have successfully tested the system prior to scheduling formal acceptance testing. Contractor shall correct any and all deficiencies found at that time.

## C. New Installation Acceptance Testing Schedule:

- i. This is a multi-phase installation with systems being installed in buildings and on mobile vehicles with limited and temporary availability. Schedules for acceptance testing must correspond to the availability of vehicles and must include on-board recording and base station related functionality testing concurrently. Consequently, base station and data communications network components shall be completed and tested first, before the first vehicle OBVSS can be fully tested.
- ii. Contractor shall ensure vehicle installation scheduling takes pre-test and acceptance test requirements into account.
- iii. Contractor shall confirm, in writing to MTS, when the applicable parts of the system are ready for acceptance testing. Contractor shall then schedule a complete acceptance test at the convenience of MTS.

## D. New Installation Acceptance Testing:

- i. Diagnostic Processing:
  - o Power up each MDVR and demonstrate the diagnostic process. Demonstrate that the diagnostic indication on the driver's panels and base station report the appropriate equipment status.
- ii. Camera Coverage and Performance:
  - o Demonstrate the field of view and acceptable performance of each camera.
- iii. Tagging and Inter-Car Functionality:
  - o Operate each of the car's event buttons to demonstrate MDVR event recording is simultaneously initiated on each MDVR and video channel within the trolley consist. Demonstrate that health check and event tag signals are transmitted via each train line connector.
- iv. MDVR Recording Performance:
  - o Show stabilized and interference free performance for each camera and video channel. Recorded images shall be reviewed for coverage, clarity, and color. Configuration shall be validated for each camera channel.
- v. Wireless Uploading, Individual Vehicle:
  - o Demonstrate tagged video files begin to automatically upload to the base station upon approaching the trolley yard, and continue to upload the files until they are completely recorded on the base station. Verify that the Video Management Application instructs the MDVR to erase the tag on the file after it is uploaded.
  - o Demonstrate the ability to see the vehicles health status after wireless download.
- vi. Power Failure/Power Off:
  - o Disconnect main power for a period of fifteen (15) minutes and demonstrate MDVR activity under back-up power.
- vii. Wireless Uploading, System:
  - o MDVRs in the trolley yard shall be demonstrated to upload simultaneously. Stop the transmission of some upload streams at mid-file by disconnecting the MDVR, the wireless antenna, or by other means. Reconnect the system

and demonstrate that the system re-starts the upload automatically from the point it originally stopped and continues to upload until the whole of the tagged file is recorded and verified. Measure and record the bandwidth of transmissions. Measure and record the time it takes to upload a complete ten (10) minute tagged video clip into base station.

- viii. Demonstrate uploaded files at the base station and maintain the desired metadata, resolution, frame rate, and quality.
- ix. Demonstrate the video management application's post-incident search capability to ensure the database may be searched by trolley/MDVR designator, date, time, camera, and activity and selectively viewed on the base station.
- x. Other tests for functionality and performance as may be requested by MTS to prove compliance with the agreement.

## **11. Quality Control**

- A. Materials, equipment, and systems maintenance for this contract shall be produced under control of a formal Quality Assurance Program to ensure an acceptable level of quality of the equipment and services provided.
- B. The Contractor shall furnish certificates for Quality Assurance Program as requested by MTS.

## **12. Warranty**

Contractor shall warrant that equipment and software is free from defects in design, material and workmanship, shall remain in good working order, and function properly and in conformity with the specifications. Contractor shall enforce any applicable warranty on all parts, components and software provided by the original equipment manufacturer. Contractor shall provide a one- year workmanship warranty after date of acceptance on all installation related items. The manufacturer shall provide warranty on material and equipment as per manufacturer's warranty terms.

## **13. Quarterly Reports**

Upon request by MTS, Contractor shall submit quarterly inspection reports. Each report shall be detailed consisting of the total system.

## **14. Safety**

While working on LRVs, the Contractor shall observe MTS safety requirements (see attached Safety Form). Contractor and its employees are also subject to the California Public Utility Commission (CPUC) General Order 172 located at [https://docs.cpuc.ca.gov/PUBLISHED/GENERAL\\_ORDER/146010.htm](https://docs.cpuc.ca.gov/PUBLISHED/GENERAL_ORDER/146010.htm) pertaining to the use of portable electronic devices while in or on MTS properties.

If MTS determines that any person is incompetent, disorderly, or found to be violating CPUC or MTS safety rules and regulations, the Contractor shall promptly remove such person from the work for the duration of the contract.

The MTS PM will coordinate a safety training for Contractor's designated employees who are required to attend prior to beginning work on MTS property.



## **15. Risk of Loss or Damage**

Contractor shall be solely responsible for all materials and supplies purchased from procurement, delivery, storage and installation until the service is tested and accepted by the MTS PM. Contractor shall exercise great caution to ensure there is no damage to MTS property during delivery/installation and shall be responsible for repair or replacements of any damages caused.

## **16. 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.

## **17. Invoices**

Each month, Contractor shall submit invoices for all work performed and accepted that month. Partial payments are not allowed; therefore, incomplete jobs that roll-over to the next month shall not be billed until they are accepted. MTS will process the invoices within thirty (30) days from invoice date.

Invoices must be sent to the MTS Accounting Department, via email at [ap@sdmts.com](mailto:ap@sdmts.com). Contractor must indicate the contract and purchase order number. Contractor shall be required to submit with its invoices materials cost, labor charges (if incurred) and delivery charges (if any). Labor billing must include the trolley vehicle number and work performed, period of performance and any work order approvals to ensure timely payment. Additional compensation will be allowed as per Contractor's markup percentage in materials billing.

MTS will not pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Contractors must also indicate if any of the invoiced amount is for service or work provided by a subcontractor and indicate the amount that will be paid to the subcontractor. Contractors must also comply with the prompt payment requirements in Section 16 Prompt Progress Payments of the Standard Conditions.

**ATTACHMENT C****MTS Doc No: L1603.0-22: ON-BOARD VEHICLE SURVEILLANCE SYSTEM (OBVSS)**

		BASE YEARS				OPTION YEARS			
		Year 1		Year 2		Year 3		Year 4	
Description	Qty	Rate	Extended Total	Rate	Extended Total	Rate	Extended Total	Rate	Extended Total
Billable Hourly Rate (Subcontractor)	480	\$ 104.00	\$ 49,920.00	\$ 107.00	\$ 51,360.00	\$ 113.00	\$ 54,240.00	\$ 116.00	\$ 55,680.00
Mark-up % on materials/supplies. MTS estimates \$50,000 annually for materials/supplies.	%	5%	\$ 52,250.00	%	\$ 54,601.25	%	\$ 57,058.31	%	\$ 59,625.93
<b>TOTAL AMOUNT</b>			<b>\$ 102,170.00</b>		<b>\$ 105,961.25</b>		<b>\$ 111,298.31</b>		<b>\$ 115,305.93</b>

1.045  
50000

**Total Summary**

Year 1 (Base Year)	\$	102,170.00	
Year 2 (Base Year)	\$	105,961.25	\$ 208,131.25
Year 3 (Option Year)	\$	111,298.31	
Year 4 (Option Year)	\$	115,305.93	\$ 226,604.24
<b>TOTAL 4 YEARS NOT TO EXCEED</b>	<b>\$</b>	<b>434,735.49</b>	

**Seon's technician's hourly billable rate**

Year 1	\$	175.00
Year 2	\$	175.00
Year 3	\$	175.00
Year 4	\$	175.00

Should the services of Sub Contractor VTC (Vehicle Technical Consultants) become unavailable Seon will have 30 days to replace the subcontractor. Seon will also be allowed to negotiate a new rate with San Diego MTS. During the 30 days the hourly rate for Seon to provide services will be billed at \$175 per hour.



## Agenda Item No. 9

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

April 14, 2022

#### SUBJECT:

ON-CALL COMMUNICATION AND LOW VOLTAGE WIRING SERVICES – CONTRACT  
AMENDMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 1 to MTS Doc. No. PWG339.1-22 (in substantially the same format as Attachment A) with Communication Wiring Specialist, Inc. (CWS), a Small Business (SB), to add additional funds of \$149,040.00 for support materials.

#### Budget Impact

The total budget for this project shall not exceed \$452,900.00 (\$303,860.00 current contract value plus \$149,040.00 for amendment no. 1 which is inclusive of CA sales tax). This project is funded by the Information Technology (IT) Operating Budget 661010-571250.

#### DISCUSSION:

In January 20, 2022 (AI 14), the MTS Board approved a contract award to CWS for the provision of on-call communication and low voltage system wiring services in the amount of \$303,860.00. This contract covers services for a five (5) year base period effective from February 1, 2022 through January 31, 2027.

The contract scope covers low voltage cabling services which are energy limited and do not exceed 91 volts in support of the MTS network. Services include installing, servicing, and maintaining all types of communication and low voltage systems, including telephone systems, sound systems, structured cabling, fiber optic systems, Voice Over Internet Protocol (VoIP), cabling to staff desks, cabling in support of network connectivity, servers, copiers, printers, wireless Local Area Network (LAN) transmission systems, wiring existing or new offices for data or voice, relocations to new office spaces, moving IT infrastructure, fiber cabling for new locations and all devices needed to connect to the MTS network.



The current Purchase Order (PO) #4500044983 was issued based on the approved authorized spend amount of \$303,860.00. After further review of the Purchase Requisition (PR), CWS' proposal and PO, staff discovered that the PO will not have sufficient funds to support materials needed for the entire 5-year term. Staff had originally only requested \$12,000.00 for support materials under the contract. Based on an estimated annual budget of \$30,000 and in order to cover the materials for the entire contract term, staff is requesting to add \$149,040.00 to the contract. Supporting materials will include: low voltage cables, fiber/ethernet cables, wall faceplates, mounting brackets, racks, closet connection, etc.

Funding is broken down as follows:

REVISED TOTAL CONTRACT VALUE						
#	Description	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
1	Straight Time Hourly Labor Rate: 8:00 am – 5:00 pm (Fully-burdened rate – all inclusive)	\$54,400.00	\$54,400.00	\$55,200.00	\$55,200.00	\$56,800.00
2	Saturday Hourly Labor Rate: 8:00 am to 5:00 pm (Fully-burdened rate – all inclusive)	\$1,000.00	\$1,000.00	\$1,020.00	\$1,020.00	\$1,040.00
3	Sunday Hourly Labor Rate: 8:00 am to 5:00 pm (Fully-burdened rate – all inclusive)	\$1,200.00	\$1,200.00	\$1,220.00	\$1,220.00	\$1,250.00
4	After Standard Business Hours Labor Rate (Fully-burdened rate – all inclusive)	\$730.00	\$730.00	\$750.00	\$750.00	\$770.00
5	Mark-up on materials/supplies (estimated at \$30,000 annually)	\$2,400.00	\$2,400.00	\$2,400.00	\$2,400.00	\$2,400.00
Subtotal		\$59,730.00	\$59,730.00	\$60,590.00	\$60,590.00	\$62,260.00
8% CA Sales Tax (line #5)		\$192.00	\$192.00	\$192.00	\$192.00	\$192.00
<b>Current Total Annual Amount</b>		<b>\$59,922.00</b>	<b>\$59,922.00</b>	<b>\$60,782.00</b>	<b>\$60,782.00</b>	<b>\$62,452.00</b>
<b>Current Total Contract Value</b>		<b>\$303,860.00</b>				
6	<b>Additional budget for support materials/supplies</b>	<b>\$27,600.00</b>	<b>\$27,600.00</b>	<b>\$27,600.00</b>	<b>\$27,600.00</b>	<b>\$27,600.00</b>
8% CA Sales Tax (line #6)		<b>\$2,208.00</b>	<b>\$2,208.00</b>	<b>\$2,208.00</b>	<b>\$2,208.00</b>	<b>\$2,208.00</b>
<b>Subtotal:</b>		<b>\$29,808.00</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>
<b>New Total Annual Amount:</b>		<b>\$89,730.00</b>	<b>\$89,730.00</b>	<b>\$90,590.00</b>	<b>\$90,590.00</b>	<b>\$92,260.00</b>
<b>GRAND TOTAL (5 Years)</b>		<b>\$452,900.00</b>				
<b>Difference from Original Total Contract Value</b>		<b>\$149,040.00</b>				

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWG339.1-22 (in substantially the same format as Attachment A) with CWS, a SB, to add additional funds of \$149,040.00 for support materials.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Amendment 1 MTS DOC NO. PWG339.1-22



## Amendment 1

Effective Date: April 15, 2022

MTS Doc No. PWG339.1-22

### ON-CALL COMMUNICATIONS AND LOW VOLTAGE WIRING SERVICES

Communication Wiring Specialist, Inc.  
Eric Templin  
President  
8909-F Complex Drive  
San Diego, CA, 92123

This shall serve as Amendment No.1 to the original agreement PWG339.0-22 as further described below.

### SCOPE

Pursuant to the contract Scope of Work, MTS shall add funds to the current contract for support materials and supplies as reflected below:

REVISED TOTAL CONTRACT VALUE						
#	Description	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
1	Straight Time Hourly Labor Rate: 8:00 am – 5:00 pm (Fully-burdened rate – all inclusive)	\$54,400.00	\$54,400.00	\$55,200	\$55,200.00	\$56,800.00
2	Saturday Hourly Labor Rate: 8:00 am to 5:00 pm (Fully-burdened rate – all inclusive)	\$1,000.00	\$1,000.00	\$1,020.00	\$1,020.00	\$1,040.00
3	Sunday Hourly Labor Rate: 8:00 am to 5:00 pm (Fully-burdened rate – all inclusive)	\$1,200.00	\$1,200.00	\$1,220.00	\$1,220.00	\$1,250.00
4	After Standard Business Hours Labor Rate (Fully-burdened rate – all inclusive)	\$730.00	\$730.00	\$750.00	\$750.00	\$770.00
5	Mark-up on materials/supplies (estimated at \$30,000 annually)	\$2,400.00	\$2,400.00	\$2,400.00	\$2,400.00	\$2,400.00
Subtotal		\$59,730.00	\$59,730.00	\$60,590.00	\$60,590.00	\$62,260.00
8% CA Sales Tax (line #5)		\$192.00	\$192.00	\$192.00	\$192.00	\$192.00
Current Total Annual Amount		\$59,922.00	\$59,922.00	\$60,782.00	\$60,782.00	\$62,452.00
Current Total Contract Value		\$303,860.00				



6	Additional budget for support materials/supplies	\$27,600.00	\$27,600.00	\$27,600.00	\$27,600.00	\$27,600.00
	8% CA Sales Tax (line #6)	\$2,208.00	\$2,208.00	\$2,208.00	\$2,208.00	\$2,208.00
	<b>Subtotal:</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>	<b>\$29,808.00</b>
	<b>New Total Annual Amount:</b>	<b>\$89,730.00</b>	<b>\$89,730.00</b>	<b>\$90,590.00</b>	<b>\$90,590.00</b>	<b>\$92,260.00</b>
	<b>GRAND TOTAL (5 Years)</b>	<b>\$452,900.00</b>				
	<b>Difference from Original Total Contract Value</b>	<b>\$149,040.00</b>				

SCHEDULE

There be no change to the schedule of the agreement.

PAYMENT

This contract amendment shall authorize additional costs not to exceed \$149,040.00. The total value of this contract including this amendment shall be in the amount of \$452,900.00. This amount shall not be exceeded without prior written approval from MTS.

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

Sincerely,

Agreed:

\_\_\_\_\_  
Sharon Cooney, Chief Executive Officer

\_\_\_\_\_  
Eric Templin, President  
Communication Wiring Specialist, Inc.

Date: \_\_\_\_\_



## Agenda Item No. 10

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

April 14, 2022

#### SUBJECT:

SPARE NETWORK DEVICES FOR MID-COAST TROLLEY – PURCHASE ORDER (PO)  
AWARD

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to authorize a PO to AT&T Corp for the provision of CISCO Network Equipment Spares for the Mid-Coast Trolley in the amount of \$183,471.78.

#### Budget Impact

The total budget for this project shall not exceed \$183,471.78 (inclusive of 7.75% California sales tax). The project will be funded by Capital Improvement Program (CIP) 2002010701 – San Diego Association of Governments (SANDAG) 1257001 – Mid-Coast Communication Network Equipment.

#### DISCUSSION:

MTS utilizes a hardware network infrastructure that consists of Routers, Switches, and Access Points throughout the MTS network. These network devices are MTS core communication components for a wide range of systems and applications such as the PRONTO fare collection system, Trolley monitoring devices, video servers, Voice over Internet Protocol (VoIP), and day-to-day user data. A typical network device has a lifespan of five (5) years. In order to maintain continuity and optimum uptime of our network, it is important to cycle out older network devices as they reach this age. In addition, as equipment exceeds the end of life maintenance costs increase, availability of parts decreases, and the risk of cyber threats and attacks increase.

This project will fund the upcoming fiscal year's equipment refresh to replace specified network devices to maintain optimum performance and uptime, and reduce the possibility of device failure. As the MTS IT staff maintains a 5-year life span for all production network devices, procurement of equipment takes place on a year-to-year basis due to changes in equipment technology and manufacturers' configuration offerings. It is anticipated that this PO will be sufficient to refresh the





specified MTS network devices for the upcoming year as part of the overall network equipment refresh program.

On January 12, 2022, MTS issued a Request for Quote (RFQ) (ref: G02578.0-22) to procure CISCO Spare Network Devices. The following bids were received on the due date of February 1, 2022 from the following bidders.

Bidder Name	Certifications	Overall Total Amount
AT&T Corp	None	\$183,471.78
Axelliant LLC	Small Business (SB), Minority Business Enterprise (MBE)	\$198,861.10
Kambrian Corporation	SB, MBE, Woman Owned Business Enterprise (WBE)	\$201,115.49
Netexperts, Inc.	None	\$247,209.14
MTS Independent Cost Estimate (ICE)	-	\$378,932.80

The overall total amount is inclusive of delivery charges and California sales tax.

MTS intends to utilize the state of Utah Agreement with the Contractor (AT&T Corp.) under the National Association of State Procurement Officers (NASPO) Value Point Cooperative Purchasing Program effective October 1, 2019 for this procurement. The quote for stated pricing is based on CISCO Master Agreement No. AR3227 with Participating Addendum which allows MTS to acquire a competitive rate.

MTS staff has deemed AT&T Corp to be the lowest responsive and responsible bidder. Based on the bids received, and in comparison, with the ICE, staff determined AT&T Corp price to be fair and reasonable.

Therefore, staff recommends the MTS Board authorize the CEO to authorize a PO AT&T Corp for CISCO Spare Network Devices for the Mid-Coast Trolley in the amount of \$183,471.78.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Bid Price Form

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM (MTS) BID FORM  
SPARE NETWORK DEVICES FOR MIND-COAST TROLLEY  
MTS DOC. NO G2578.0-22**

Att.A, AI 10, 04/14/2022

Cooperative Purchasing Program reference number: (e.g.GSA, NASPO, CMAS, OMNI reference): \_\_\_\_\_ **NASPO**

[NASPO/Master Agreement #AR3227 & PA #7-20-70-47-01- SAN DIEGO MTS Agreement #G2377.0-20](#)

**\*Please specify the reference number of the Cooperative Purchasing Agreement used as the basis of your bid.**

Part Number	Smart Account Mandatory	Description	Service Duration (Months)	Qty	Unit Net Price	Extended Net Price
C9300-48P-A	-	Catalyst 9300 48-port PoE+, Network Advantage	---	2	\$ 4,682.27	\$ 9,364.54
CON-SSSNT-C93004PA	-	SOLN SUPP 8X5XNBD Catalyst 9300 48-port PoE+,	60	2	\$ 3,087.48	\$ 6,174.97
C9300-NW-A-48	Yes	C9300 Network Advantage, 48-port license	---	2	\$ -	\$ -
PWR-C1-715WAC-P/2	-	715W AC 80+ platinum Config 1 SecondaryPower Supply	---	2	\$ 578.15	\$ 1,156.30
CAB-TA-NA	-	North America AC Type A Power Cable	---	4	\$ -	\$ -
C9300-SSD-NONE	-	No SSD Card Selected	---	2	\$ -	\$ -
STACK-T1-50CM	-	50CM Type 1 Stacking Cable	---	2	\$ 46.26	\$ 92.52
C9300-SPWR-NONE	-	No Stack Power Cable Selected	---	2	\$ -	\$ -
PI-LFAS-T	Yes	Prime Infrastructure Lifecycle & Assurance Term - Smart Lic	---	2	\$ -	\$ -
PI-LFAS-AP-T-5Y	-	PI Dev Lic for Lifecycle & Assurance Term 5Y	60	2	\$ -	\$ -
NETWORK-PNP-LIC	Yes	Network Plug-n-Play Connect for zero-touch device	---	2	\$ -	\$ -
C9300-NM-2Q	-	Catalyst 9300 2 x 40GE Network Module	---	2	\$ 1,179.42	\$ 2,358.84
S9300UK9-1612	-	Cisco Catalyst 9300 XE 16.12 UNIVERSAL	---	2	\$ -	\$ -
TE-EMBEDDED-T	Yes	Cisco ThousandEyes Enterprise Agent IBN	---	2	\$ -	\$ -
TE-EMBEDDED-T-5Y	-	ThousandEyes - Enterprise Agents	60	2	\$ -	\$ -
D-DNAS-EXT-S-T	Yes	Cisco DNA Spaces Extend Term License for Catalyst	---	2	\$ -	\$ -
D-DNAS-EXT-S-5Y	-	Cisco DNA Spaces Extend for Catalyst Switching - 5Year	60	2	\$ -	\$ -

PWR-C1-715WAC-P	-	715W AC 80+ platinum Config 1 Power Supply	---	2	\$ -	\$ -
C9300-DNA-A-48	Yes	C9300 DNA Advantage, 48-Port Term Licenses	---	2	\$ -	\$ -
C9300-DNA-A-48-5Y	-	C9300 DNA Advantage, 48-Port, 5 Year Term License	60	2	\$ 2,904.60	\$ 5,809.20
CON-SSTCM-C93A48	-	SOLN SUPP SW SUBC9300 DNA Advantage	60	2	\$ 708.75	\$ 1,417.51
C1-ADD-OPTOUT	-	Cisco DNA Premier Add-On Session Opt Out (No	---	2	\$ -	\$ -
<b>QSFP-40G-LR4-S=</b>	-	QSFP 40GBASE-LR4 Trnscvr Mod, LC, 10km, Enterprise-	---	2	\$ 5,306.51	\$ 10,613.01
<b>C9500-32QC-A</b>	-	Catalyst 9500 32-port 40/100G only, Advantage	---	1	\$ 14,245.49	\$ 14,245.49
CON-SSSNT-C9532ACQ	-	SOLN SUPP 8X5XNBD Catalyst 9500 32-port 40/100G	60	1	\$ 9,202.51	\$ 9,202.51
C9500-NW-A	Yes	C9500 Network Stack, Advantage	---	1	\$ -	\$ -
C9K-PWR-650WAC-R	-	650W AC Config 4 Power Supply front to back cooling	---	1	\$ -	\$ -
C9K-PWR-650WAC-R/2	-	650W AC Config 4 Power Supply front to back cooling	---	1	\$ 971.29	\$ 971.29
CAB-9K12A-NA	-	Power Cord, 125VAC 13A NEMA 5-15 Plug, North	---	2	\$ -	\$ -
PI-LFAS-T	Yes	Prime Infrastructure Lifecycle & Assurance Term - Smart Lic	---	3	\$ -	\$ -
PI-LFAS-AP-T-5Y	-	PI Dev Lic for Lifecycle & Assurance Term 5Y	60	3	\$ -	\$ -
NETWORK-PNP-LIC	Yes	Network Plug-n-Play Connect for zero-touch device	---	1	\$ -	\$ -
C9K-T1-FANTRAY	-	Catalyst 9500 Type 4 front to back cooling Fan	---	2	\$ -	\$ -
SC9500HUK9-173	-	Cisco Catalyst 9500H XE.17.3 UNIVERSAL	---	1	\$ -	\$ -
C9500-SSD-NONE	-	No SSD Card Selected	---	1	\$ -	\$ -
C9K-F1-SSD-BLANK	-	Cisco pluggable SSD storage	---	1	\$ -	\$ -
C9500-DNA-32QC-A	Yes	C9500 DNA Advantage, Term License	---	1	\$ -	\$ -
C9500-DNA-A-5Y	-	DNA Advantage 5 Year License	60	1	\$ 9,328.95	\$ 9,328.95
CON-SSTCM-C9524QA	-	SOLN SUPP SW SUBC9500 DNA Advantage	60	1	\$ 2,268.75	\$ 2,268.75

<b>QSFP-100G-ER4L-S=</b>	-	100GBASE QSFP Transceiver, 40KM reach over SMF, Duplex	---	2	\$	34,686.40	\$	69,372.80
<b>C9120AXE-B</b>	-	C9120AX External 802.11ax 4x4:4	---	2	\$	825.71	\$	1,651.42
CON-SSSNT-C120AXE9	-	SOLN SUPP 8X5XNBD Cisco Catalyst 9120AX Series	60	2	\$	330.00	\$	660.00
NETWORK-PNP-LIC	Yes	Network Plug-n-Play Connect for zero-touch device	---	2	\$	-	\$	-
AIR-AP-T-RAIL-R	-	Ceiling Grid Clip for APs & Cellular Gateways-Recessed	---	2	\$	-	\$	-
AIR-AP-BRACKET-1	-	802.11 AP Low Profile Mounting Bracket (Default)	---	2	\$	-	\$	-
SW9120AX-CAPWAP-K9	-	Capwap software for Catalyst 9120AX	---	2	\$	-	\$	-
CDNA-A-C9120	-	Wireless Cisco DNA On-Prem Advantage, 9120 Tracking	---	2	\$	-	\$	-
DNA-A-5Y-C9120	-	C9120AX Cisco DNA On-Prem Advantage,5Y Term,Trk Lic	60	2	\$	-	\$	-
AIR-DNA-A	-	Wireless Cisco DNA On-Prem Advantage, Term Lic	---	2	\$	-	\$	-
AIR-DNA-A-5Y	-	Wireless Cisco DNA On-Prem Advantage, 5Y Term Lic	60	2	\$	427.83	\$	855.66
CON-SSTCM-AIRDNA	-	SOLN SUPP SW SUBAironet CISCO DNA Ad	60	2	\$	112.51	\$	225.01
PI-LFAS-AP-T	Yes	Prime AP Term Licenses	---	2	\$	-	\$	-
PI-LFAS-AP-T-5Y	-	PI Dev Lic for Lifecycle & Assurance Term 5Y	60	2	\$	-	\$	-
AIR-DNA-A-T	Yes	Wireless Cisco DNA On-Prem Advantage, Term, Tracker Lic	---	2	\$	-	\$	-
AIR-DNA-A-T-5Y	-	Wireless Cisco DNA On-Prem Advantage, 5Y Term, Tracker	60	2	\$	-	\$	-
ISE-BASE-T	-	ISE BASE Term License	---	50	\$	-	\$	-
ISE-BASE-TRK-5Y	-	ISE BASE Tracker Term 5Y	60	50	\$	-	\$	-
ISE-PLS-T	-	ISE PLS Term License	---	50	\$	-	\$	-
ISE-PLS-TRK-5Y	-	ISE PLS Tracker Term 5Y	60	50	\$	-	\$	-
AIR-DNA-NWSTACK-A	Yes	AIR CISCO DNA Perpetual Network Stack	---	2	\$	-	\$	-
D-CISCODNAS-ACT-T	Yes	Cisco DNA Spaces Act Term License for Cisco DNA	---	2	\$	-	\$	-

D-CISCODNAS-ACT-5Y	-	Cisco DNA Spaces ACT for Cisco DNA - 5Year	60	2	\$ -	\$ -
C9120AXE-SINGLE	-	SINGLE PACK OPTION	---	2	\$ -	\$ -
C9120-OVER	-	C9120AX OVERPACK OPTION	---	2	\$ -	\$ -
<b>AIR-ANT2544V4M-R=</b>	-	2.4GHz 4dBi/5GHz 4dBi Multi Mount Omni Ant., 4-port, RP-	---	2	\$ 428.65	\$ 857.29
<b>AIR-ANT2566P4W-R=</b>	-	2.4 GHz 6 dBi/5 GHz 6 dBi Directional Ant., 4-port, RP-	---	2	\$ 351.05	\$ 702.11
<b>DNA-XARC-OFFER</b>	-	DNA-XARC-OFFER Bundle with ISE and Stealthwatch	---	1	\$ -	\$ -
ISE-SEC-SUB	Yes	Cisco Identity Service Engine Subscription	---	1	\$ -	\$ -
<b>Initial Term - 60.00 Months   Auto Renewal Term - 0 Months   Billing Model - Prepaid Term   Requested Start Date - 03-Jan-2022   Requested End Date - 02-Jan-2027</b>						
ISE-E-LIC	Yes	Cisco Identity Service Engine Essentials Subscription	---	150	5.97	895.16
SVS-ISE-SUP-B	Yes	Basic Support for Identity Service Engine Subscription	---	1	0.00	0.00
ST-SEC-SUB	-	Cisco Stealthwatch Enterprise XaaS Subscription	---	1	0.00	0.00
<b>Initial Term - 60.00 Months   Auto Renewal Term - 0 Months   Billing Model - Prepaid Term   Requested Start Date - 03-Jan-2022   Requested End Date - 02-Jan-2027</b>						
ST-FR-100-LIC	Yes	Cisco Secure Network Analytics Flow Rate License -	---	3	\$ 8,872.05	\$ 26,616.13
SVS-ST-SEC-SUP-B	-	Embedded Online Support for Secure Network Analytics	---	1	\$ -	\$ -

	<b>Product Total</b>	\$ 111,385.60
	<b>Service Total :</b>	\$ 19,948.70
	<b>Subscription Total</b>	\$ 43,505.10
	<b>SAN DIEGO, CALIFORNIA SALES TAX (7.75%):</b>	\$ 8,632.38
	<b>(BASIS OF AWARD) GRAND TOTAL (All Inclusive of all charges e.g Tax etc.):</b>	\$ 183,471.78

**BIDDER ACCEPTS RESPONSIBILITY FOR ACCURACY AND PRESENTATION OF THE ABOVE NUMBERS.**

Read attached Request for Quote (RFQ) carefully. They are a part of your bid/ proposal. Unit prices will prevail regardless of extensions submitted by the Proposer. Proposal must be firm and valid for a minimum of 120 days from proposal due date. The following Addenda have been noted and attached hereto:

FOB POINT:

SDMTS-IADP

Att.A, AI 10, 04/14/2022

100 16th Street

San Diego, California 92101

**Bidder to check one:**

                      
x  
                    

All parts shall be delivered within thirty (30) calendar days after Purchase Order issuance.

No, I cannot meet the 30 calendar day

No, I cannot meet the 30 calendar day

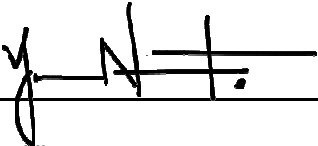
DATE:

1/25/2022

FIRM:

AT&T

SIGNATURE:

  
\_\_\_\_\_

Yvonne Nieto

TYPE OR PRINT NAME:

\_\_\_\_\_

TITLE:

CSE 3

ADDRESS:

7650 Convoy Court

CITY, STATE & ZIP:

San Diego, CA 92111

PHONE NUMBER:

858-722-9909

FAX NO.:

\_\_\_\_\_

E-MAIL ADDRESS:

[yvonne.nieto@att.com](mailto:yvonne.nieto@att.com)

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



## Agenda Item No. 11

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

April 14, 2022

#### SUBJECT:

IRIS RAPID ROUTE & STATIONS INFRASTRUCTURE 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. PWB342.0.0-22 (in substantially the same format as Attachment A), with Palm Engineering Construction Company Inc., for the Iris Rapid Route and Stations Infrastructure Construction in the amount of \$4,379,251.40 plus 10% contingency.

#### Budget Impact

The total budget for this project shall not exceed \$4,817,176.54 (\$4,379,251.40 plus 10% contingency of \$437,925.14) over the duration of the construction services as shown in the table below.

MTS Capital Improvement Project (CIP) 1009113101 – Iris Rapid - Route & Stations Infrastructure is funded by a 2018 Transit and Intercity Rail Capital Program (TIRCP) grant. At the time of award, the project design and construction costs were estimated to be \$3,865,000.00 with 80% of the funding, or \$3,092,000.00 from TIRCP. The remaining balance is funded by state and local funding.

DESCRIPTION	TOTAL BID AMOUNT	BID WITH CONTINGENCY (10%)
Base & Bid Bond– Executing	\$4,202,276.80	\$4,622,504.48
Add Alternate 1 – South Bay Park Stop	\$176,974.60	\$194,672.06
<b>Grand Total</b>	<b>\$4,379,251.40</b>	<b>\$4,817,176.54</b>



## DISCUSSION:

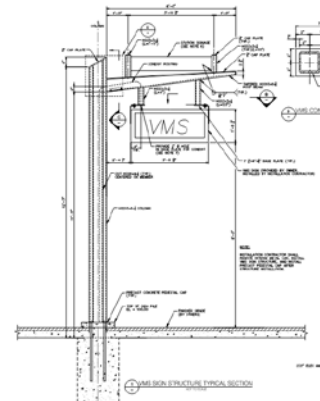
In 2018, MTS staff applied for and received a Transit and Intercity Rail Capital Program (TIRCP) grant to add a new Rapid Bus Feeder service between Imperial Beach and the Otay Mesa International Border crossing, connecting both communities to the UC San Diego Blue Line Trolley.

The new service will be called Rapid Bus Route 925, or Iris Rapid, operating at 7.5-min headways in the peak hours, with buses from the MTS South Bay Maintenance Facility (SBMF). The Iris Rapid Route and Stations Infrastructure Construction will provide new shelters and variable message signs (VMS) at fifteen (15) bus stops along the route and will include four (4) new bus bays at the Iris Avenue Transit Center.

### Recommended Iris Rapid Route



*Rapid* services are high-frequency, limited-stop routes that help move people to their destinations more quickly than traditional local bus service. They also have additional features like enhanced amenities, dedicated bus lanes and more. The Iris Rapid route will be MTS's first all-zero emission bus route. The battery-electric buses use clean technology to cut tailpipe emissions, help reduce regional greenhouse gas emissions, and travel more quietly. Instead of MTS's standard bus shelters, the Iris Rapid plans include specially designed and constructed shelters and variable messaging panels to provide a higher level of amenity than at traditional stops.





Add Alternate 1 relates to a proposed stop at the South Bay Community Park, with the above amenities, on Coronado Avenue at Saturn Boulevard. The proposed Park stop would require an expansion of the existing 5-foot sidewalk approximately 3 feet into the City of San Diego's Robert Egger Sr South Bay Community Recreation Center grass area to accommodate the bus stop infrastructure. MTS has requested permission from the City of San Diego to install the bus stop amenities at this location, but does not yet have permission to do so.

Full project construction is estimated to take 9 months; however, the shelters require a long-lead time. A shelter order will be made by the contractor in or around May 2022. Therefore, MTS will need to exercise Add Alternate 1 by that time so that the additional shelter for this location can also be ordered. If permission from the City is received by May 2022, then MTS will exercise "Add Alternate 1" to have the stop constructed at this location. If no permission is received during this time period, then no amenities would be installed, with a simple bus stop pole in the existing sidewalk right-of-way being the only installation at this location.

On October 29, 2021, staff issued an Invitation for Bids (IFB) for the construction services related to this project. The following bids were received on March 8, 2022:

COMPANY NAME	Disadvantage Business (DBE), Small Business (SB), Minority Business Enterprise (MBE) Certification	BID AMOUNT
<b>Palm Engineering Construction</b>	<b>N/A</b>	<b>\$4,379,251.40</b>
Miramar General Engineering	N/A	\$4,484,230.00
West Coast General Group	N/A	\$4,926,364.00
Tri Group Construction	N/A	\$5,127,240.00
Western Rim Constructors	N/A	\$5,413,448.01
Hazard Construction	N/A	\$5,791,417.50
AP Construction	DBE	\$6,863,872.00
<i>MTS – Independent Cost Estimate (ICE)</i>		<i>\$3,862,324.14</i>

Based on the bids received, and in comparison, with the ICE, MTS staff determined the price to be fair and reasonable. The Subcontractor Designation Form is attached (Attachment C).

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. PWB342.0-22 (in substantially the same format as Attachment A), with Palm Engineering Construction, for the Iris Rapid Route & Stations Infrastructure Construction in the amount of \$4,379,251.40 plus 10% contingency.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Draft Agreement MTS Doc. No. PWB342.0-22  
B. Bid Price Form  
C. Subcontractor Designation Form



**Metropolitan  
Transit  
System**

Att.A, AI 11, 04/14/2022

**STANDARD CONSTRUCTION AGREEMENT  
FOR  
MTS DOC. NO. PWB342.0-22  
IRIS RAPID ROUTE CONSTRUCTION**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2022, 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: PALM ENGINEERING CONSTRUCTION CO., INC. Address: 7330 OPPORTUNITY RD. STES. A & B

SAN DIEGO, CA 92111

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

Email: shauna@palmengineeringco.com

Telephone: 619-291-1495

Authorized person to sign contracts Rasoul Shahbazi President  
Name Title

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

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

**SCOPE OF WORK**

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

**IRIS RAPID ROUTE 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 **210 calendar days** from the commencement date stated in the Notice to Proceed. The Contractor shall complete all Add Alternate one (1) Work required by the Contract Documents within **210 calendar days** from the commencement date stated in the Notice to Proceed. By its signature hereunder, Contractor agrees the Contract Time is adequate and reasonable to complete the Work.

**CONTRACT PRICE**

MTS shall pay the Contractor as full compensation for the performance of the Contract, subject to any additions or deductions as provided in the Dollars (\$4,379,251.40). Payment shall be made as set forth in the General Conditions.

**PROVISIONS REQUIRED BY LAW**

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

**INDEMNIFICATION**

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

**PREVAILING WAGES**

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

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

## IRIS RAPID CONSTRUCTION BID PRICE FORM ADD 7

ITEM	PAYMENT REFERENCE	LOCATION (WB/GB/SSP)	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENSION
<b>BASE BID</b>							
1	7-3.4.1	WB	Mobilization	LS	1	\$407,750.00	\$407,750.00
2	3-12.6.5	GB	Water Pollution Control	LS	1	\$60,000.00	\$60,000.00
3	300-1.3	SP	Clearing and Grubbing	LS	1	\$220,975.00	\$220,975.00
4	402-4	GB	Utility Relocations	LS	1	\$12,500.00	\$12,500.00
5	601-7	WB	Traffic Control and Engineered Traffic Control Plans	LS	1	\$125,000.00	\$125,000.00
<b>CIVIL / SITE IMPROVEMENTS</b>							
6	201-6	GB	2 Sack Slurry	CY	19	\$220.00	\$4,180.00
7A	209-4.8.1	SSP	Install New 2-inch Water	EA	1	\$4,000.00	\$4,000.00
7B	209-4.8.2	SSP	Install New 2-inch Water Service (Allowance)	EA	1	\$16,000.00	\$16,000.00
8	300-2.9	GB	Unclassified Excavation	CY	1,230	\$50.00	\$61,500.00
9	301-2.4	GB	Crushed Aggregate Base	CY	550	\$60.00	\$33,000.00
10	301-7.2	SSP	Recycled Aggregate Base	CY	220	\$55.00	\$12,100.00
11	301-3.3.14	GB	Cement Treated Base	CY	22	\$200.00	\$4,400.00
12	302-5.9	SSP	Asphalt Concrete Pavement	TON	150	\$300.00	\$45,000.00
13	303-1.12	SSP	Type A Gravity Wall	CY	3	\$1,000.00	\$3,000.00
14	303-1.12	SSP	Install VMS Foundation (No Pole/Pedestal)	EA	1	\$8,204.00	\$8,204.00
15	303-5.9	GB/WB	6" Concrete Curb & Gutter	LF	800	\$75.00	\$60,000.00
16	303-5.9	GB/WB	6" Concrete Curb	LF	585	\$55.00	\$32,175.00
17	303-5.9	GB/WB	Concrete Bus Pad	CY	365	\$864.00	\$315,360.00
18	303-5.9	GB/WB	Concrete Cross Gutter (6')	SF	200	\$30.00	\$6,000.00
19	303-5.9	GB/WB	Concrete Sidewalk	SF	9,140	\$13.00	\$118,820.00
20	303-5.9	GB/WB	Concrete Stairs (Iris Transit Center West)	CY	5	\$1,500.00	\$7,500.00
21	303-5.10	WB	Concrete Curb Ramp	EA	7	\$5,500.00	\$38,500.00
22	303-7.5	SSP	Stamped Colored Concrete	SF	220	\$28.00	\$6,160.00
23	304-2.4	GB	Metal Hand Railings	LF	10	\$250.00	\$2,500.00
24	304-2.4	SSP	Relocate Existing Handrail	EA	2	\$2,500.00	\$5,000.00
25	304-6	WB	Reset Sign	EA	2	\$300.00	\$600.00
26	304-6	WB	Relocate Sign	EA	4	\$300.00	\$1,200.00
27	304-6	WB	Install Sign	EA	12	\$500.00	\$6,000.00
28	309-4	GB	Furnish and Install Survey Monument	EA	2	\$2,520.00	\$5,040.00
29	314-4.4.6	WB	Thermoplastic Traffic Striping	LF	575	\$19.00	\$10,925.00
30	314-4.4.6	WB	Thermoplastic Pavement Markings	SF	380	\$19.00	\$7,220.00
31	314-4.4.6	WB	Continental Crosswalks	SF	500	\$19.00	\$9,500.00
<b>LIGHTING, TRAFFIC, ELECTRICAL, &amp; COMMUNICATIONS</b>							
32	700-9.1	WB	Type A Pedestrian Barricade	EA	3	\$1,400.00	\$4,200.00
33	701-2	SSP	Traffic Signal Modification - Iris Avenue and Howard Avenue	LS	1	\$86,330.00	\$86,330.00
34	701-2	SSP	Traffic Signal Modification - Coronado Ave / Beyer Blvd / 30th St	LS	1	\$314,080.00	\$314,080.00
35	701-2	SSP	Transit Center Electrical, Communication, and Lighting	LS	1	\$127,288.00	\$127,288.00
36	701-2	SSP	Interconnect on Imperial Beach Blvd	LS	1	\$26,180.00	\$26,180.00
37	701-2	SSP	Bus Stop Electrical and Communication	LS	1	\$208,180.00	\$208,180.00
38	701-2	SSP	Pier Plaza Lighting	LS	1	\$37,380.00	\$37,380.00
<b>LANDSCAPING &amp; IRRIGATION</b>							
39	801-9	SSP	Irrigation, Planting, & Plant Establishment	LS	1	\$146,218.80	\$146,218.80
<b>DRAINAGE / STORM WATER</b>							
40	1002-15	SSP	Bioretention BMP	SF	1,610	\$75.00	\$120,750.00
<b>TRANSIT CENTER &amp; BUS STOP FURNISHINGS</b>							
41	1100-1.4	SSP	VMS Pole, Pedestal, and Foundation	EA	14	\$20,204.00	\$282,856.00
42	1100-2.4	SSP	Standard Bus Shelter	EA	4	\$45,380.00	\$181,520.00
43	1100-3.4	SSP	Small Bus Shelter	EA	8	\$80,740.00	\$645,920.00

## IRIS RAPID CONSTRUCTION BID PRICE FORM ADD 7

ITEM	PAYMENT REFERENCE	LOCATION (WB/GB/SSP)	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	EXTENSION
44	1100-4.4	SSP	Large Bus Shelter	EA	2	\$101,077.00	\$202,154.00
45	1100-5.1	SSP	Relocate Bus Shelters & Benches	LS	1	\$41,860.00	\$41,860.00
BASE BID PAYMENT AND PERFORMANCE BOND							\$122,251.00
BASE BID TOTAL							\$4,197,276.80
GB = Greenbook Spec Reference, 2018 Edition WB = City of San Diego Whitebook Spec Reference, 2018 Edition SSP = Supplementary Special Provision Reference							
ADD ALTERNATE 1							
46	300-1.3	SP	Clearing and Grubbing	LS	1	\$20,000.00	\$20,000.00
47	601-7	WB	Traffic Control and Working Drawings	LS	1	\$450.00	\$450.00
48	300-2.9	GB	Unclassified Excavation	CY	34	\$100.00	\$3,400.00
49	301-3.3.14	GB	Cement Treated Base	CY	16	\$200.00	\$3,200.00
50	303-5.9	GB/WB	6" Concrete Curb & Gutter	LF	70	\$75.00	\$5,250.00
51	303-5.9	GB/WB	Concrete Bus Pad	CY	24	\$864.00	\$20,736.00
52	303-5.9	GB/WB	Concrete Sidewalk	SF	400	\$13.00	\$5,200.00
53	304-3.4	GB	Chain Link Fence	LF	50	\$110.00	\$5,500.00
54	701-2	SSP	Bus Stop Electrical and Communication	LS	1	\$7,140.00	\$7,140.00
55	1100-1.4	SSP	VMS Pole, Pedestal, and Foundation	EA	1	\$20,204.00	\$20,204.00
56	1100-3.4	SSP	Small Bus Shelter	EA	1	\$80,740.00	\$80,740.00
57	ADD ALTERNATE 1 PAYMENT AND PERFORMANCE BOND						\$5,154.60
ADD ALTERNATE 1 TOTAL							\$176,974.60
58	BID BOND						\$5,000.00
GRAND TOTAL BASIS OF AWARD (ALL BID ITEMS)							\$4,379,251.40

Subcontractor							Any time there is a change to a Subcontractor resubmit this attachment. Any change to these forms after bid submittal must be made in accordance with Public Contract Code sections 4100 et seq., as applicable, and as permitted by MTS.						
Company Name	Type of DBE	% of Work	DIR Number	Dollar Value	Description of Work	Point of Contact First Name	Point of Contact Last Name	Email	Phone Number	Street Address	City	State	Zip
Acculine Surveying	SLBE, DBE, SB	0.2	1000013806	10,000.00	Surveying	Rudy	Pacheco	<a href="mailto:acculinesurvey@sbcglobal.net">acculinesurvey@sbcglobal.net</a>	619.843.6890	1919 Girard Ave, Suite 1G	San Diego	CA	92109
DRS Rebar	DBE, SBE, MBE	0.5	1000048191	23,938.00	Rebar cages for CIDH piles, rebar	Ruben	Sandoval	<a href="mailto:rsandoval2740@yahoo.com">rsandoval2740@yahoo.com</a>	951.415.2458	1255 Kelley Avenue	Corona	CA	92882
Statewide Stripes	SB, DBE	0.5	1000001334	22,860.75	Striping, pedestrian barricade	Sean	Bayot	<a href="mailto:sean@statewidestripes.com">sean@statewidestripes.com</a>	858.560.6887	7320 Mission Gorge Road	San Diego	CA	92120
Stanford Signs	SB, DBE	1.9	1000007234	85,000.00	Structural steel columns, beams	Albert	Franco	<a href="mailto:albertf@stansign.com">albertf@stansign.com</a>	619.523.6200	2556 Faivre Street	Chula Vista	CA	91911
Western Gardens Landscaping	SLBE, DBE, SB	2.4	1000004289	102,942.00	Landscaping, irrigation, maintenance period.	Greg	Vsailieff	<a href="mailto:greg@westerngardens.net">greg@westerngardens.net</a>	760.720.1459	4616 Pannonia Road	Carlsbad	CA	92008



## Agenda Item No. 12

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

April 14, 2022

#### SUBJECT:

LIGHT RAIL VEHICLE (LRV) BRAKE OVERHAULS – SOLE SOURCE 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. L1601.0-22, a Sole Source contract (in substantially the same format as Attachment A), with Knorr Brake Company (Knorr) to provide LRV brake overhaul services in the amount of \$6,674,370.00 for five (5) years effective May 1, 2022 to April 30, 2027.

#### Budget Impact

The total budget for this project shall not exceed \$6,674,370.00 as summarized below. This project is funded by the LRV Maintenance budget 350016-545100.

Description	Amount
Overhaul Services (Attachments B and C)	\$5,803,800.00
As-needed Out of Scope Work	\$870,570.00
<b>Total not-to-exceed</b>	<b>\$6,674,370.00</b>

#### DISCUSSION:

San Diego Trolley Incorporated (SDTI) is currently operating a fleet of 168 LRVs. These rail cars were manufactured by Siemens from 1992 through 1995 (SD100), 2005 (S70), 2012 through 2015 (SD8) and 2020 to current (SD9 and SD10). This contract is a Sole Source award to Knorr as the designer and original equipment manufacturer (OEM) of the brake system used on these rail cars. All drawings and specifications necessary to manufacture the braking system and services are proprietary to Knorr. Maintenance procedures at SDTI require that these parts and services be obtained from the OEM.

Knorr supplies braking systems that meet standards required by the rail car manufacturer as well as the standards set by SDTI. Due to the sophisticated design of the systems and the need for specialized knowledge of hydraulic braking systems for mass transit and specific to the San Diego Siemens built LRVs, it is required that only Knorr certified personnel are permitted to



overhaul this equipment. Skilled workmanship and an intimate knowledge of the equipment are necessary for an overhaul to ensure that the finished product will maintain the proper levels of reliability and safety required by SDTI. MTS staff requires the use of Knorr parts in the overhaul of this critical equipment to guarantee its integrity and reliability and minimize risk.

In October 2021, MTS received two initial pricing options from Knorr:

1. Variable cost per unit which averaged to \$48,112.25 total per car. The current forecasting requires 2-3 car sets to be overhauled each month during the period of this agreement, or \$7,216,837.50 over the life of the contract (assuming 2.5 car sets per month).
2. Fixed monthly cost to overhaul 2-3 car sets per month:
  - a. \$96,730.00 per month, fixed for all 5 years. The overall total would be \$5,803,800.00.
  - b. \$88,530.00 per month, with an annual escalation each year based on published indices. Staff reviewed this price with inflation assumptions:
    - a) 4% the total 5 year cost would be \$5,754,084.43
    - b) 5% the total 5 year cost would be \$5,870,209.61
    - c) 6% the total 5 year cost would be \$5,988,622.08

With inflation currently over 6% due to global supply chain issues and geopolitical uncertainties, this would result in increased costs for components/finished goods and commodities.

Staff deemed option 2. (a) at \$96,730.00 per month, fixed for all 5 years for a total of \$5,803,800.00 to be the most favorable option for MTS.

In addition, staff determined that the fixed monthly cost format provides the best value to MTS allowing for more efficient materials planning, budgeting, labor expenditure and forecasting. Given that this is a fixed price engagement, Knorr has included contract language with regard to capacity of the number of car sets per month that can be completed, the turnaround time for timely repairs, and has ensured that adequate levels of materials will be available for their overhauls.

The pricing structure includes the following additional services and support that typically are not included in the past per unit cost option, and are seen as a benefit to LRV maintenance, supply chain and operations groups. The additional services are:

1. Quarterly technical and engineering support on-site at MTS.
2. Standard Brake System Software updates as needed to support MTS operations and maintenance.
3. All material overhauled would be considered to be covered by warranty for the life of the contract reducing cost of repairs that would take place during the contract that may have exceeded the standard one-year warranty included with the per unit cost arrangement.
4. Repairs to other condition based internal components that are not part of a typical overhaul. This is expected to minimize out of scope work.



Out of Scope work is defined as “items that are damaged due to accident, misuse or abuse”. Under the fixed monthly price structure, typical condition-based components found to need replacement during an overhaul would not be considered out of scope, and their repair is included in the cost. Any items meeting the defined out of scope criteria will be billed separately. Historically, MTS has paid 10-15% of the annual cost for out of scope work. Based on this estimate, \$174,114.00 ( $\$5,803,800 \times 15\%$ ) / 5 years) will be added each year for as-needed out of scope work. When this is required, the Contractor will notify MTS Project Manager who will review the parts and work required and determine the fair and reasonableness of the costs before approval. Therefore, MTS has added \$870,570.00 ( $\$174,114.00 \times 5$  years) for such as-needed out of scope work.

This brings the overall contract total to a not to exceed amount of \$6,674,370.00 ( $\$5,803,800.00 + \$870,570.00$ ), a cost that MTS deems to be fair and reasonable by a comparison to the Independent Cost Estimate at \$6,593,845.00.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute MTS Doc. No. L1601.0-22, a Sole Source contract (in substantially the same format as Attachment A), with Knorr to provide LRV brake overhaul services (Attachments B and C) in the amount of \$6,674,370.00 for five (5) years effective May 1, 2022 to April 30, 2027.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Agreement Draft MTS Doc. No. L1601.0-22  
B. Scope of Work  
C. Contractor's Proposal and Pricing



# Metropolitan Transit System

## STANDARD AGREEMENT FOR MTS DOC. NO. L1601.0-22 LRV BRAKE OVERHAULS

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Knorr Brake Corporation Address: 1 Arthur Peck Drive  
Westminster MD 21158  
 Form of Business: Corporation City State Zip  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: Pamela.Sweeney@knorrbrake.com  
 Telephone: (410) 875-1409

Authorized person to sign contracts Derek Hurst Rail Sector Director  
 Name Title

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

The contract term is five (5) years effective May 1, 2022 to April 30, 2027.

Payment terms shall be net 30 days from invoice date. The total cost for the contract is \$6,674,370.00. This amount shall not be exceeded without the express written consent of MTS.

SAN DIEGO METROPOLITAN TRANSIT SYSTEM	KNORR BRAKE CORPORATION
By: <u>Sharon Cooney, Chief Executive Officer</u>	By _____
Approved as to form:	Title: _____
By: <u>Karen Landers, General Counsel</u>	



# SCOPE OF WORK/TECHNICAL SPECIFICATIONS

## 1.1. GENERAL

MTS seeks to engage with Contractor to provide brake overhaul services on its light rail vehicles per Knorr Brake Company's proposal and pricing attached as Exhibit B.

The services will be effective May 1, 2022 to April 30, 2027.

In Exhibit B, Contractor has provided its all-inclusive monthly cost which will remain fixed for a period of 5 years during this service agreement. If during the process it is determined that out of scope parts or work will be required, Contractor will quote separately, and MTS staff will review the quote for fair and reasonableness determination before the work can proceed. Out of scope work is described further in Exhibit B. MTS estimates 15% of the overall overhaul costs will be required for as-needed out of scope work, and has therefore added \$870,570.00 into this agreement.

The cost summary is shown below:

Description	Amount
Overhaul Services (Exhibit B)	\$5,803,800.00
As-needed Out of Scope Work	\$870,570.00
<b>Total Contract not-to-exceed</b>	<b>\$6,674,370.00</b>

## 1.2. EXCUSABLE DELAYS / FORCE MAJEURE

Contractor will not be liable for delays in performing its obligations to the extent the delay is caused by an unforeseeable condition, which is beyond Contractor's reasonable control, without Contractor's fault or negligence. Acts of God, such as storms or floods, as well as government priorities, acts of civil or military authorities, fires, strikes, epidemics, war or riot, are examples of events which will be excusable for being beyond Contractor's reasonable control only upon fulfillment of the following conditions: (a) within seven (7) calendar days of the commencement of any excusable delay, Contractor shall provide MTS with written notice of the cause and extent thereof, as well as request for a schedule extension for the estimated duration thereof; and (b) within seven (7) calendar days of the cessation of the event causing delay, Contractor shall provide MTS with written notice of the actual delay incurred, upon receipt of which the date of promised delivery shall be extended for the time actually lost by reason of an excusable delay.

During the time where overhauls/repairs are paused, Contractor shall not bill MTS the fixed monthly cost.

## 1.3. PAYMENT TERMS

Unless otherwise stated in the specifications or bid forms, one hundred (100%) of the monthly cost for services performed under these specifications will be paid to the Contractor within thirty (30) days after the date of invoice. Contractor has proposed a standard turnaround time for performing overhauls and repair materials is 20 working days, excluding transit time. The turnaround time frame for material that has excessive damage may be subject to extended return times to allocate for equipment lead time.  
**Advanced Payment is Not Allowable.**

## 1.4. INVOICES

Invoices must be sent to the MTS Accounting Department, via email, at [ap@sdmts.com](mailto:ap@sdmts.com). All invoices must have the Purchase Order and contract number clearly displayed to ensure timely payment. MTS will not

pay on packing slips, receiving documents, delivery documents, or other similar documents. Invoices must be submitted for payment.

Contractor must comply with the prompt payment requirements in the *Prompt Progress Payments* section of the Standard Conditions.

DRAFT



**KNORR-BREMSE**



**RAILSERVICES**

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Knorr Brake Company  
San Diego MTS Service Agreement  
KBC2104007 Rev02

## Submitted to:

Andy Goddard  
Superintendent of LRV Maintenance  
MTS  
1255 Imperial Ave, Suite 1000  
San Diego, CA 92101  
[Andy.Goddard@sdmts.com](mailto:Andy.Goddard@sdmts.com)

## Submitted by:

Pamela Sweeney  
Regional Sales Manager, RailServices  
Knorr Brake Company  
1 Arthur Peck Drive  
Westminster, MD 21157  
[Pamela.Sweeney@knorrbrake.com](mailto:Pamela.Sweeney@knorrbrake.com)

## Revision History

Revision	Date	Name	Section	Description of Change
00	Oct 21, 2021	Pamela Sweeney	All	Initial Offer
01	Mar 1, 2022	Pamela Sweeney	2.1 5.2 2.1.1 7	Painting verbiage updates DBE Out of scope updates Shipping containers
02	Mar 28, 2022	Pamela Sweeney	3.1  4.2  5.1 7  Attachment A	Lead Times, inventory and Labor verbiage updated Future scope of work added for SD10 fleet Payment Schedule updated Payment terms, project duration, and warranty period updated KBC Terms and Conditions removed and will be replaced with agreed Exhibit C & D



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## List of Abbreviations

Abbreviation	Definition
KB	Knorr-Bremse
KBC	Knorr Brake Company
KBUC	KBC Union City service center
LRV	Light Rail Vehicle
MTS	San Diego Metropolitan Transit System
OEM	Original Equipment Manufacturer
RMA	Return Material Authorization





## 1 Introduction

KBC is offering a multi-year service agreement which enhances and promotes KBC industry expertise as the leading Original Equipment Manufacturer for global rail systems. As a most valued customer KBC is offering San Diego MTS an all-encompassing service agreement that will promote a “stalwart” approach consistent and secured to allow San Diego MTS the ability to maintain their fleet with OEM support throughout the life of the service agreement. A comprehensive service agreement of this type would provide San Diego MTS with the highest level of customer service and support in addition to the overhaul service on the brake system components without having to fund the project immediately and in its entirety.

This Service Agreement with Knorr Brake will provide the San Diego MTS with both accurate and reliable budgeting and forecasting for brake system preventive and running maintenance costs by virtually reducing unplanned repairs and associated costs. San Diego MTS staff will have peace of mind knowing that they have ready access to call for support onsite in the event of critical brake system fault investigations. Included with the services, Knorr Brake is offering a review of routine maintenance schedules with the authority’s technical team, and support at quarterly onsite inspections; this enables the identification of problem conditions prior to them evolving into major issues. The benefits of securing a service agreement will include overall financial savings, streamlined communication and support, as well as improved product quality assurance over time resulting in a reduced risk of any unexpected potential future issues.

Before moving into the specific scope of work of this overhaul, we would like to re-introduce you to Knorr-Bremse, our mission, and our commitment to providing you the best service possible, backed by 100+ years of engineering and development in the rail industry. Knorr-Bremse has pursued a single mission for over 110 years; to make mobility on railways safe, sustainable, and environmentally friendly. Today the Knorr-Bremse group is the world leading manufacturer of braking systems as well as a leading supplier of multiple other safety critical subsystems for rail vehicles. Specifically, our Rail Vehicle Systems division equips mass transit vehicles such as metro cars, light rail vehicles, locomotives and long-distance passenger trains amongst others with a multitude of highly advanced products. Along with braking systems these include intelligent entrance systems, HVAC systems, Auxiliary power systems, control components, wind screen wiper systems, platform screen doors, friction material, driver assistance systems, electrical traction equipment and control technology. These systems are synergized on shared core technologies, component types, materials, a broad range of patents, comprehensive research activities and a culture focused on collaboration.

Locally, Knorr Brake Company (KBC) based in Westminster, Maryland has continuously increased its participation in the North American market and expanded rapidly since its founding in 1971. With almost 500 employees including 75 engineers, KBC is a leading partner for future modernizations of braking systems, air supply systems, HVAC, Doors, and other train subsystems. As demonstrated by a substantial amount of overhaul, modernization and upgrade projects throughout North America, Knorr continues to grow, leading the effort to support replacement of obsolete products in conjunction with improving the performance, safety, and reliability of aging equipment. In addition to our strong engineering capabilities, Knorr’s expertise in project management and field support will facilitate a seamless implementation within all Knorr product groups and ensure all deadlines are adhered to and milestones are met.

## 2 Scope of Supply and Services

### 2.1 Scope of Work and Services

This service agreement offered by KBC provides the following features:



- Quarterly Service On-Site visits by a KBC RS Engineer to include:
  - Technical advice and support on service issues
  - Support with Maintenance and continuous inspection consultations
  - Review of maintenance records and equipment failures trends and solutions
  - Ongoing Maintenance and operational training on Brakes
- Brake System Obsolescence Management “peace of mind”
  - Knorr Brake will provide support and monitor obsolescence of brake system components.
  - Knorr will inform San Diego MTS of any planned obsolescence together with our mitigation plan for maintaining the equipment in an operational state.
- Standard Software Upgrades Included
  - Knorr Brake shall provide standard software upgrades as developed by KBC Engineering.
- Friction Brake Overhaul of San Diego MTS’s fleet to be performed in line with the Knorr-Bremse overhaul quality and process requirements encompassing:
  - Disassembly
  - Cleaning of components
  - Replacing consumable and preselected material for current Knorr-Bremse overhaul requirements (e.g. elastomers, wear parts, selected fixing material and other selected items).
  - Condition Inspection of all non-kit parts prior to re-use and to be replaced based on inspection findings.
  - Parts to be painted in accordance with KBC overhaul and repair standards.
  - Reassembly utilizing new OEM wear components (e.g. ‘C’ parts). The ‘C’ parts are defined as potential wear components that are not normally included or excluded in standard KB service kits, but which are found from experience to be in need of replacement on an unpredictable and random basis resulting from service life will be included within this service agreement.
  - Testing and Final Inspection as defined in KB OEM procedures
- Repairs
  - All Service Repairs will be included within this service agreement with the exception of any damage resulting from misuse, accidents and/or abuse.
- Warranty
  - All new and overhauled parts shall be treated as “under warranty coverage” for the duration of the service agreement, subject to any damage not resulting from misuse, accidents and/or abuse.

### 2.1.1 Friction Brake System Equipment Overhaul Process

- Detailed cleaning of the friction brake system equipment
  - The first step in the overhaul process is to thoroughly clean the equipment. After the cleaning process, the equipment is moved to the hydraulic work center cell for overhaul.
- Complete the breakdown and inspection of the friction brake system equipment
  - After the cleaning is complete, the equipment is disassembled according to the overhaul instruction manual. Our certified technicians perform a full visual inspection of the equipment and all individual components that will be reused. Any issues that are found are noted and discussed with the cell leader and the hydraulic equipment team so that additional work scope can be planned.
- Detailed cleaning of friction brake system equipment components



- All components which are not replaced new are thoroughly cleaned (by hand and/or ultrasonic cleaner), visually inspected and reinstalled.
- Reassembly
  - After all reused components have been cleaned and dried, each piece of equipment will be rebuilt per its respective assembly drawings and instructions in the overhaul manuals, using the cleaned components, the overhaul kit, and replacement parts, as required.
- Overhauled friction brake system equipment validation
  - After the complete overhaul is performed, each component in the friction brake system overhaul scope is validated per the appropriate Knorr Bremse acceptance test procedure. A test log sheet is completed for each individual unit to confirm that it meets the same performance specifications as a new unit. Each log sheet is recorded and stored in our ERP system.
- Out of scope parts
  - Parts that are either missing and or damaged including 'C' parts that are not included in overhaul kits will be replaced during the overhaul process and will be considered out of scope and are included. Parts that have exceptional damage may be subject to extended lead times.

### 3 Lead Time and Delivery Plan

#### 3.1 Lead Time

As KBC has partnered with San Diego MTS to support the brake overhaul of the SD7, SD8, and SD100 fleets KBC recognizes San Diego MTS's constraints and inability to send in full carsets of material to be overhauled. Offering a service agreement allows flexibility and security for both KBC and San Diego MTS to support an unknown schedule for material to be overhauled and or repaired with the peace of mind that the service center will have the necessary kits and parts in stock creating a seamless maintenance project. Upon contract execution KBC's Project Manager will work with San Diego MTS to develop a preliminary schedule for material to be return to KBUC which will be based on San Diego MTS knowledge of the fleet's current conditions. KBUC will preorder material to support overhaul and repair activities in batches of a 6 month period utilizing the preliminary schedule as the basis for the preorder. KBC and San Diego will jointly review the preliminary schedule quarterly and adjust preorders to ensure KBC is in line with San Diego MTS visible usage.

Overhaul of equipment can begin May 1, 2022 after the Service Agreement comes into effect and the preliminary schedule is created and agreed between KBC and San Diego MTS. Standard turnaround time for performing overhauls and repair material is 20 working days, excluding transit time. The turnaround time frame for material that has excessive damage may be subject to extended return times to allocate for equipment lead time. KBC will pre-order overhaul kits and C parts creating a sufficient inventory of material to be stored at KBUC to support the overhaul of San Diego MTS SD7, SD8 and SD9 fleets. To accommodate San Diego MTS requested project start date, KBC will arrange to have material in house to support 1 carset of SD 7 and 1 carset of SD8 in May. Additionally, KBC will preorder 4 additional carsets of SD 8 material which will available and in stock at KBUC in June. A further 4 carsets of SD 8 material will be scheduled for July delivery. Upon contract execution sufficient material will be on order to support the monthly overhauls at a rate of 2.5 car sets per month. KBUC will be mobilized and fully staffed to support the 20 day turnaround timeframes which is based off KBUC receiving 2 to 3 carsets of material within the 20 day cycle. KBUC will continuously review staffing requirements for the project and will adjust accordingly to ensure San Diego MTS overhaul throughput is fully supported.

KBC will plan staffing, tooling, and floor space, specifically for your project. We will work with your teams to ensure material coming into, and out of, our facility is shipped and received in a timely manner. The KBC Return Material Authorization procedure would be followed for items that need to be returned



for service. Please reference Attachment B.

### 3.2 Customer Initiated Schedule Adjustments

KBC and San Diego MTS to agree on verbiage for schedule adjustments and or project cancellations. This proposal is based upon a start date of May 1, 2022 and a completion date of April 30, 2027 and within that period, KBC will work with MTS to offer the maximum flexibility possible to suit the operational priorities of MTS.

## 4 Itemized Parts List for Friction Brake Overhaul

### 4.1 Overhaul Scope of Supply SD7, SD8, SD9, and SD100 vehicles

Fleet	Description	Part Number	Kit Part Number	Quantity Per LRV
SD7	PT EHU	809806	809806/OH	2
	CT EHU	809807	809807/OH	1
	Selector Valve	801722	801722/OH	1
	Hand Pump	STU14387/D	STU14387/OH	1
	PT Right Brake Caliper	II/46474/U21Y	II/46474/OH	4
	PT Left Brake Caliper	II/46474/U11Y	II/46474/OH	4
	CT Right Brake Caliper	II/48491/U21Y	II/48491/OH	2
	CT Left Brake Caliper	II/48491/U11Y	II/48491/OH	2
SD8	PT EHU	812388	812388/OH	2
	CT EHU	812389	812389/OH	1
	Selector Valve	801722	801722/OH	1
	Hand Pump	STU14387/D	STU14387/OH	1
	PT Right Brake Caliper	II/46474/U21Y	II/46474/OH	4
	PT Left Brake Caliper	II/46474/U11Y	II/46474/OH	4
	CT Right Brake Caliper	II/48491/U21Y	II/48491/OH	2
	CT Left Brake Caliper	II/48491/U11Y	II/48491/OH	2
SD9	PT EHU	818009	818009/OH1	2
	CT EHU	817730	817730/OH1	1
	Selector Valve	817762	817762/OH1	1
	Hand Pump	816756/1	816756/1/OH	1
	PT Right Brake Caliper	II104138/11m	II104138/OH1	4
	PT Left Brake Caliper	II104138/21m	II104138/OH1	4
	CT Right Brake Caliper	II103209/21m	II103209/OH1	2
	CT Left Brake Caliper	II103209/11m	II103209/OH1	2
	Magnetic Track Brake	II97715	II97715/OH1	4
	Magnetic Track Brake	II97716	II97716/OH1	2
SD100	PT EHU	STU14811/S	STU14811/OH/SLC	2
	CT EHU	STU14812/S	STU14812/OH/SLC	1
	Selector Valve	STU14400	N/A	1
	Hand Pump	STU14387/S	STU14387/OH	1
	Brake Caliper	STU14443/S	808122	2
	Brake Caliper	STU14444/S	808122	2



	Brake Caliper	STU14672/S	808122	1
	Brake Caliper	STU14673/S	808122	1
SD 100 Material will not be part of the preorder materials and as such will be handled via separate communication between MTS and KBC and treated as additional out of scope work.				

## 4.2 Future scope of work

SD10	PT EHU	818009	818009/OH1	2
	CT EHU	817730	817730/OH1	1
	Selector Valve	817762	817762/OH1	1
	Hand Pump	816756/1	816756/1/OH	1
	PT Right Brake Caliper	II104138/11m	II104138/OH1	4
	PT Left Brake Caliper	II104138/21m	II104138/OH1	4
	CT Right Brake Caliper	KP1188692	KP1188692/OH1	2
	CT Left Brake Caliper	KP1188692	KP1188692/OH1	2
	Magnetic Track Brake	II97715	II97715/OH1	4
	Magnetic Track Brake	II97716	II97716/OH1	2

SD 10's will be included into the scope of work at any time during this base 5-year contract; with this addition, MTS will still maintain the rate of 2-3 car sets overhauled per month not to exceed 121 car sets for the base 5-year contract. The addition of SD 10's will not result in any cost changes. The overall contract amount and the fixed monthly costs will remain the same.



## 5 Service Agreement Pricing

### 5.1 Service Agreement Payment Schedule

The initial service agreement period is proposed to start upon contract award and to run for a period of 5 years. Services defined within this offer shall commence May 1, 2022 following the acceptance and processing of the Purchase Order by Knorr Brake Company. Additional features of this Service Agreement allocate for MTS to benefit cost reductions as KBC will absorb the preorder costs and material storage fees incurred to support the Overhaul program ensuring minimal service disruptions having material on hand. This monthly service fee will allow MTS to adequately budget as project costs are known. KBC will be responsible for all shipping costs of overhaul material to and from KBUC facility incurred during this project. Prices are fixed for a period of 5 years during this service agreement. The service agreement prices listed below are fixed for the scope provided in section 4.1. additional years and scope, which will include the SDX vehicles may be negotiated and included into this service agreement up to six months before the initial 5 years contract expires. This service fee will include all points in section 2.1 Scope of Service Agreement. This service agreement price will follow the pricing defined below.

Calendar years	Monthly Payments	Total
2022-2027	\$96,730	\$5,803,800

### 5.2 DBE

The pricing for this commercial proposal does not contain any DBE content.

## 6 Quality Assurance, Qualifications, and Program Management

### 6.1 Quality Assurance

KBC and KBUC are committed to comply with and to continuously improve the effectiveness of our Quality Management System, and we are dedicated to providing quality products and services that meet or exceed our customer's expectations. The Quality Assurance department consists of the Quality Director and a staff of 20 individuals responsible for all aspects of product quality control and the overall quality system of the business through the implementation and continuous improvement of effective business processes. In addition, resources from outside the department are utilized for special project requirements and maintain a dotted-line relationship to the Director of Quality Assurance.

KBUC uses internal processes for each of the functional steps within these types of overhaul projects. The below project flow outlines the key aspects of this project.



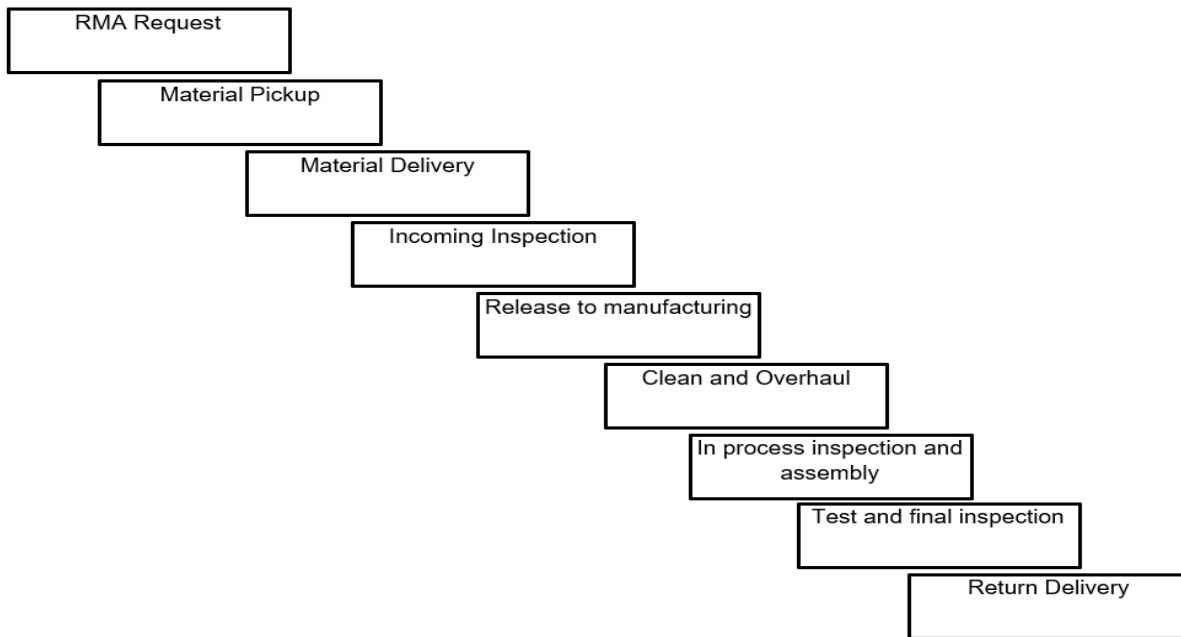


Figure 1 Overhaul Project Key Steps

At the start of any overhaul project, RMA requests drive the release of material to KBUC for the overhaul of the Brake system components. Please refer to Attachment B for the RMA process flow chart that will be applied on this project.

To begin the process, MTS will provide an RMA request to KBUC indicating the components ready for overhaul, and KBUC will arrange for the equipment to be picked up.

When the brake components arrive at KBUC, they will be inspected for damage and completeness during the incoming inspection process. In the event a unit is missing parts or is damaged, a non-conformance document will be created, and MTS will be notified. In the event the returned equipment is complete and in good condition, it will be released to manufacturing to start the overhaul.

The overhaul process outlined in section 2.1.1 Scope of Supply and Services will be executed during the overhaul and re-assembly.

In-process inspections ensure that each required step is completed prior to functional testing and final inspection. The in-process inspections are carried out either by the process operators themselves (self-inspection) or by Quality Assurance, depending upon the complexity and criticality of the operation.

After the in-process assembly inspections, Quality Assurance will perform a final inspection before the product is released for shipment back to MTS.

Final verification testing is performed and documented by members of the Assembly group. The test may be audited or monitored by Quality Assurance. Test data sheets are completed, signed by the operator, and included in the Production Order packet. All final inspections and testing are performed in accordance with documented procedures that assure the compliance of the finished product to the Knorr Bremse overhaul specifications. The final inspection includes the verification that all in-process inspections (if applicable), and tests have been performed and are documented properly.

All the KBUC brake system components assembled will be inspected at 100% with the use of inspection check sheets and snag issue sheets.



Knorr Brake Company  
 San Diego MTS Service Agreement  
 KBC2104007 Rev02

When the product is accepted for release by the QA inspector, an electronic entry will be made in the SAP database, and the Production Order will be QA stamped for acceptance. Any test data sheets contained in the Production Order packet are removed, reviewed, and QA stamped when accepted. The test sheets will be then scanned into an electronic document storage location for record retention and later retrieval, if needed.

Upon successful completion of the Final Inspection and verification testing the unit will be prepared for return to MTS via the RMA closure process.

#### 6.1.1 Quality Qualifications

KBC is certified to the following standards: ISO/TS 22163, ISO 9001(copy of certificate is included below), ISO 14001, ISO 45001, ISO 50001, RAMS DIN EN 50126.

In addition, KBC is certified to IRIS Rev. 03 and has achieved qualification of CMMI Maturity level 2.

#### 6.1.2 Program Management

Knorr Brake Company supports carbuilders and authorities in the design, manufacture, overhaul and quality control for the brake system by utilizing a matrix organization. The Project Manager assigned to your project is responsible for the coordination of all activities supporting the project. This provides one point of contact for all MTS Overhaul related activities, assuring that the requirements of the project are achieved. This method of management has been effectively practiced on all of Knorr Brake Company's major contracts. The Project Manager (PM) is responsible to ensure that the objectives of the Project are met, especially those regarding on-time deliveries, accuracy of documentation, product quality, schedule, contract requirements all to MTS satisfaction. The KBUC RS service center manager, will be MTS day to day point of contact and a program manager will be assigned to this project to oversee all overarching activities with the overhaul project. As demonstrated in previous projects, this organizational structure has proven to be successful in ensuring responsive and effective co-ordination between MTS and KBC. Upon project execution, KBC program manager will work directly with MTS to finalize a detailed project schedule and material requirements. . KBC will work directly with MTA to plan and execute the agreed schedule. KBC, KBUC and MTS will conduct bi- monthly meetings to ensure schedule and quality requirements are met. The flow chart in section 5.1 above outlines how material will be returned to KBUC, serviced, and overhauled then returned to MTS. If during the process it is determined that out of scope parts or work will be required, the manager of the KBUC facility will contact MTS with a quote to support the out of scope parts.





Knorr Brake Company  
 San Diego MTS Service Agreement  
 KBC2104007 Rev02

## 7 Commercial Conditions

The general terms of sales and supply related to this proposal are contained within Attachment A. If there are any discrepancies between our general terms and any part of this commercial proposal, the statements in this commercial offer shall take precedence.

- Shipping Terms:** KBC Union City, CA will be responsible for inbound and outbound freight CIP Incoterms 2020. Shipping containers to be supplied and maintained by San Diego MTS. KBC will reuse and return all material in San Diego MTS crates.
- Price validity:** Pricing provided in Section 5 of this offer is valid through 3/31/22.
- Payment Terms:** Payment will fall due 30 days after date of invoice (30 days net). Invoices will be issued on a monthly basis with the first invoice issued at the end of May 2022.
- Project Duration:** This proposal is based upon all overhaul work being completed no later than 4/30/27.
- Warranty Period:** Equipment and services provided under this Service Agreement will be covered by a minimum of a 2-year warranty against defects in workmanship/material, but all products and services provided during the period of the Service Agreement will remain under warranty through to the completion date of the base Service Agreement, or for 2 years, whichever is the later date.  
 In the event of this service agreement being terminated for any reason, the warranty shall revert to 1 year from the delivery of the product or service by Knorr Brake.
- Liability:** The Liability of KBC out of or in connection with this project shall be limited to a maximum of 5% per event and to a maximum 20% in total of the order value. KBC shall in no case be liable for any consequential damages – especially but not limited to stoppage of production/service or loss of profit – or any other claims. This limitation and exclusion of liability shall apply to the extent consistent with Federal law.
- Proprietary Rights:** We reserve all proprietary rights and copyrights for all information revealed, especially but not limited to documents, data, drawings, samples, designs, plans, methods or there like in whatever form. They must not be accessible to a third party without explicit written permission from Knorr Brake Company.

Nothing in this offer, except as expressly granted, shall be deemed as the granting of a license or a right to use exceeding the subject of this offer.



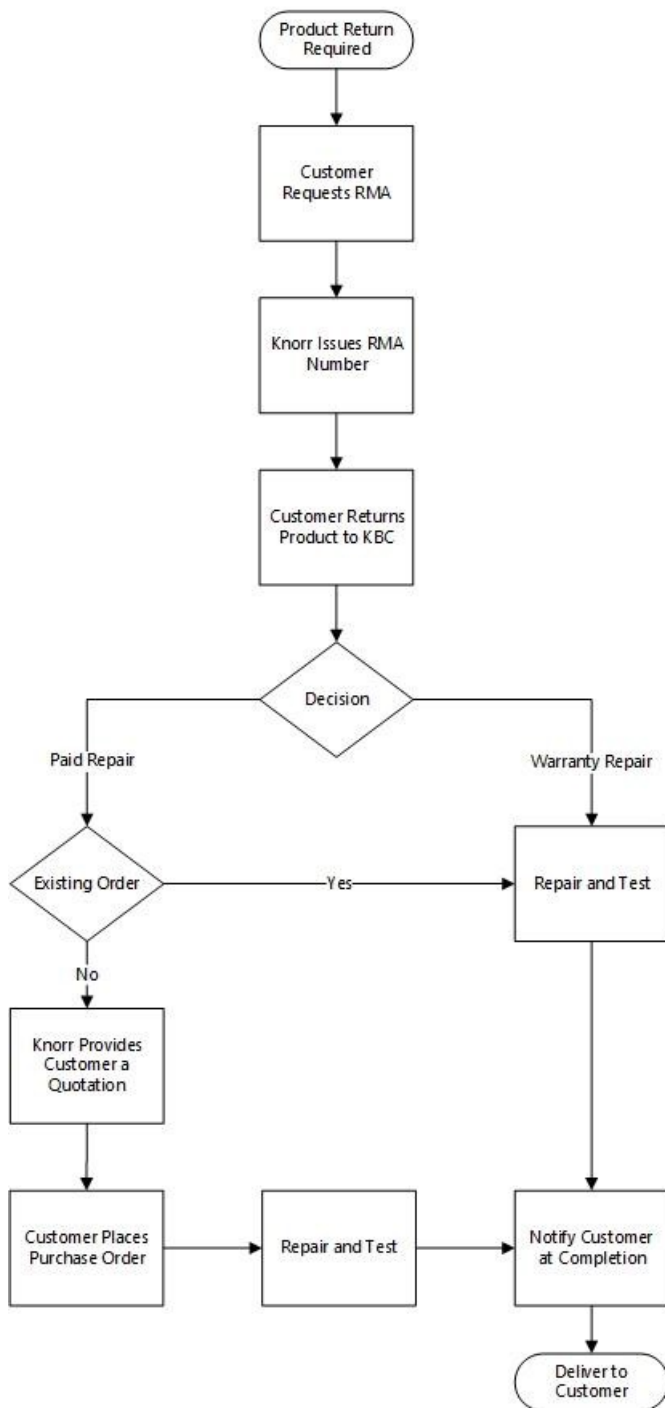
Knorr Brake Company  
San Diego MTS Service Agreement  
KBC2104007 Rev02

Attachment A – Terms and Conditions will be captured in Exhibits C & D

## Attachment B – RMA Process

Knorr Brake Company  
San Diego MTS Service Agreement  
KBC2104007 Rev02

### Knorr RMA Process





## Agenda Item No. 13

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

April 14, 2022

**SUBJECT:**

DESIGN SERVICES FOR THE GREEN LINE IMPERIAL TERMINAL (IMT) DOUBLE TRACK PROJECT – WORK ORDER AMENDMENT

**RECOMMENDATION:**

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Work Order Amendment WOA1949-AE-31.06 under MTS Doc. No. G1949.0-17 (in substantially the same format as Attachment A) with Jacobs Engineering Group, Inc. (Jacobs) in the amount of \$191,646.65 for bid support, and design support during construction (DSDC) services for the Bayside Terminal Double Track project.

Budget Impact

The total budget for this project shall not exceed \$1,274,253.65. This project is funded by the MTS Capital Improvement Project (CIP) 2005108201 – Green Line IMT Double Tracking.

Work Order No.	Purpose	Amount	Board Approval Date
WOA1949-AE-31	Original Work Order	\$706,805.56	02/14/2019, Item 10
WOA1949-AE-31.01	Increase Hourly Rates (Survey)	\$269.46	11/12/2020, Item 19
WOA1949-AE-31.02	No Cost Time Extension	\$0.00	n/a
WOA1949-AE-31.03	Exercise Alternative Design	\$20,142.01	11/12/2020, Item 19
WOA1949-AE-31.04	Project Management, Additional Design, and Bid Support	\$79,474.41	11/12/2020, Item 19
WOA1949-AE-31.05	Design Support During Construction (DSDC)	\$275,915.56	11/12/2020, Item 19
WOA1949-AE-31.06	Bid support and DSDC services.	\$191,646.65	Today's Proposed Action
<b>Total:</b>		<b>\$1,274,253.65</b>	



## DISCUSSION:

MTS contracted with Jacobs to provide design services to double track the Bayside Terminal on the Green Line located at 12th and Imperial Avenue. The present Green Line terminus at the 12<sup>th</sup> and Imperial Transit Center has one track which can result in train congestion and delays. The additional track will allow two trains to occupy the station, providing more flexibility for operations, improvement in on-time performance, and more easily accommodate special event schedule changes. The additional track will allow maintenance work and track service to occur on one track without impacting passengers and operations.

On February 14, 2019 (AI 10), the MTS Board authorized a contract with Jacobs for design services for Bayside Terminal Double Track project. At the start of the design process, the Jacobs design team focused on the original MTS track configuration. As design progressed from 30% complete to 60% complete, and the team submitted cost estimates for the proposed work, the project cost was exceeding the project budget. The Jacobs and MTS team conducted a joint evaluation of alternate track layout previously submitted by Jacobs as part of their original proposal, and determined the alternative layout would provide the same operational flexibility with a lower construction cost. In addition, the team determined the alternate configuration could be expanded in future years with the addition of a third track. Finding the short-term cost saving measure also provides longer term flexibility and room for additional growth made the change in design the MTS staff recommended option.

Thus, Amendment 3 adopted the “Jacobs Alternative” design, at a slight cost increase, to significantly reduce overall construction costs.

Amendment 4 provided additional design services for a more direct pedestrian connection between the passenger platform and 11<sup>th</sup> Avenue, to accommodate passengers headed to the ball park area and local business and hotels. The amendment also included design support during the bid process, to answer questions from prospective construction firms.

Amendment 5 included the provision of DSDC for the construction contract which was expected to be awarded in 2021. Staff solicited competitive bids for the project in 2021, but the bids received far exceeded the anticipated and available budget. Under the funding authority granted by Amendment 5, staff then worked with Jacobs to remove some of the project scope and divide the remaining scope into a base bid with two add alternates to account for potential budgetary constraints. The project was then bid again, using the modified scope. During the over 3 month bid process, Jacobs assisted by responding to bidder questions and providing design clarification as needed. MTS received bids in late October 2021 and a construction contract was approved for WCGG, a Joint Venture on December 16, 2021 (AI 14).

Under proposed work order Amendment 6, additional funds are being added to account for the services needed now that construction is getting underway. Also, Jacobs shall DSDC for add alternate 1. Jacobs will utilize one subcontractor: Pacific Rail Enterprises (a Disadvantaged Business Enterprise (DBE)) in the amount of \$16,134.72.

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

The original work order was the culmination of a competitive selection process via a Request for Proposals (RFP) to approved A&E firms, in which Jacobs was selected as the most qualified firm.

The proposed amount of the amendment was \$191,646.65 which was \$1,914.99 less than MTS's Independent Cost Estimate (ICE) of \$193,561.64.

Therefore, staff recommends that the MTS Board of Directors Authorize the CEO to execute Work Order Amendment WOA1949-AE-31.06 under MTS Doc. No. G1949.0-17 (in substantially the same format as Attachment A) with Jacobs in the amount of \$191,646.65 for bid support, and DSDC services for the Bayside Terminal Double Track project.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Draft Work Order Amendment WOA2075-AE-31.06



**Metropolitan  
Transit  
System**

April 14, 2022

MTS Doc. No. G1949.0-17  
Work Order No. WOA1949-AE-31.06

Jacobs Engineering Group, Inc.  
Tim Smith, Vice President  
725 West Town & Country Road, Suite 300  
Orange CA, 92868

Dear Mr. Smith:

Subject: AMENDMENT NO. 6 TO WORK ORDER WOA1949-AE-31, MTS DOC. NO. G1949.0-17  
GENERAL ENGINEERING DESIGN SERVICES TO DOUBLE TRACK THE BAYSIDE  
TERMINAL

This letter shall serve as Amendment No. 6 to Work Order WOA1949-AE-31 to MTS Doc. No. G1949.0-17, for professional services under the General Engineering Consultant Agreement, as further described below.

#### SCOPE OF SERVICES

This amendment repackages bid set and estimate and specifications into three distinct packages to provide flexibility based on programmed budget for construction (Attachment A).

#### SCHEDULE

There shall be no change to the schedule as a result of this amendment. The schedule shall remain in effect through June 30, 2023.

#### PAYMENT

This amendment shall increase the current payment amount of \$1,082,607.00 by \$191,646.65 (Attachment B). Payment for bid support and DSDC services shall be based on actual costs. The revised Work Order amount shall not exceed \$1,274,253.65 without prior authorization from MTS.



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

Sincerely,

Accepted:

Sharon Cooney  
Chief Executive Officer

\_\_\_\_\_  
Tim Smith  
Jacobs Engineering Group, Inc.

Date: \_\_\_\_\_

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





## Agenda Item No. 14

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

April 14, 2022

#### SUBJECT:

MS4 PHASE II MUNICIPAL PERMIT- WORK ORDER AMENDMENT

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Amendment No. 3 to Work Order 13.02 to MTS Doc. No. G1492.0-13 (in substantially the same format as Attachment B), with WSP, in the amount of \$105,350.00 to extend the as-needed MS4 Phase II compliance services for one (1) additional year.

#### Budget Impact

The total budget for this project shall not exceed \$1,423,450.00. This project is funded by the Storm Water Operations Budget 122010 – 571140.

#### DISCUSSION:

State law gives the California Regional Water Quality Control Board (SCRWQC) authority to regulate water quality. The SCRWQC does this partially by establishing regulations and requiring public agencies to obtain a permit for storm water discharges. MTS was enrolled as a permittee under the SCRWQC's MS4 general permit. As a permittee, MTS is required to have a formal plan committing to various storm water management, monitoring, reporting, education/outreach, illegal discharge detection and elimination, construction site requirements, and pollution prevention measures.

On June 9, 2016 (AI 6), the MTS Board of Directors awarded Parsons a Work Order for the provision of MS4 Phase II Municipal Permit compliance services. These services included the development and implementation of a systemwide comprehensive storm water plan and program. The plan and program are necessary to ensure MTS is in compliance with the MS4 Phase II Municipal Permit. The initial term of the Work Order was from July 1, 2016 to June 30, 2021.



On December 16, 2016, the CEO approved Amendment 1 to the Work Order that inserted prevailing wage, subcontractor, substitution of security, and assignment requirements to the terms and conditions, and add excavation requirements to the scope of work to the agreement. There was no cost to these changes.

On June 12, 2020, the CEO approved Amendment 2 to the Work Order that extended the term of the work to June 30, 2022. There was no cost to these changes.

Today's proposed Amendment 3 would extend the agreement to June 30, 2023 and add funds. The scope of services remains unchanged. The Amendment is necessary to ensure continued MS4 Phase II compliance services, and allow adequate time for new MTS staff training.

The Work Order and Amendments are summarized below:

Work Order No.	Purpose	Amount	Subs	Board Approval Date
13.02	Original Work Order	\$1,318,100.00	None.	6/9/16 (AI 6)
13.02.01	Term and Scope revisions.	\$0.00	None	CEO approval 12/16/16 per Board Policy No. 41
13.02.02	No cost time extension	\$0.00	None	CEO approval 6/12/20 per Board Policy No. 41
13.02.03	Extension of services for 1 additional year	\$105,350.00	None	Today's Proposed Action
	<b>Total</b>	<b>\$1,423,450.00</b>		

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to execute Amendment No. 3 to Work Order 13.02 to MTS Doc. No. G1492.0-13 (in substantially the same format as Attachment B), with WSP, in the amount of \$105,350.00 to extend the as-needed MS4 Phase II compliance services for one (1) additional year.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. MTS Doc. No. G1492.0-13, Work Order 13.02.01  
B. Draft MTS Doc. No. G1492.0-13, Work Order 13.02.03



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

ORIGINAL

December 15, 2016

MTS Doc. No. G1492.0-13  
Work Order 13.02.01

Mr. Rex Plummer  
Project Manager  
Parsons Brinckerhoff, Inc.  
401 B Street, Suite 1605  
San Diego, CA 92101

Dear Mr. Plummer:

Subject: MTS DOC. NO. G1492.0-13, AMENDMENT 1 TO WORK ORDER 13.02; GENERAL  
ENGINEERING AND REAL ESTATE SERVICES FOR MS4 PHASE II MUNICIPAL  
PERMIT COMPLIANCE SERVICES

This letter shall serve as Amendment 1 for Work Order No. 2 to our agreement for professional services, under the General Engineering Consultant Agreement, MTS Doc. No. G1492.0-13, as further described below.

### SCOPE OF SERVICES

- 1) Provide general engineering services incorporating prevailing wage requirements as attached in Attachment C, Prevailing Wage.
- 2) Add the following provisions to the Scope of Services:

#### EXCAVATION

Excavations Four (4) Feet or More in Depth: Per Cal. Pub. Con. Code 7104, if the Work involves excavating trenches or other excavations that extend deeper than four (4) feet below the surface, Contractor shall promptly, and before the excavation is further disturbed, notify MTS in writing of any of the following conditions:

- i. Material that the Contractor believes may be material that is hazardous waste, as defined in section 25117 of the Health and Safety Code, that is required to be removed to a Class I, Class II, or Class III disposal site in accordance with provisions of existing law.
- ii. Subsurface or latent physical conditions at the site differing from those indicated.
- iii. Unknown physical conditions at the site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in work of the character provided for in the Contract.



## SUBCONTRACTORS

The name, address, the California contractor license number and the portion of the work that will be done by each subcontractor who will perform work or labor or render service to the prime contractor must be provided to MTS. If Contractor fails to specify a subcontractor in the bid or contract documents, the Contractor agrees that he or she is fully qualified to perform that portion himself or herself, and that the prime contractor shall perform that portion himself or herself.

## ASSIGNMENT TO MTS

Pursuant to Public Contract Code Section 7103.5, in entering into a public works contract or subcontract to supply goods, services, or materials pursuant to a public works contract, Contractor or subcontractor offers and agrees to assign to MTS all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 USC, Section 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from the purchase of goods, services, or materials pursuant to this contract or any subcontract.

## SUBSTITUTION OF SECURITY

MTS will retain a percentage of each progress payment as provided by the Contract Documents. At the request and expense of the successful Bidder, MTS will substitute securities for the amount so retained in accordance with Public Contract Code Section 22300.

## SCHEDULE

The period of performance remains unchanged.

## PAYMENT

Payment remains unchanged in accordance with the negotiated costs as originally agreed to by the Parties.

Please sign below, and return the document marked "Original" to the Contracts Specialist at MTS. All other terms and conditions shall remain the same and in effect. Retain the other copy for your records.

Sincerely,



Paul C. Jablonski  
Chief Executive Officer

Date: 12/16/16

Attachment: Attachment C – Prevailing Wage

Accepted:



Rex Plummer  
Parsons Brinckerhoff, Inc.

Date: 12/22/2016

Prevailing Wage

A. PUBLIC WORK

Work performed by Contractor and Subcontractor in accordance with this Contract may be a public work under California Labor Code, 1720, et seq. All public work projects are subject to compliance monitoring and enforcement by the Department of Industrial Relations (DIR).

The following requirements listed in this section apply to any bid or proposal submitted on or after March 1, 2015 and any contract for public work entered into on or after April 1, 2015:

A contractor or subcontractor shall not be qualified to bid on, be listed in a bid or proposal subject to the requirements of Public Contract Code, 4104, or engage in the performance of any contract for public work unless currently registered and qualified by the DIR to perform a public work project pursuant to Labor Code, 1725.5. (Labor Code, 1771.1 subd. (a)).

MTS will not accept a bid or enter into any contract or subcontract without proof of the Contractor and Subcontractor's current registration to perform public work pursuant to Labor Code, 1725.5. (Labor Code, 1771.1 subd. (b)). If a contract is entered into with an unregistered contractor or subcontractor, the contract shall be subject to cancellation, but shall not be voided solely for failure to comply with Labor Code, 1725.5 or 1771.1.

If an unregistered contractor submits a bid that is authorized by Business and Professions Code, 7029.1 or by Public Contract Code, 10164 or 20103.5, it will not be violation of Labor Code, 1771.1 so long as the contractor is registered at the time the contract is awarded.

If by inadvertent error an unregistered subcontractor is listed in a bid proposal, it shall not be grounds for filing a bid protest or grounds for considering the bid nonresponsive, provided that any of the following apply: 1) subcontractor is registered at bid opening; 2) within 24 hours after the bid opening, the subcontractor is registered and has paid the penalty registration fee; or 3) the subcontractor is replaced by another registered subcontractor pursuant to Public Contract Code, 4107.

To register with the DIR, use the following link: <http://www.dir.ca.gov/Public-Works/PublicWorks.html>.

B. PREVAILING WAGE

(1) Payment of Prevailing Wage

If work performed under this Contract is a public work, state prevailing wages may be applicable. When applicable, the Contractor shall pay its employees the general prevailing rate of wages as determined by the Director of the DIR for all public works projects (See Labor Code, 1771, 1774).

It is the sole responsibility of Contractor to ensure that all workers who perform work pursuant to this Contract are paid the correct rate of prevailing wages. This includes ensuring compliance with the requirements relating to the employment and payment of prevailing wage to apprentices, in accordance with Labor Code, 1777.5. Noncompliance with state prevailing wage regulations may be subject to penalties, as prescribed in Labor Code, 1775, 1776, 1813 and 1815.

If Contractor will receive federal funds, this Contract may also be subject to the payment of prevailing wages pursuant to the Davis-Bacon Act, 40 U.S.C. 3141 et seq., and other federal laws. When working on a federally funded project, Contractor shall ensure that all workers entitled to the payment of prevailing wages receive the higher of the applicable

State or federal prevailing wage.

MTS has obtained from the Director of the DIR general prevailing wage determinations for the locality in which work is being performed. These determinations are on file and available at MTS' offices located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, and are available from the DIR on the internet at <http://www.dir.ca.gov/DLSR/PWD/>. Federal prevailing wage rates are available from the U.S. Department of Labor on the internet at [www.access.gpo.gov](http://www.access.gpo.gov).

(2) Certified Payroll

If work performed under this Contract is a public work, each Contractor and Subcontractor shall comply with Labor Code, 1776 regarding maintaining accurate payroll records. This includes certifying the payroll records and making the certified payroll records available for inspection or furnishing upon request.

(3) Job Site Notice

For all public work contracts awarded on or after January 1, 2015, the prime contractor shall post a notice at each job site stating prevailing wage rates will be enforced in accordance with 8 CCR 16451 subd. (d). In addition, the prime contractor shall post a notice at each job site of the applicable DIR prevailing wage rates in accordance with Labor Code, 1773.2.

Labor Compliance

Before invoicing MTS, the successful Prime Contractor shall provide a copy of the invoice and an original copy of the labor compliance documents to MTS Labor Compliance Consultant for review and approval to the following address:

Teresa Gonzalez-White  
3439 Via Beltran  
San Diego, CA 92117

For questions regarding Prevailing Wage, please contact Teresa Gonzalez-White at (619) 518-1821 or by e-mail at [tgwhite@sprintmail.com](mailto:tgwhite@sprintmail.com).

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
DESIGNATION OF SUBCONTRACTORS - GOODS and/or SERVICES**

List Subcontractor participants below. If 100% of item is not to be performed or furnished by subcontractor, describe exact portion of item to be performed or furnished by subcontractor. The successful bidder must execute and return this form even if no subcontractor participation will be reported:

Subcontractor Company Name	Address	Description of Work	% of Work	Contractor License or Certificate Number	DBE, WBE, MBE, DVBE, SB, LGBT
Downstream Services, Inc	2855 Progress Place, Escondido, CA 92029	Storm Filter Vault Maintenance at IAD Facility	100%	807953	SB
Whitson CM Contracting & Management, Inc.	11021 Via Frontera, Ste E San Diego, CA 92127	Storm Filter Installation and Erosion Control at KMD and LRV Yard	100%	823289	SB

Date: 12/22/2016 Firm: Parsons Brinckerhoff, Inc.

By: Richard S. Bottcher, P.E.

Signature: *Richard S. Bottcher*

Title: Senior Engineering Manager

State or federal prevailing wage.

MTS has obtained from the Director of the DIR general prevailing wage determinations for the locality in which work is being performed. These determinations are on file and available at MTS' offices located at 1255 Imperial Avenue, Suite 1000, San Diego, California 92101, and are available from the DIR on the internet at <http://www.dir.ca.gov/DLSR/PWD/>. Federal prevailing wage rates are available from the U.S. Department of Labor on the internet at [www.access.gpo.gov](http://www.access.gpo.gov).

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# Metropolitan Transit System

April 14, 2022

MTS Doc. No. G1492.0-13  
Work Order No. 13.02.03

WSP USA Inc.  
Ms. Patti Boekamp  
Area Manager  
401 B Street, Suite 1650  
San Diego, CA 92101

Dear Ms. Boekamp:

Subject: AMENDMENT NO. 3 WORK ORDER 13.02, MTS DOC. NO. G1492.0-13, GENERAL  
ENGINEERING AND REAL ESTATE SERVICES FOR MS4 PHASE II MUNICIPAL PERMIT  
COMPLIANCE SERVICES

This letter shall serve as Amendment No. 3 to Work Order 13.02 to MTS Doc. No. G1492.0-13, for professional services under the General Engineering Consultant Agreement, as further described below.

## SCOPE OF SERVICES

As a result of this amendment, the Scope of Services has been updated to include the as-needed MS4 Phase II Municipal Permit Compliance Services for the extended period of performance (Attachment A).

## NEGOTIATED RATES

Classifications listed in Schedule B - Fee & Payment Schedule (2022-2023 Ranges) have been updated to include a 3.0% increase as part of this amendment.

## SCHEDULE

This amendment shall add an additional year to the Work Order. The new completion date shall be June 30, 2023.

## PAYMENT

As a result of this Amendment the payment shall be increased by \$105,350.00. The total payment under this Work Order shall not exceed \$1,423,450.00 without prior authorization from MTS. Payment shall be based on actual costs.



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

Sincerely,

Accepted:

Sharon Cooney  
Chief Executive Officer

\_\_\_\_\_  
Patti Boekamp  
WSP USA Inc.

Date: \_\_\_\_\_

Attachments: A - Scope of Services  
B - Schedule B - Fee & Payment Schedule (2022-2023 Ranges)

DRAFT

**ATTACHMENT A  
SCOPE OF SERVICES**

DRAFT

## MTS MS4 SUPPORT SCOPE OF WORK

FY 2022/2023

### TASK 1 PROGRAM MANAGEMENT

- Monthly Meetings
  - Prepare draft agenda for review
  - Submit final agenda
  - Participate in meeting
- Invoice/Progress Report
  - Submit monthly invoice and progress report to MTS

### TASK 2 MS4 SUPPORT SERVICES

Provide regulatory support associated with the Small MS4 General Permit Water Quality Order 2013-0001-DWQ and amendments. Regulatory support may include but is not limited to the following:

- Annual Report
  - Prepare draft Annual Report on SMARTS
  - Download in PDF file format for review by MTS and outside legal counsel
  - Incorporate comments and prepare final Annual Report
  - Submit final Annual Report to MTS approved signatory for certification on SMARTS
- SWPPP/WQTR Review
  - Review SWPPP and WQTRs as requested
  - Submit comment matrix to MTS
  - Review response to comments
  - Attend meetings as needed for final comment resolution
- Treatment BMP Inspections
  - Inspect Treatment BMPs as requested by MTS
  - Complete MTS Inspection form and submit with photos to MTS within five (5) days after the inspection
- Training Development
  - Develop draft and final slide decks on training pertaining to MS4 Permit compliance as requested by MTS
  - Deliver training to MTS as requested
- Track MS4 Permit Requirements
  - Track required training, inspections and permit reporting requirements on a monthly basis
  - Provide updates to MTS Environmental Health Specialist to ensure MTS compliance with MS4 Permit reporting requirements
- Annual Guidance Updates
  - Update MTS MS4 Guidance documents based on changes to MTS facilities or modifications to the MS4 Permit
  - Submit changes in draft form and submit final based on comments from MTS
- Total Maximum Daily Loads (TMDL) Compliance Implementation
  - Support MTS with implementation of TMDL monitoring requirements
  - Support MTS with any coordination for sampling and analysis of TMDL pollutants of concern such as total suspended solids and bacteria

**ATTACHMENT B  
SCHEDULE B - FEE & PAYMENT SCHEDULE (2022-2023  
RANGES)**

DRAFT

## Schedule B - Fee & Payment Schedule (2022-2023 Ranges)

RFQ No.: 5001817Firm Name: **WSP USA, Inc.** (formerly Parsons Brinckerhoff (PB))Rates Applicable to Contracts: 5001900 - 5001914Approved Consultant under Contract No.: 5001903, 5001904, 5001909Last Updated: 5/6/2020

5001904	
Parsons Brinckerhoff	
<b>OH Rate (%)</b> :	158.00%
Parsons Brinckerhoff	
<b>OH Rate (%)</b> :	158.00%
<b>Fee (%)</b> :	8.125%
<b>Multiplier</b> :	2.7896

Contract Classification (The Contract Classification must be used when invoicing)	Max Actual Hourly Rate	Max Loaded Rate	
		Contract	(8/1/2022 - 7/31/2023)
Admin 1	\$ 31.83	5001904	\$ 99.93
Admin 2	\$ 42.44	5001904	\$ 133.24
Admin 3	\$ 53.05	5001904	\$ 166.55
Architect 1	\$ 37.13	5001904	\$ 116.58
CADD 1	\$ 21.22	5001904	\$ 66.62
CADD 2	\$ 58.35	5001904	\$ 183.20
CADD 3	\$ 63.65	5001904	\$ 199.86
Designer 1	\$ 42.44	5001904	\$ 133.24
Drafter 1	\$ 21.22	5001904	\$ 66.62
Engineer 1	\$ 47.74	5001904	\$ 149.89
Engineer 2	\$ 53.05	5001904	\$ 166.55
Engineer 3	\$ 58.35	5001904	\$ 183.20



## Agenda Item No. 15

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

April 14, 2022

#### SUBJECT:

40-FOOT LOW-FLOOR ELECTRIC BUS – CHARGEPOINT CPE 250 CHARGER 3-YEAR  
EXTENDED WARRANTY CONTRACT AMENDMENT

#### RECOMMENDATION:

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

- 1) Ratify Amendment 5 to MTS Doc. No. B0688.0-18 in the amount of \$223.15 (Attachment A), and
- 2) Execute Amendment No. 6 to MTS Doc. No. B0688.0-18 (in substantially the same format as Attachment B) with New Flyer of America Inc. (New Flyer), in the amount of \$133,200.00 for a Chargepoint CPE 250 Charger 3-year warranty extension.

#### Budget Impact

The current board approval amount of \$6,221,171.23 will increase to a not-to-exceed amount of \$6,354,371.23. The funding for the amendments is allocated under the following operating cost centers. Amendment No. 6 is summarized below:

Location	Funding	Amount
Imperial Avenue Division (IAD)	902014-130010	\$66,600.00
Kearny Mesa Division (KMD)	902014-130010	\$22,200.00
South Bay Division (SB)	902012-130010	\$22,200.00
El Cajon Division (EC)	902012-130010	\$22,200.00
Total		\$133,200.00



DISCUSSION:

MTS contracted with New Flyer to purchase six (6) battery electric buses and up to twelve (12) electric depot charger units for the Zero Emission Bus (ZEB) pilot program. In order to operate the electric buses, depot chargers are required.

MTS has purchased twelve (12) depot chargers. Today's proposed action, approving Amendment 6, extends the warranty for three (3) years as shown below:

- 1) Imperial Avenue Division (IAD) - 6 chargers: Extended warranty begins July 30, 2022 and expires July 30, 2025.
- 2) Kearny Mesa Division (KMD) - 2 chargers: Extended warranty begins April 29, 2023 and expires April 29, 2026.
- 3) South Bay - 2 chargers: Extended warranty begins April 29, 2023 and expires April 29, 2026.
- 4) East County - 2 chargers: Extended warranty begins April 29, 2023 and expires April 29, 2026.

The cost for the extended warranty on each charger is \$11,100.00 which is the same cost paid for past warranty, a cost that MTS deems fair and reasonable.

Below is a summary of all amendments to date:

Amendment #	Amount	Description
Original Agreement	\$5,355,367.11	Six 40ft low-floor electric, battery-powered buses.
PO 4500021238	\$378,685.33	Six depot chargers and related services.
Amendment No. 1	\$12,634.09	SR2344 price changes 1 (parking brake switch and 4k DVR w/10-inch monitor).
Amendment No. 2	\$(552.90)	SR2344 price changes 2 (seat fabric).
Amendment No. 3	\$87,961.95	160 hours of training.
Amendment No. 4	\$386,852.50	Exercise the option for 3 depot chargers totaling of \$190,308.89; Add \$190,308.88 for 3 additional depot chargers; Diagnostics, tools, and PPE in the amount of \$6,234.73.
Amendment No. 5	\$223.15	Rear door decal and tools change orders.
Amendment No. 6 (Board approval on 4/14/22)	\$133,200.00	3 years extended warranty for the depot chargers.
<b>Total</b>	<b>\$6,354,371.23</b>	

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to:

- 1) Ratify Amendment 5 to MTS Doc. No. B0688.018 in the amount of \$223.15 (Attachment A), and



- 2) Execute Amendment No. 6 to MTS Doc. No. B0688.0-18 (in substantially the same format as Attachment B) with New Flyer, in the amount of \$133,200.00 for a Chargepoint CPE 250 Charger 3-year warranty extension.

/S/ Sharon Cooney

Sharon Cooney

Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. MTS Doc. No. B0688..5-18

B. Draft MTS Doc. No. B0688..6-18



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

July 23, 2019

MTS Doc. No. B0688.5-18

Ms. Jennifer McNeill  
V.P., Sales and Marketing  
New Flyer of America, Inc.  
711 Kernaghan Avenue  
Winnepeg, Manitoba, CANADA R2C 3T4

Subject: AMENDMENT NO. 5 TO THE METROPOLITAN TRANSIT SYSTEM (MTS)  
DOC. NO. B0688.0-18; 40-FOOT HEAVY DUTY LOW-FLOOR BATTERY ELECTRIC  
BUSES (XE40)

Dear Ms. McNeill:

This shall serve as Amendment No. 5 to MTS Doc. No. B0688.0-18. The purpose of this letter is to document the applicable changes to the technical specifications and price change for the six (6) "MTS" battery electric buses piggybacked through the Commonwealth of Virginia Contract #E194-75548-MA2275.

#### TECHNICAL SPECIFICATIONS

This amendment is to authorize the following changes:

1. Correction on total tool price from \$5,786.29 to \$5,520.05 (reduction of \$266.24, excluding sales tax);
2. Change of rear door decal to new light green to match "clean" at \$78.89 per bus, excluding use tax.

#### Pricing:

1. CHANGE: total tool price reduction in the amount of **(\$286.87)** [\$266.24 plus \$20.63 7.75% sales tax].
2. CHANGE: rear door decal to new light green to match "clean" at \$85.00 (78.89 plus \$6.11 7.75% use tax) per bus or **\$510.02** (\$473.34 plus \$36.68 use tax) for all six (6) buses.

#### SCHEDULE

There shall be no changes to the production schedule.

#### PAYMENT

Total price changes for all six (6) buses shall be in the amount of \$223.15 [\$510.02 for decal less \$286.87 for tools].



New Flyer of America, Inc.  
Ms. Jennifer McNeill  
July 23, 2019  
Page Two

As a result of this Amendment, the total contract/PO value for the Zero Emission Bus (ZEB), including all taxes, will be increased by \$223.15. (*Use Tax in the amount of \$16.05 shall be payable to the CA B.O.E.*); from \$5,461,644.98 to **\$5,461,868.13**.

Note: There are no price changes on the depot chargers, which shall remain the same in the amount of **\$759,303.10** (\$378,685.33 under PO #4500021238 plus \$380,617.77 under PO #4500025451).

Total contract amount shall not exceed **\$6,221,171.23** (\$6,220,948.08 plus \$223.15 for this amendment), without prior written approval by MTS.

All other terms and conditions remain unchanged. Please sign and return the copy marked "Original" to the Contracts Specialist at MTS. The remaining copy is for your records.

Sincerely,

  
Paul C. Jablonski  
Chief Executive Officer

Agreed:

  
Jennifer McNeill  
V.P., Sales and Marketing  
New Flyer of America, Inc.

Date: July 25, 2019

JULYB0688.5-18.ZEB.NEWFLYER

Attachment(s): SR2344 San Diego XE40 Updated Tools

cc: M. Wygant, T. Burrie, K. Whatley, W. Wells, E. Cheng, G. Myers, P. Ma, S. Elmer, A. Monreal, Procurement File

CONTRACT DELIVERABLES LIST		DIAGNOSTICS & TOOLS						
CUSTOMER NAME	San Diego Transit							
BID/OPTION/SR NUMBER	2018-014							
TECHNICAL SUMMARY	Rev Draft							
BUS MODEL	XE40							
QUANTITY	6							
PROPULSION	Siemens							
ALTERNATOR	Vanner EBA							
ENERGY STORAGE SYSTEM	XALT XMOD							
DEPOT CHARGER	ChargePoint							
ESS RADIATOR	EMP							
AXLES	MAN VOK07 Frt, HY1350 Rear							
ABS	Meritor Wabco							
AIR CONDITIONING	TK TE15, Intelligaire III, R407c							
CABIN HEATER	Spheros Electric							
PLC	Vansco							
DESTINATION SIGNS	Luminator							
DOORS	Vapor ETO w Class							
APC	IRMA							
PAGE REFERENCE	COMMENTS	DESCRIPTION	QUOTED PART #	BID QTY	TOTAL SELLING PRICE	CURRENCY	REQUIREMENT	BILLABLE: Y/N
	no charge from OEM	Diagnostic Laptops						
		Siemens PCAN Interface (Download from Net)	NPN	1	\$0.00	USD	Recommended	N
		Siemens PCAN Interface Harness	711447	1	\$92.22	USD	Recommended	N
		USB CAN Adapter - Siadis Interface	6402046	1	\$384.25	USD	Recommended	N
	no charge from OEM	ice Tool Software (no charge from XALT)	NPN	1	\$0.00	USD	Recommended	N
		XALT Interface Cable - Batteries	704950	1	\$294.83	USD	Recommended	N
		Nexiq USB Link 2 - WIFI Edition	6465863	1	\$1,138.77	USD	Recommended	N
		Diagnostic Kit - Vanner HBA/EBA	6406922	1	\$1,047.90	USD	Recommended	N
	no charge from OEM	Vansco Software (Download from Net)	NPN	1	\$0.00	USD	Recommended	N
	no charge from OEM	EMP Software (Download from Net)	NPN	1	\$0.00	USD	Recommended	N
		Spheros Diagnostic Software & Cables	6396448	1	\$468.32	USD	Recommended	N
		Adapter Harness - Spheros Interface	6430418	1	\$188.48	USD	Recommended	N
		Luminator Software	6339791	1	\$660.20	USD	Recommended	N
	no charge from OEM	Vapor VETC2 Software (no charge from Vapor)	NPN	1	\$0.00	USD	Recommended	N
		Vapor Class System Diagnostic Interface Kit	6358421	1	\$131.78	USD	Recommended	N
	no charge from OEM	Vapor Class System Software	NPN	1	\$0.00	USD	Recommended	N
		Service Cable - IRMA APC Analyzer	479892	1	\$36.60	USD	Recommended	N
		Ethernet Cable - IRMA APC	6465569	1	\$100.05	USD	Recommended	N
		Special Tools & PPE						
		Lifting Device - XALT XMOD Battery Modules	6474871	1	\$976.67	USD	Recommended	N

**NOTE: TOOL KITS MAY BE SUBJECT TO CHANGE**

**\*\* All claims for concealed shortages must be reported within 20 days of shipment date. Shipping damages and / or loss must be noted on the delivering carrier waybill at the time of receipt of shipment. A copy of the carrier waybill and / or carrier inspection report must be submitted with your claim within 5 days of receipt of shipment to New Flyer Customer Service.**

NOTE: TOOL KITS MAY BE SUBJECT TO CHANGE

\*\* All claims for concealed shortages must be reported within 20 days of shipment date. Shipping damages and / or loss must be noted on the delivering carrier waybill at the time of receipt of shipment. A copy of the carrier waybill and / or carrier inspection report must be submitted with your claim within 5 days of receipt of shipment to New Flyer Customer Service.

INCLUDED IN BUS PRICE

\$5,520.05



Customer Signature

 7-23-19  
 Date

PREFERRED SUPPLIER		BID/OPTION/SR NUMBER		CUSTOMER NAME		San Diego Transit	
BID/OPTION/SR NUMBER		2018-014		CUSTOMER NAME		San Diego Transit	
TECHNICAL SUMMARY		Rev Draft		BID/OPTION/SR NUMBER		2018-014	
BUS MODEL		XE40		TECHNICAL SUMMARY		Rev Draft	
QUANTITY		6		BUS MODEL		XE40	
PROPULSION		Siemens		QUANTITY		6	
ALTERNATOR		Vanner EBA		PROPULSION		Siemens	
ENERGY STORAGE SYSTEM		XALT XMOD		ALTERNATOR		Vanner EBA	
DEPOT CHARGER		ChargePoint		ENERGY STORAGE SYSTEM		XALT XMOD	
ESS RADIATOR		EMP		DEPOT CHARGER		ChargePoint	
AXLES		MAN VOK07 Frt, HY1350 Rear		ESS RADIATOR		EMP	
ABS		Meritor Wabco		AXLES		MAN VOK07 Frt, HY1350 Rear	
AIR CONDITIONING		TK TE15, Intelligaire III, R407c		ABS		Meritor Wabco	
CABIN HEATER		Spheros Electric		AIR CONDITIONING		TK TE15, Intelligaire III, R407c	
PLC		Vansco		CABIN HEATER		Spheros Electric	
DESTINATION SIGNS		Luminator		PLC		Vansco	
DOORS		Vapor ETO w Class		DESTINATION SIGNS		Luminator	
APC		IRMA		DOORS		Vapor ETO w Class	
BID/OPTION/SR NUMBER		2018-014		APC		IRMA	
DESCRIPTION		COMMENTS		BID/OPTION/SR NUMBER		2018-014	
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NOTE: TOOL KITS MAY BE SUBJECT TO CHANGE

\*\* All claims for concealed shortages must be reported within 20 days of shipment date. Shipping damages and / or loss must be noted on the delivering carrier waybill at the time of receipt of shipment. A copy of the carrier waybill and / or carrier inspection report must be submitted with your claim within 5 days of receipt of shipment to New Flyer Customer Service.

\$5,520.05

INCLUDED IN BUS PRICE

7-23-19  
Date

  
Customer Signature



**Metropolitan  
Transit  
System**

## **Amendment 6**

April 14, 2022

MTS Doc No. B0688.6-18

### **40-FOOT HEAVY DUTY LOW-FLOOR BATTERY ELECTRIC BUSES (XE40) – DEPOT CHARGERS 3-YEAR EXTENDED WARRANTY**

New Flyer of America, Inc.  
Ms. Jennifer McNeill  
V.P., Sales and Marketing  
711 Kernaghan Avenue  
Winnipeg, Manitoba, Canada R2C 3T4

This shall serve as Amendment No.6 to the original agreement B0688.0-18 as further described below.

#### **SCOPE**

MTS has previously purchased twelve (12) depot chargers under this agreement. There are no changes to the scope of work in this agreement.

#### **SCHEDULE**

This amendment extends the depot chargers warranty for three (3) years as shown below, at the current cost of \$11,200 each:

1. Imperial Avenue Division (IAD) - 6 chargers: Extended warranty begins July 30, 2022 and expires July 30, 2025.
2. Kearney Mesa Division (KMD) - 2 chargers: Extended warranty begins April 29, 2023 and expires April 29, 2026.
3. South Bay - 2 chargers: Extended warranty begins April 29, 2023 and expires April 29, 2026.
4. East County - 2 chargers: Extended warranty begins April 29, 2023 and expires April 29, 2026.

There are no other changes to the schedule term of the agreement.

#### **PAYMENT**

This contract amendment shall authorize additional costs not to exceed \$133,200 (\$11,100 X 12 chargers). See Attachment 1.

The total value of this contract including this amendment shall be in the amount of \$6,354,371.23. This amount shall not be exceeded without prior written approval from MTS.



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

Sincerely,

Agreed:

---

Sharon Cooney, Chief Executive Officer

---

Ms. Jennifer McNeill, V.P., Sales and  
Marketing  
New Flyer of America, Inc.

Date: \_\_\_\_\_

Attachment: Quote ID: Q-180406-1

cc: K. Whatley, Contract File





If quotation is acceptable, please sign quote and return with Purchase Order to:

Email: [orders@chargepoint.com](mailto:orders@chargepoint.com)

Address: 254 E. Hacienda Ave, Campbell, CA 95008, USA

### Quotation for San Diego Metro Transit Authority

Diana Singleton

Senior Procurement Specialist

San Diego Transit Corporation

1255 Imperial Avenue, # 1000

San Diego, CA 92101

Quote ID: Q-180406-1

Date: March 21, 2022

ChargePoint Contact: Andrew Siciliano

[andrew.siciliano@chargepoint.com](mailto:andrew.siciliano@chargepoint.com)

#### ChargePoint Equipment, Charge Management and Warranty

Variant	CP Part Number	Qty	List Price		Unit Price w/ Discount	Total
Assure Extended Warranty for CPE250 - 3 years <small>3 years prepaid Assure for CPE250 stations</small>	CPE250-ASSURE-3	12	\$ 11,100.00		\$ 11,100.00	\$ 133,200.00
<b>Total</b>						<b>\$ 133,200.00</b>

#### Notes:

1. VAT, Duties and Taxes - Not included, to be discussed. **Freight to customer site not included as there is no need to ship any items.** If desired customer can provide freight account or ChargePoint can prepay and add to invoice. All prices are FCA ChargePoint warehouse(s). Pricing does not include installation or mounting services unless specifically quoted above.
2. Pricing valid through 06/30/22. Customer to be invoiced at time of shipment. All invoices are Net 30 days. Credit Checks are required for new customers.
3. Standard hardware warranty of parts only for 1 year. See term 5 for details on extended warranty.
4. Purchase Terms and Conditions can be found at <http://www.chargepoint.com/termsandconditions> unless otherwise specified through separate agreement or terms.

5. Assure is offered as a parts and labor warranty and operated by ChargePoint Support Staff located in Scottsdale, AZ. The dispensers are remotely monitored real-time through the API interface and proactively assessed every fifteen minutes 24 X 7 to ensure uptime and functionality. Should an issue be identified a support ticket is automatically opened. The ticket is delivered to a priority support queue where the Support Engineer will attempt to resolve the issue remotely or dispatch a field technician, if necessary. This proposal includes a CP managed spare parts program which is required for AssurePro. Additional terms and conditions for ChargePoint Assure apply.

#### 6. San Diego Assure Warranty Renewal Date and Invoice Timeline:

- Imperial Ave. Division - 6 chargers: Extended warranty begins July 30, 2022 and expires 07/30/25.
- Kearney Mesa Division - 2 chargers: Extended warranty begins April 29, 2023 and expires 04/29/26.
- South Bay - 2 chargers: Extended warranty begins April 29, 2023 and expires 04/29/26.
- East County - 2 chargers: Extended warranty begins April 29, 2023 and expires 04/29/26.





## Agenda Item No. 16

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

April 14, 2022

#### SUBJECT:

PURCHASE OF 18 CLASS E PROPANE POWERED MEDIUM DUTY MINIBUSES -  
CONTRACT AWARD

#### RECOMMENDATION:

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

- 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0744.0-22, (in substantially the same format as Attachment A) with Creative Bus Sales (CBS) for the purchase of up to eighteen (18) propane powered Class E Minibuses in the amount of \$4,465,915.38; and
- 2) Approve the transfer of \$2.6 million from project 1001110101 - FY20 ADA Bus Procurement to project 1001111601 – FY22 Minibus Replacement to support the procurement of these Minibuses.

#### Budget Impact

The total budget for this project shall not exceed \$4,465,915.38 inclusive of all applicable taxes and fees. This project is funded by the Fiscal Year (FY) 2022 Capital Improvement Project (CIP) 1001111601 – FY22 Minibus Replacement.

#### DISCUSSION:

MTS operates fixed route service with Class E cutaway buses to provide lifeline transit services in areas where ridership does not warrant the use of 40-foot transit buses. Eighteen (18) vehicles have reached the end of their useful service life and have been scheduled for replacement as part of the FY 2022 MTS Fleet Replacement Plan. The new vehicles will maintain and enhance the agency's ability to provide transit services efficiently and cost effectively.

Federal Transit Administration (FTA) Circular 4220.1F, Chapter V, Section 4, encourages federal grant recipients to use state and local intergovernmental agreements for procurements of property and services. MTS staff identified an intergovernmental agreement that provides



Class E buses that meet MTS specifications, using a California State government purchasing schedule administered by the California Association of Coordinated Transportation (CalACT), Request for Proposal (RFP) No. 20-01. The CalACT Vehicle Purchasing Cooperative allows MTS to select vehicles from a pre-competed menu of choices from different vendors and manufacturers.

These Class E buses being purchased are the same make and model and are similarly equipped as the majority of the current MTS medium duty fleet which allows for additional savings in common spare parts and maintenance. MTS uses propane powered Class E buses because fueling with propane autogas leads to significant reductions in exhaust emissions with up to 25 percent less greenhouse gases, 20 percent less nitrogen oxide and up to 60 percent less carbon monoxide than gasoline-powered vehicles.

The smaller Class E buses are not currently part of the MTS Zero Emission Bus (ZEB) Transition Plan until 2026 at the earliest, for the following reasons: this type of bus is not part of the current California Innovative Clean Transit (ICT) rule requirements; battery electric bus options tested by MTS could not meet MTS's current range requirements; there is currently no charging infrastructure at the Copley Park Division where these buses operate from; and, the limited 7-year useful life (compared to 12-years for 40-foot buses) makes the significantly higher price for a battery electric bus cost-prohibitive. The Class E cutaways are being evaluated for inclusion in the ICT rule starting in 2026. MTS staff is monitoring the regulatory process and other technical developments for future inclusion in the ZEB Transition Plan. Our current ZEB Transition Plan activities are focused on adding charging infrastructure at the South Bay, Imperial Avenue, Kearny Mesa, and El Cajon bus divisions, which is necessary for MTS to add ZEB to those fleets.

CalACT negotiates the purchasing collective on behalf of multiple agencies and is able to obtain pricing that cannot be obtained through single agency procurements. The current pricing is in line with prior proposals from previous procurements for minibuses.

MTS currently has two CIP projects with available funding to support this procurement: FY20 ADA Bus Procurement (\$3.55 million available) and FY22 Minibus Replacement (\$2.06 million). The ADA Bus Procurement project has recently paused primarily due to the significant reduction in miles driven on that fleet as a result of the COVID-19 pandemic. As a result, staff is requesting that the Board of Directors approve a transfer of \$2.6 million from the FY20 ADA Bus Procurement project to the FY22 Minibus Replacement project.

Therefore, staff recommends that the MTS Board of Directors authorize the CEO to:

- 1) Authorize the Chief Executive Officer (CEO) to execute MTS Doc. No. B0744.0-22, (in substantially the same format as Attachment A) with Creative Bus Sales (CBS) for the purchase of up to eighteen (18) propane powered Class E Minibuses in the amount of \$4,465,915.38; and
- 2) Approve the transfer of \$2.6 million from project 1001110101 - FY20 ADA Bus Procurement to project 1001111601 – FY22 Minibus Replacement to support the procurement of these Minibuses.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. Draft Agreement, MTS Doc. No. B0744.0-22  
B. Contractor's Proposal

**STANDARD AGREEMENT****FOR****MTS DOC. NO. B0744.0-22****PURCHASE OF 18 CLASS E PROPANE POWERED MEDIUM DUTY MINI BUSES**

THIS AGREEMENT is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022 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: Creative Bus Sales Address: 14740 Ramona Avenue  
Chino CA 91710  
City State Zip  
 Form of Business: Corporation  
 (Corporation, Partnership, Sole Proprietor, etc.) Email: TonyM@creativebussales.com  
 Telephone: (562) 594-8948

Authorized person to sign contracts Tony Matijevich Vice President  
Name Title

Provide up to eighteen (18) Class E Propane Powered Medium Duty Mini Buses as specified in the Creative Bus Sales Proposal dated February 7, 2022 (attached as Exhibit A), and in accordance with the Standard Agreement, including Standard Conditions (Exhibit B), Federal Requirements (Exhibit C), and signed MTS Forms (Exhibit D).

The contract is effective May 1, 2022.

MTS and Contractor shall agree to production and delivery schedules in writing upon execution of the Contract.

Vehicle shall be delivered to: Metropolitan Transit System (MTS) c/o First Transit  
 7490 Copley Park Place  
 San Diego, CA 92111

The registered owner will be: San Diego Metropolitan Transit System (MTS)  
 1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101

Payment terms shall be net 30 days from invoice date. The total contract cost shall be firm fixed price not exceed \$4,465,915.38, which includes tax, delivery, registration and California tire fee.



SAN DIEGO METROPOLITAN TRANSIT SYSTEM	CREATIVE BUS SALES
<p>By: _____                      Sharon Cooney, Chief Executive Officer</p> <p>Approved as to form:</p> <p>By: _____                      Karen Landers, General Counsel</p>	<p>By _____</p> <p>Title: _____</p>



February 7, 2022

***CalACT Class E - Bus Proposal***

***San Diego MTS***

Starcraft Allstar XL Ford F550 – Gasoline Engine

- 22 Ambulatory Passengers + 2 Wheelchairs or
- 28 Ambulatory Passengers + 0 Wheelchairs

PUBLIC AGENCY - MBTA/CalACT Cooperative Bid RFP #20-01

The Vehicle(s) To Be Provided In Accordance With Request for Proposals MBTA/CalACT RFP #20-01.

The Following Changes Are Incorporated To San Diego MTS. Purchase requires membership to CalACT and payment of procurement fees. Please contact Jacklyn Montgomery at 916.920.8018 at CalACT for letter of assignment and membership information.

**PLEASE NOTE THAT THIS PROPOSAL IS BASED UPON AVAILABILITY OF FORD CHASSIS, ROUSH CARB CERTIFICATION (PROPANE). PRICING AND LEAD TIMES ARE SUBJECT TO CHANGE.**

**CalACT MBTA Class E – 32' Ford F-550 – 7.3 Liter V-8 Engine (with Gaseous Prep):**

- *Seats to be Mid High Freedman Seats with USR Seatbelts*
- *Seat Fabric: Freedman Docket 90 Vinyl - #117 Wine*
- *Wheelchair Lift: Braun Century 34" x 54" with Vinyl Cover*
- *Restraints: Q-Straint 8100 (2-sets)*
- *Flooring: Altro Chroma TFCR27MTS Grey with Yellow Step Nosing and Yellow Standee Line*
- *OEM Radio: Remove and Install Radio Plate*
- *Driver Seat: Ford OEM Vinyl*
- *Foldaway Seats: Remove Armrest Brackets From Foldaway Seats to Eliminate Rubbing Location with Seatbelts*

Delivery times are 270 to 360-days from receipt of order.

**OPTIONS:**

(Add) – Leave OEM Battery Under Hood and Install 2 Matching Batteries in Tray	350.00
(Add) – Stop Request System with Lighted Sign / Push Button at Wheelchair Positions (ADA Compliant)	1,650.00
(Add) – San Diego MTS Paint with Clear Coat and Graphics	9,950.00
(Add) – Roof Vent	285.00
(Add) – Telma Brake Retarder	11,140.00
(Add) – Electronic Destination Signs (Luminator Horizon) Front/Side J1708 Compatible	9,995.00
(Add) – Sportworks Bike Rack - Black (2-Position) w/ Deployment Light	2,520.00
(Add) – Rear Tow Hooks	145.00
(Add) – White Painted Rims	495.00
(Add) – Liquid Spring Suspension	10,000.00
(Add) – Wheelchair Loop Compartment Under Flip Seat	550.00
(Add) – Key Buses Alike (All Keys)	595.00
(Add) – Foldaway Double Seats (1) with TDSS	1,365.00
(Add) – PA System with External Speaker and Handheld Microphone	395.00
(Add) – Double Flip Seats (2)	2,090.00
(Add) – Wheelchair Door Ajar Alarm	295.00
(Add) – Amerex Fire Suppression System w/o Methane Detection	3,005.00
(Add) – Upgrade Propane System to 75 GGE (IF AVAILABLE AND CARB CERTIFIED)	5,495.00
(Add) – Vinyl Wheelchair Lift Cover	350.00
(Add) – Propane Heat Mitigation System	2,700.00
(Add) – Conduent System Per Attached BOM (Includes Conduent Pre-Wire / Equipment Transfer / Install by Conduent)	18,634.00
(Add) – Conduent APC Sensor (Front Door) Installed	2,673.00
(Add) – SafeFleet System Per Attached Quote - Installed	11,215.00
(Add) – Diamond Farebox SV with Spare Vault (Keyed Alike)	1,895.00
(Add) – Pre-wire Only for INIT System (Customer to Purchase and Install)	395.00
(Add) – Communication Tower Behind Driver's Seat	2,495.00
(Add) – Back Up Camera	Included
(Add) – Watch Your Step Signage in Steps (Not Decals)	495.00
(Add) – Rubber Tire Flares	395.00
(Credit) – Remove Back Up Sensors	(200.00)
(Credit) – 1 Double Fixed Seat (2-Seats)	(240.00)
(Credit) – QRT 8100 Discount	(200.00)

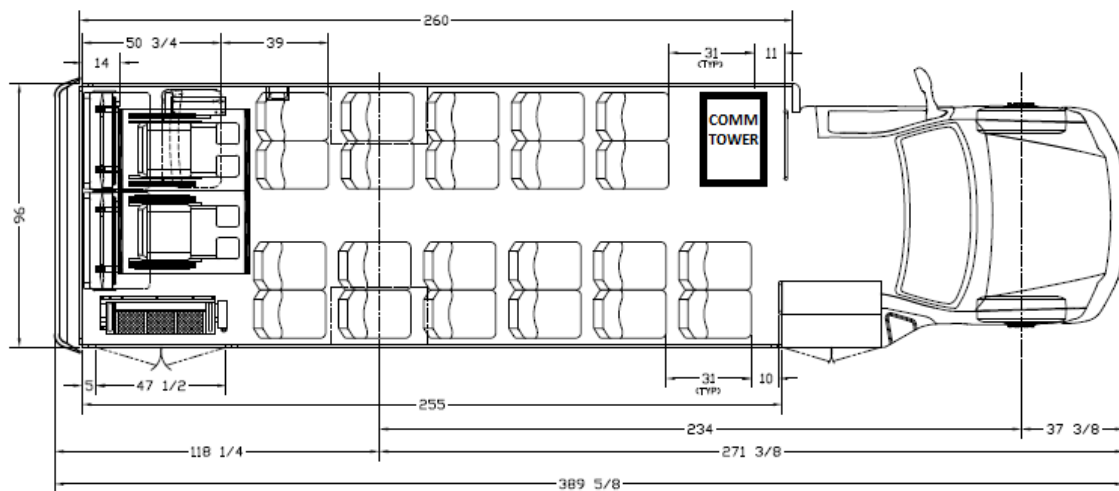
**Pricing:**

STARCRAFT ALLSTAR XL F550 PROPANE BUS		\$128,875.00
OPTIONS		\$100,927.00
FORD MOBILITY REBATE (ADDED FOR SALES TAX PURPOSE)		\$1,000.00
Document Prep Fee		\$85.00
Total		\$230,887.00
Non-Taxable	\$18,485.00	
Taxable Amount	\$212,402.00	
Tax Total 7.75%		\$16,461.16
Subtotal		\$247,348.16
CalACT Procurement Fee*		\$1,111.00
DMV Electronic Filing Fee		\$30.00
Estimated DMV Registration Fee	EXEMPT	\$0.00
Tire Fee (\$1.75 X 7-TIRES)		\$12.25
FORD MOBILITY REBATE (DEDUCTED)		(\$1,000.00)
Delivery		\$605.00
<b>Total Cost Per Vehicle</b>		<b>\$248,106.41</b>
<b>Total Cost for 18-Vehicles</b>		<b>\$4,465,915.38</b>

\*CalACT MBTA Procurement Fee is capped at \$20,000 per purchase order. Should the number of units change on the final purchase order, the fee will change accordingly.

**Seating Layout:**

(Measurements subject to change)





**ADA Amount is \$18,485.00 (Details are listed below):**

- \$11,790.00 – Wheelchair Lift, Bus Interlock System, ADA Lift Doors, Wheelchair Restraints, Wheelchair Restraint Storage, Wheelchair Lift Cover, Torso Pads, ADA Signage, Wheelchair Tie Down Tracks, Wheelchair Restraint Storage System, and ADA Lighting.
- \$1,365.00 – One Double Foldaway Seat
- \$2,090.00 – Two Double Flip Seats
- \$1,650.00 – ADA Compliant Stop Request Sign with Lighted Sign
- \$395.00 – PA System with External Speaker
- \$550.00 – Wheelchair Loop Compartment Under Flip Seat on Rear Wall
- \$295.00 – Wheelchair Door Alarm
- \$350.00 – Wheelchair Lit Cover

**Conduent BOM:**

MTS 2022 cutaway BOM		
Conduent Part#	Description	QTY
120029-2	Sunrise Single Line Sign	1
131542-1	Bracket, Flat Mounting, Sunrise NXTPS 10x96, Sign	1
141267-48	Cable Assembly, AVA Sign to J1708 VAN, W16A (Split Loom)	1
141264-192	Cable Assembly, J1708 VAN, W15 (Split Loom)	1
141266-48	Cable Assembly, LUMINATOR ODK Sign to J1708 VAN, W13 (Split Loom)	1
131110	J1708 varplate	1
TMS-002838	8 pos terminal strip 10-24 studs	1
120039-1	Amplifier, PA	1
120041-1	Microphone, Audio Gain	1
141250-36	Cable Assembly, IVU to AVA PA Amp, W02 (SPLIT LOOM)	1
141259-36	Cable Assembly, +12v Power to PA Amp, W102 (Split Loom)	1
141253-120	Cable Assembly, PA Amp to AOC Microphone, W08B (SPLIT LOOM)	1
130682-1	PA Mounting Plate	1
120091-1	Antenna, WLAN, Mobile Mark (24" pigtail)	1
141268-240	Cable Assembly, IVU to WLAN Antenna, wSMA, W21 (Split Loom)	1
120103-2	Kit Antenna Garmin GPS 19X-HVS	1
140943-180	Cable Assy, Radio Tray to GPS Antenna, W11 use w/19c	1
141246-180	Cable Assy, Radio Antenna, N Male 90 Deg. To Mini UHF, W20 (Split Loom)	1
TMS-005184	6" ground plane disk	1
TMS-006042	NMO Mount (Tensco 23538)	1
TMS-006044	Antenna Voice/Data Radio Antenna	1
K-M12CAN-03-5m	CABLE-M12,CAN BUS,5m	1
K-M12CAT5-03-10m	CABLE-M12,CATS,10m	1
TMS-006332	CONNECTOR-H (M-F/F/F) WITH CAP	2
TMS-006333	CABLE-TERMINATION,GATEWAY	1
TMS-006334	TERMINATION-M12,CAN FEMALE	1
141599A-24	CABLE-POWER,MATRIX SENSORS	1
141598A-244	CABLE-EXTENSION,MATRIX SENSOR POWER	1
141590A-96	CABLE-GATEWAY to J1708 DOOR SIGNALS	1
TMS-006338	MODULE-APC GATEWAY,J1708	1
131205-5	Bracket Orbstar Mounting	1
141242-148	Cable Assy, I/O Connector to IVU, OrbStar W01 (Split Loom)	1
141243-195	Cable Assembly, SpeakEasy 2 Interface wirekey plate	1
141254-144	Cable Assembly, Odometer Interface, W10A (Split Loom)	1
141257-360	Cable Assembly, Wheelchair Interface, W10B (Split Loom)	1
141258-144	Cable Assembly, EA Switch w/NO Contacts, W10A (Split Loom)	1
141260-180	Cable Assy, Radio Box 24V Power Fused (Split Loom)	1
141261-180	Wire Assembly, Radio Box, 12V Power, Fused W103 (Split Loom)	1
141262-180	Wire Assembly, Radio Box 12V IGN, W104 (Split Loom)	1
141263-180	Wire Assembly, Radio Box GND, W105 (Split Loom)	1
141320-48	Ethernet switch power	1
TMS-004325	Ethernet HUB (LNX-500A)	1
120004-8	handset	1
130627-1	handset mounting box	1
141251-180	Cable Assembly, Radio tray to handset, W09 (Split Loom)	1

**SafeFleet System:**

QTY	PRODUCT	DESCRIPTION
38	NH16KH2T0	NH NVR Hybrid, 16 Channels, 8CH Analog HD Built-In, 16 Port POE Switch, Audio, Security Front Cover with Lock Set, Mounting Plates, Power Harnesses, Stacking Bracket, 2TB Single HDD
38	WT2E20S20G4	Wire bundle with adapter harness, RGY-Button and interconnect cable 20 ft., 5 signal inputs 20 ft., GPS receiver magnetic mount 20 ft. for compatible DVR
38	C3Q9PD03A-BK20	IP Camera, PoE, dome, black, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 20 ft. harness - to use with TH8 or NH16
38	C3Q9PD03A20	IP Camera, PoE, dome, white, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 20 ft. harness - to use with TH8 or NH16
38	C3Q9PD03A50	IP Camera, PoE, dome, white, 3MP progressive scan, 2.8 mm lens size, interior, IR Day/Night, audio, 50 ft. harness - to use with TH8 or NH16
38	C3W9PD03E-G50	IP Camera, PoE, wedge, glass bubble, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 50 ft. harness - to use with TH8 or NH16
38	C3W9PD03E-G50	IP Camera, PoE, wedge, glass bubble, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 50 ft. harness - to use with TH8 or NH16
38	C3W9PD03E-G50	IP Camera, PoE, wedge, glass bubble, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 50 ft. harness - to use with TH8 or NH16
38	C3W9PD03E-G75	IP Camera, PoE, wedge, glass bubble, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 75 ft. harness - to use with TH8 or NH16
38	C3W9PD03E-G75	IP Camera, PoE, wedge, glass bubble, 3MP progressive scan, 2.8 mm lens size, exterior (no audio), IR Day/Night, 75 ft. harness - to use with TH8 or NH16

QTY	PRODUCT	DESCRIPTION
38	SRLN07NP	SmartReach Lite,2.4/5GHz,ANT,No POE,-N
38	G-SENSOR-EXT	G-Sensor, module and cable kit for compatible DVR
38	FRGT-NH16-WG	Freight,FedEx Ground,W,NH16 System
38	FRGT-SURCHARGE-L	Freight,Shipping & Handling Surcharge
38	INST-TRCAMSYS	Installation TX/DX/TH/NX DVR with one analog camera/GPS and Signals
114	INST-INTCAM	Installation, CQ/CJ/CHQ/HD1Q/HD2Q/HD3Q/HD3U/C3Q/C8 cameras
152	INST-EXTCAM	Installation, CA/CHW/HD1W/HD1S/HD3W/HD3S/C3W/RVC400 cameras
38	INST-SRLB	Installation Smart Reach Wireless Bridge
1	VMC5B	vMax Commander 5.0: web-based wireless and automatic video management software to monitor video system health, automatically download video alarms, search video by time and location, and display historical GPS tracks of the vehicles in the fleet. Includes 100 user licenses (including 1 Admin).
38	VMC5V	vMax Commander 5.0: Vehicle Activation (per vehicle) - Annual Renewal Fees Apply

Steve Chung  
Cell 909.549.9398  
[stevec@creativebussales.com](mailto:stevec@creativebussales.com)

## The Allstar XL F550



### Designed for Performance

The XL, one of Starcraft's largest shuttle buses, utilizes straight side wall construction and features a wide aisle to maximize shoulder space, offering a spacious and comfortable experience for your passengers. The XL is engineered to accommodate a variety of seating arrangements including wheelchair accessibility and numerous storage options for luggage. The roomy driver area allows for easy maneuvering in and out of the driver's seat and the transition window across from the driver provides increased visibility. Finally, with its rock-solid steel frame cage the XL is truly designed for passenger comfort and safety.



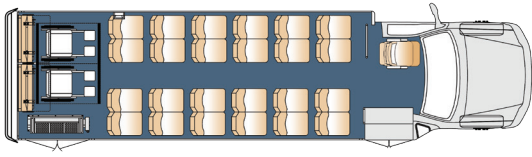
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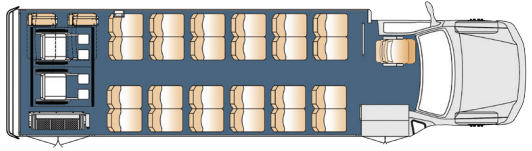
  
**STARCRAFT BUS**

Meeting America's Transportation Needs  
One Customer at a Time

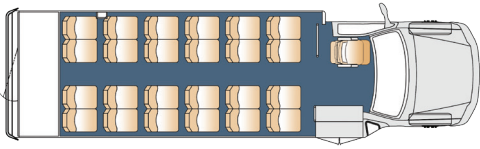
# The Allstar XL F550



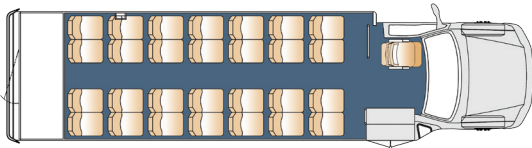
24 Passenger 2 Wheelchair with Flip Seats Plus Driver



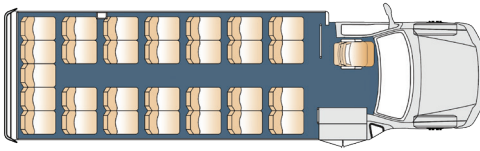
24 Passenger 2 Wheelchair with Foldaway Seats Plus Driver



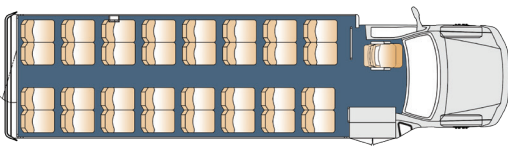
24 Passenger with Rear Luggage Plus Driver



28 Passenger with Rear Luggage Plus Driver



29 Passenger Plus Driver



32 Passenger Plus Driver



**Industry Leading 5-Year/100K  
Comprehensive Warranty**

## Standard Exterior Feature Highlights

- 96" wide exterior body
- Fully welded steel cage construction meeting all applicable FMVSS requirements
- "Starview" drivers visibility window in front of entry door
- Electric actuated passenger entry door with full length glass
- 36" wide x 36" high upper double T-Slider tempered safety glass windows with climate control tint
- Black powder coated steel rear bumper
- Rear mud flaps
- Pre-painted white aluminum side walls and skirts
- Fiberglass front and rear caps
- One-piece seamless FRP (fiberglass reinforced plastic) roof
- Breakaway rearview mirrors with convex
- Sealed LED stop, tail, and turn signal lights with LED reverse lights
- LED front and rear marker lights
- Exterior graphics package available in three colors (blue, green or burgundy)

## Standard Interior Feature Highlights

- 93" interior width
- 80" interior floor to ceiling height with standard floor (raised floor is 75")
- Floor and wall seat track for flexible seating
- Black slip resistant floor covering
- 5/8" exterior grade plywood flooring
- Ceiling and rear wall fabric for sound abatement
- FRP (fiberglass reinforced plastic) sidewalls for ease of cleaning
- White step nosing
- 1.25" left hand vertical passenger assist rail at entry door
- Intermotive FlexTech Electrical System
- LED entry door step well lights
- LED driver and passenger area lighting
- Non-retractable seat belts

## Popular Option Highlights

- Stainless steel wheel inserts
- Luggage Storage areas (overhead luggage racks with reading lights, interior luggage racks, rear luggage area)
- Rear emergency door with window(s)
- Passenger area rear heat and air conditioning
- Complete rubber flooring
- Passenger grab rails
- Padded vinyl or cloth walls and ceiling
- Audio and video systems
- Mid back or high back seating
- ADA and FMVSS compliant wheel chair lifts and securement systems
- Fiberglass side walls and skirts



**STARCRAFT BUS**



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## Agenda Item No. 17

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

April 14, 2022

#### SUBJECT:

PROPOSED REVISION TO MTS BOARD POLICY NO. 48 "TRANSIT SERVICE  
DISCRIMINATION COMPLAINTS PROCEDURES"

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors approve the proposed revisions to MTS Board Policy No. 48 "Transit Service Discrimination Complaint Procedures".

#### Budget Impact

None with this action.

#### DISCUSSION:

MTS Board Policy No. 48 "Transit Service Discrimination Complaints Procedures" sets forth the process for submitting, investigating, and making determinations on transit service discrimination complaints. Per the requirements of the Federal Transit Administration, these procedures must be established for both Americans with Disabilities Act and Title VI discrimination complaints.

The proposed revisions: clarify that the Deputy General Counsel is the designated personnel for implementing these complaint procedures; updates the Deputy General Counsel's contact information; and makes clear that MTS communicates its findings to the complainant and documents a summary of the complaint review within MTS's internal files.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. MTS Board Policy No. 48 (with red-line track changes)





## Policies and Procedures No. 48

Board Approval: 9/17/154/14/22

### SUBJECT:

TRANSIT SERVICE DISCRIMINATION COMPLAINTS PROCEDURES

### PURPOSE:

To carry out Title II of the Americans with Disabilities Act of 1990 (ADA) and Title VI of the Civil Rights Act of 1964 (Title VI), the Federal Transit Administration (FTA) recommends that transit agencies adopt a procedure in which complaints alleging discrimination in provision of transit service are filed, investigated, and a determination made. This policy sets forth such procedures.

### BACKGROUND:

It is the policy of the San Diego Metropolitan Transit System, hereinafter "MTS"; its subsidiaries, San Diego Transit Corporation (SDTC), San Diego Trolley, Inc. (SDTI); and its contractors to follow the established procedure for handling all alleged transit service ADA discrimination complaints on the basis of disability and all alleged transit service Title VI discrimination complaints on the basis of race, color, or national origin, hereinafter "complaints".

The responsibility for the implementation of the discrimination complaint procedures is assigned to the ~~Office of General Counsel~~Deputy General Counsel. Contact information for the ~~Office of General Counsel~~Deputy General Counsel is as follows:

San Diego Metropolitan Transit System  
 Attn: ~~Staff Attorney—Regulatory Compliance~~Deputy General Counsel  
 1255 Imperial Avenue, Suite 1000  
 San Diego, CA 92101  
 Tel.: 619-~~814-1559~~557-4539  
Email: Samantha.Leslie@sdmts.com

All management personnel within MTS, SDTC, and SDTI, and MTS's Contractors, are expected to support and implement the following procedures.

### PROCEDURES:

- 48.1 All complaints must be submitted in writing (paper or electronic) and signed by the complainant or his/her/their representative, hereinafter "complainant", before any action will be taken. A written complaint is necessary to provide a clear record of the issue to be investigated and to help define the scope of the investigation. If complainant is unable to complete the forms submit their complaint in writing due to a disability or limited-English proficiency, upon request, reasonable accommodations will be made.



The complaints shall provide all pertinent facts and circumstances surrounding the alleged discrimination that will allow a thorough review and/or investigation. The complainant may use MTS's ADA or Title VI Complaint Form to submit their complaint, as seen in Exhibit A ~~and B, C and D~~ of this Policy.

The complaint should be filed within 180 calendar days from the time of the alleged discrimination. A complaint may be administratively closed when received later than this deadline if evidence of the alleged discrimination no longer exists to properly investigate the complaint.

- 48.2 Upon receipt of a ~~written~~ complaint, the ~~Office of General Counsel~~ Deputy of General Counsel will document and assign the complaint to investigating staff for further investigation. Within 10 working days after receipt, the investigating staff will begin investigating the complaint. The investigating staff may use the following resources when available to complete its investigation of the complaint: reviewing video footage, incident reports and employee reports and interviewing applicable personnel.

In instances where additional information is needed, the investigating staff will contact the complainant in writing or where appropriate, in a format accessible to the complainant. Failure of the complainant to provide the requested information by a certain date may result in the administrative closure of the complaint or a delay in complaint resolution.

Based upon all the information available from both parties (i.e., the complainant and the identified agency or department) the investigating staff will prepare a ~~written~~ response subject to review and approval by the ~~Office of General Counsel~~ Deputy General Counsel. The investigating staff will use its best efforts to ~~provide a written response of~~ communicate its determination on the matter to the complainant within 90 working days after receipt of complaint. If noncompliance with ADA or Title VI is determined, a recommendation on remedial action will be made. ~~- If no violation of ADA or Title VI is determined, the complaint will be administratively closed by MTS.~~

In accordance with Department of Transportation (DOT) Regulations, a copy of the complaint will be maintained for at least one (1) year from the date the complaint was submitted. Documentation summarizing the complaint and MTS's findings will be maintained for at least (5) years from the date the complaint was submitted.

- 48.3 The complainant may appeal the determination from investigating staff to the Chief Executive Officer within 10 working days after receipt.

Within 15 working days after receipt of an appeal, the Chief Executive Officer will evaluate all information received and respond in writing, and, where appropriate, in a format accessible to the complainant, with a final determination of the complaint.

- 48.4 The complainant ~~-who~~ is dissatisfied with the final determination of the Chief Executive Officer may submit their complaint to the FTA at FTACivilRightsCommunications@dot.gov, or to the address below, ~~no later than within~~ 180 days after the date of the alleged discrimination, unless the time for filing is extended by the FTA.

Federal Transit Administration



Office of Civil Rights  
Attention: Complaint Team  
East Building, 5th Floor – TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590

This policy was adopted 3/12/98.

Policy revised on 5/13/04.

Policy revised on 1/28/15.

Policy revised on 9/17/15.

Policy revised on 4/14/22

Attachments: Exhibit A – Title VI Complaint Form – English (Available in other languages on the MTS website and upon request)

Exhibit B – ADA Complaint Form – English (Available in other languages on the MTS website and upon request)



## Agenda Item No. 18

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

April 14, 2021

#### SUBJECT:

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) PROGRAM OF  
PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2022 FEDERAL TRANSIT  
ADMINISTRATION (FTA) INTERCITY BUS PROGRAM 5311(f) - COMPETITIVE FUNDING

#### RECOMMENDATION:

That the Board of Directors approve Resolution No. 22-03, (Attachment A) authorizing the use of and application for \$273,466 of FFY 2022 Section 5311 (f) – Competitive funding for operating assistance in non-urbanized areas.

#### Budget Impact

If awarded, the San Diego Metropolitan Transit System (MTS) will receive federal FY 2022 5311 (f) funds in the amount of \$273,466 for operating assistance. The 5311 (f) has a 44.67% match requirement. MTS will be required to provide matching funds in the amount of \$220,779.

#### DISCUSSION:

Caltrans administers a statewide competitive grant program wherein transit agencies and non-profit organizations are eligible to apply for up to \$300,000 in financial assistance for operations serving areas outside of the federally defined urban boundary. Eligible projects can include existing operations, new services or service expansion. However, projects must be consistent with the state-adopted objectives and meet federal certifications and assurance guidelines. MTS already meets the federal guidelines as an eligible recipient of other federal funds.



Caltrans Program Summary: The overall goal of the program is to support intercity travel needs of residents in non-urbanized areas by providing transit connection from rural areas to larger urban areas. Each state is required spend 15 percent of its annual Section 5311 apportionment to support the program (FTA 9040.1G, Ch.8) on FTA 5311(f).

Competitive Grant Opportunity Description:

To be eligible for the program, participants must meet three national objectives and state emphasis. The service must:

- *FTA Objective 1:* Support rural transit connection with regional and national intercity bus service systems Network
- *State Objective:* Must provide a meaningful connection to the Network at the intercity bus station terminal.
- *FTA Objective 2:* Support intercity travel needs of residents in rural areas
- *State Objective:* Must be able to provide connectivity to other modes of transportation at the transit gateway and support other broader transportation needs of rural residents (such as medical facility, shopping center etc.)
- *FTA Objective 3:* Support the infrastructure of the Intercity bus network through planning and marketing and capital investment in facilities.
- *State Objective:* Provide outreach marketing about the program to enhance service coordination, ridership, service quality and efficiency. Fill gaps in service that supports the network with planning and feasibility studies to include new service and routes.

If awarded, this grant will fund MTS's existing rural bus operations, which meets the above objectives.

Caltrans requires the submission of a resolution by agency Board of Directors authorizing the submission of a grant application and project programming. Today's proposed action would adopt Resolution No. 22-03 to meet this requirement. Staff has also requested the San Diego Associations of Governments to certify that it will amend the Regional Transportation Improvement Program in the event of a grant award, as per Caltrans requirements.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachment: A. Resolution 22-03

SAN DIEGO METROPOLITAN TRANSIT SYSTEM

Resolution No. 22-03

Resolution Authorizing Federal Funding Under FTA Section 5311(f)  
with the California Department of Transportation

WHEREAS, the U.S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration (FTA) to support capital and operating assistance projects for nonurbanized public transit services under Section 5311(f) of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1); and

WHEREAS, the California Department of Transportation has been designated by the Governor of the State of California to administer Section 5311(f) grants for transportation projects for the general public and for rural transit and intercity bus; and

WHEREAS, San Diego Metropolitan Transit System (MTS) desires to apply for said financial assistance to operate rural transit service in San Diego County; and

WHEREAS, MTS has, to the maximum extent feasible, coordinated and consulted with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED that MTS does hereby authorize the Chief Executive Officer, or designated representative, to file and execute any actions necessary on behalf of MTS with the California Department of Transportation to aid in the financing of operating or capital assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1F and FTA C 9050.1), as amended;

1. The Chief Executive Officer is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.
2. The Chief Executive Officer is to provide additional information as the Department may require in connection with the application for the Section 5311 projects.
3. The Chief Executive Officer is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

PASSED AND ADOPTED, by the Board of Directors this 14th day of April 2022 by the following vote:

AYES:

NAYS:

ABSENT:

ABSTAINING:

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Chairperson  
San Diego Metropolitan Transit System

Filed by:

Approved as to form:

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Clerk of the Board  
San Diego Metropolitan Transit System

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Office of the General Counsel  
San Diego Metropolitan Transit System

Resolution No. 22-03



## Agenda Item No. 30

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

April 14, 2022

#### SUBJECT:

FISCAL YEAR (FY) 2023 OPERATING BUDGET DISCUSSION (MIKE THOMPSON)

#### RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors receive a report regarding FY 2023 operating budget development and provide guidance on budgetary issues.

#### Budget Development Committee Recommendation

At its March 24, 2022 meeting, the Budget Development Committee voted 5 to 0 (Board Members Moreno, Fletcher, Salas, Sandke, and Whitburn in favor) to recommend that staff use a steady growth Passenger Revenue assumption of a \$70M target.

#### Budget Impact

None.

#### DISCUSSION:

#### Fiscal Year 2023 Budget Recap

The following is a recap of the FY 2023 budget process:

- MTS uses a zero-based budgeting process that begins in January each year. In MTS's process, every line item budget is reviewed and approved each year. Department managers complete budget templates in which they propose amounts for each line item, submitted with the appropriate supporting details for each assumption (in contrast, with a traditional historic budgeting process, managers only justify variances versus prior year budget; the assumption is that the baseline is automatically approved). Meetings are held with each department to validate their assumptions, review proposals versus existing spending trends, and review any new initiatives. This collaborative process results in the assumptions that are then presented to and reviewed by senior management at MTS, the Budget Development Committee (BDC) and ultimately the MTS Board.



- On February 24, 2022, staff had its first meeting with the BDC. During this meeting, staff reviewed and recommended approval of the FY 2022 midyear operating budget amendment. Staff also presented a preliminary forecast of the FY 2023 operating budget based on high-level expense and revenue assumptions.
- On March 10, 2022, staff held a Finance Workshop at the Board of Directors meeting. During this meeting, staff reviewed and received Board approval of the FY 2022 amended operating budget. Staff also presented a preliminary draft of the FY 2023 operating budget based on very high-level expense and revenue assumptions.
- Staff held its second meeting with the BDC on March 24, 2022. During this meeting, staff presented a more refined draft of the FY 2023 operating budget with more detailed expense and revenue assumptions included. Staff also presented the FY 2023 Capital Improvement Program (CIP). Since the March 24<sup>th</sup> BDC meeting, staff has continued to refine the proposed FY 2023 operating budget with recent developments in expense and revenue assumptions. SANDAG provided new sales tax revenue forecasts, which dramatically increased forecasted subsidy revenue and reduced the amount of stimulus funds necessary in the FY 2023 operating budget.

#### Fiscal Year 2023 Operating Budget

The FY 2023 total budgeted revenue is projected at \$378.2 million, and total expenses are projected at \$378.2 million, resulting in a balanced budget for FY 2023. Attachments A-D detail the current draft of the proposed FY 2023 Operating Budget.

#### Fiscal Year 2023 Revenues

Attachment E summarizes the total operating and non-operating revenues in a schedule format. As indicated within the schedule, FY 2023 combined revenues total \$378.2 million, an increase from the FY 2022 amended budget of \$35.7 million (10.4%).

Operating revenue totals \$92.2 million, an increase from the FY 2022 amended budget of \$13.2 million (16.8%). Passenger revenues are projected to increase by \$14.9 million (26.9%). Other operating revenues are projected to decrease by \$1.7 million (-7.2%). This includes projected decreases in energy credit revenue as well as naming rights revenue as the deal with Sycuan Casino for Green Line naming rights is set to expire in November 2022.

Non-operating revenue totals \$286.0 million, an increase from the FY 2022 amended budget of \$22.4 million (8.5%). Non-operating revenue includes both subsidy revenue and other revenue as detailed in Attachment E.

Subsidy revenue totals \$286.0 million, an increase from the FY 2022 amended budget of \$23.3 million (8.9%). Federal Transit Administration (FTA) funding is structured on a reimbursement basis (after expenses are incurred), and funds both the Capital Improvement Program (CIP) and operating budgets. MTS's share of recurring federal revenue in the operating budget is expected to increase by \$2.5 million (3.8%) from the FY 2022 amended budget to \$67.0 million in total. This is due to increasing the preventive maintenance funds in the operating budget by \$1.0 million as well as increasing the 5307 allocation for ADA operations by \$1.4 million. On March 27, 2020, the President signed the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which provided \$25 billion to the transit industry nationwide. MTS will receive \$220 million in CARES Act funding over multiple fiscal years to supplement lost revenues and

increased expenses related to the pandemic. On March 11, 2021 the President signed the American Rescue Plan (ARP) Act into law, providing \$140 million in additional stimulus funding for MTS. MTS spent \$90 million in CARES funds through the end of FY 2021 and started drawing ARP funds in FY 2022 due to ARP funding deadlines. This proposed FY 2023 operating budget includes \$38.3 million in FTA ARP Act funds to cover the projected operating deficits, a decrease of \$16.3 million (-29.9%) from the FY 2022 amended budget. The overall amount of federal revenues in the operating budget is projected to decrease by \$13.8 million (-11.6%).

Regional sales tax revenues for MTS are projected to increase by \$41.1 million (33.5%) year over year for FY 2023. Transportation Development Act (TDA) revenue in the FY 2023 operating budget is projected to increase by \$29.0 million (42.2%) over the FY 2022 amended budget. This is due to high regional sales tax receipts, particularly during FY 2022. MTS files an annual TDA claim based on San Diego Association of Governments (SANDAG) projections, and that claim amount is the amount received, regardless of actual sales tax performance. Regional sales tax receipts significantly out-performed SANDAG's projections during FY 2022, and MTS is realizing most of the revenue gains from FY 2022 receipts during the FY 2023 budget cycle.

TransNet formula revenue is projected to increase by \$5.5 million for FY 2023 (15.6%) from the FY 2022 amended budget. Unlike TDA, Transnet revenues are not based on an annual claim process and are instead disbursed as the revenue is generated. MTS also receives TransNet as operating assistance for TransNet funding service, which includes Superloop, I-15 BRT, Mid-City Rapid, South Bay BRT, and Mid-Coast. TransNet operating assistance is projected to be \$25.4 million in FY 2023, an increase of \$6.6 million from the FY 2022 amended budget, which is primarily due having a full year of Mid-Coast operations and the reduction to Fastrak revenue detailed below. In total, TransNet revenues are projected to increase by \$12.1 million (22.4%) from the FY 2022 amended budget.

In the FY 2023 fiscal year to date, MTS has received \$13.5 million of the originally projected \$23.2 million of State Transit Assistance (STA) funding. This funding is primarily programmed in the CIP due to its volatile history, but a portion is also allocated to operations to fund service increases, replace lost Medi-Cal revenue, and address the structural deficit. The share of STA in the operating budget is staying flat at \$11.3 million in FY 2023.

Other state revenue is projected to be \$80,000 in FY 2023, a decrease of \$120,000 from the FY 2022 amended budget. The projected increase is due to a projected decrease in Medi-Cal revenues.

Other local funding is projected to be \$5.5 million, a decrease of \$3.9 million (-41.4%) from the FY 2022 amended budget. This is due to reduction in the amount of Fastrak revenue available from SANDAG as part of a revenue swapping arrangement. During the last few years, SANDAG has provided \$8.5 million in Fastrak revenue in lieu of Transnet funds for BRT operating reimbursement. This year, SANDAG is providing \$4.5M, and the difference will be made up with Transnet operating funds.

Consolidated subsidy revenue totals \$286.0 million, an increase from the FY 2022 amended budget of \$23.3 million (8.9%).

Within other revenue, reserve revenue totals \$10,000. For-Hire Vehicle Administration and San Diego & Arizona Eastern (SD&AE) are self-funded activities. In total, they are projected to utilize \$10,000 of reserve revenue to balance their budgets, a decrease of \$48,000 from the FY



2022 amended budget. With this draft, there is no projected MTS contingency reserve usage in FY 2023.

#### Fiscal Year 2023 Expenses

Attachment A contains the total revenues as detailed above and the total proposed expenses for FY 2023. FY 2023 combined expenses totaled \$378.2 million, an increase from the FY 2022 amended budget of \$35.7 million (10.4%). Overall service levels are expected to increase in FY 2023. Rail operations service levels are expected to increase by 11.5% year over year due to a full year of Mid-coast operations. Internal and contracted fixed route bus service levels are expected to increase by a combined 2.3% year over year. Paratransit service levels, based on demand, are projected to increase by 30% and return to approximately 55% of baseline levels in FY 2023.

Within operating expenses, personnel expenses are projected to increase from the FY 2022 amended budget by \$12.0 million (8.0%). Wages are expected to increase by \$4.3 million (4.7%), primarily due to higher bus and train operator wages resulting from higher service levels and wage increases. Salary Grade Ranges for FY 2023 are increasing 5.2% from the amended FY 2022 ranges, matching the Consumer Price Index increase for the San Diego region. Fringe expenses are projected to increase by \$7.7 million (13.1%) versus the FY 2022 amended budget. This is primarily due to increasing expenses related to healthcare, pension, paid time off, as well as decreasing cost recovery since MTS will no longer receive direct reimbursement for Mid-Coast labor as an offset to expenses. Instead, Mid-Coast reimbursement will now be recorded as an increase to TransNet operations revenue rather than a decrease in expenses.

Purchased transportation costs are projected to increase from the FY 2022 amended budget by \$10.9 million (12.7%). This is primarily due to contract increases for the Transdev contract and projected demand increases for paratransit service operated by First Transit Inc. Both contracts have fixed and variable rates. The fixed cost rate is not dependent on service levels and is a fixed monthly fee, whereas the variable rate is dependent on the volume of service operated. The fixed cost rate on the Transdev contract is increasing by 4.2%, and the variable rate is increasing by 7.4% in FY 2023. MTS contracts with First Transit Inc. to provide mini-bus fixed route service and paratransit service. Fixed costs are increasing 4.4% for both minibus and paratransit, the minibus per-mile rate is increasing by 5.6%, and the paratransit per-hour rate is increasing by 3.1%. Paratransit purchased transportation costs are increasing primarily due to the projected 30.0% increase in service demand in FY 2023 versus FY 2022.

Excluding purchased transportation, other outside service expenses are projected to increase from the FY 2022 amended budget by \$8.7 million (24.7%). This is primarily due to projected increases in contracted security costs due to having a full year at the new contract rates, increases in repair and maintenance costs due to mid-life overhauls on the LRV fleet and contracted tie replacement within rail operations, increasing professional services costs due to a variety of facility rehabilitation projects within bus operations, increasing Pronto costs due to having a full year of operating and maintenance costs, and increasing Information Technology expenses.

Materials and supplies costs are projected to increase by \$201,000 (1.4%), primarily due to revenue vehicle parts and equipment maintenance supplies within rail operations. Revenue vehicle parts in FY 2022 were inflated due to one-time driver protective barrier installations on the bus fleet, and recurring materials and supplies costs are projected to increase by approximately 4.2%.

Energy costs are projected to increase by \$2.3 million (5.5%). Electricity costs are projected to increase by \$818,000 (3.4%) due to projected rate increases. CNG costs are projected to increase by \$1.1 million (8.1%), primarily due to projected rate increases from turmoil in the energy markets as well as planned service increases. Propane costs are expected to increase by \$214,000 (12.2%), primarily due to projected increases in demand for paratransit service.

Risk management costs are increasing by \$1.0 million (13.8%). The increase is primarily driven by an increase of \$1.1 million (22.4%) in insurance premiums due to harsh market conditions for liability and property insurance. Legal expenses are also expected to increase significantly in FY 2023 due the backlog of court proceedings that were delayed by the pandemic.

General and Administrative costs are increasing by \$690,000 (13.2%), primarily due to increasing fare materials costs as a result of purchasing additional extended use and limited use Pronto cards in FY 2023. Travel costs are also expected to increase next year as the frequency of in-person events and meetings is expected to increase.

Vehicle and Facility Lease costs are projected to increase by \$28,000 (1.8%), primarily due to non-revenue vehicle leasing expenses.

Debt service costs are projected to decrease from the FY 2022 amended budget by \$150,000 (-44.8%), primarily due to decreasing interest costs for the Pension Obligation Bond funding the SDTC pension plan.

In total, expenses are projected to increase by \$35.7 million or 10.4% versus the FY 2022 amended budget.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. FY 2023 Operating Budget – Consolidated MTS  
B. FY 2023 Operating Budget – Consolidated Operations  
C. FY 2023 Operating Budget – Consolidated Administration  
D. FY 2023 Operating Budget – Consolidated Other Activities  
E. FY 2023 Operating Budget – Consolidated Revenue Summary  
F. FY 2023 Operating Budget – Position Table Summary  
G. FY 2023 Operating Budget – Position Table Details

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATING BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 2.01**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	19,822,031	23,499,199	21,806,082	(1,693,117)	-7.2%
<b>TOTAL OPERATING REVENUES</b>	<b>67,735,422</b>	<b>78,974,007</b>	<b>92,206,082</b>	<b>13,232,075</b>	<b>16.8%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	265,239,374	262,752,963	286,028,133	23,275,170	8.9%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
<b>TOTAL NON OPERATING REVENUE</b>	<b>262,242,497</b>	<b>263,610,307</b>	<b>286,037,692</b>	<b>22,427,385</b>	<b>8.5%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>329,977,919</b>	<b>342,584,314</b>	<b>378,243,774</b>	<b>35,659,460</b>	<b>10.4%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	85,626,299	91,723,713	96,016,897	4,293,184	4.7%
FRINGE EXPENSES	65,288,209	58,699,760	66,390,804	7,691,044	13.1%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>150,914,508</b>	<b>150,423,473</b>	<b>162,407,701</b>	<b>11,984,228</b>	<b>8.0%</b>
SECURITY EXPENSES	8,011,562	9,500,000	11,680,605	2,180,605	23.0%
REPAIR/MAINTENANCE SERVICES	7,073,757	8,901,829	11,160,124	2,258,295	25.4%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	14,170,693	15,720,913	19,915,633	4,194,720	26.7%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,518,582	10,892,149	12.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>103,830,230</b>	<b>120,773,791</b>	<b>140,337,020</b>	<b>19,563,229</b>	<b>16.2%</b>
LUBRICANTS	403,003	450,700	470,720	20,020	4.4%
TIRES	1,284,331	1,290,200	1,349,620	59,420	4.6%
OTHER MATERIALS AND SUPPLIES	14,292,701	13,051,174	13,172,322	121,148	0.9%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,980,036</b>	<b>14,792,074</b>	<b>14,992,662</b>	<b>200,588</b>	<b>1.4%</b>
GAS/DIESEL/PROPANE	1,791,895	2,733,324	2,990,128	256,804	9.4%
CNG	10,784,556	13,734,000	14,843,000	1,109,000	8.1%
TRACTION POWER	15,160,978	19,972,328	20,740,297	767,969	3.8%
UTILITIES	4,651,788	5,514,873	5,688,698	173,825	3.2%
<b>TOTAL ENERGY</b>	<b>32,389,217</b>	<b>41,954,525</b>	<b>44,262,123</b>	<b>2,307,598</b>	<b>5.5%</b>
<b>RISK MANAGEMENT</b>	<b>7,030,680</b>	<b>7,525,996</b>	<b>8,562,549</b>	<b>1,036,553</b>	<b>13.8%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>4,099,615</b>	<b>5,214,310</b>	<b>5,904,126</b>	<b>689,816</b>	<b>13.2%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,302,178</b>	<b>1,564,947</b>	<b>1,592,527</b>	<b>27,580</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>316,023,663</b>	<b>342,584,312</b>	<b>378,243,774</b>	<b>35,659,462</b>	<b>10.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(248,288,241)</b>	<b>(263,610,305)</b>	<b>(286,037,692)</b>	<b>22,427,387</b>	<b>8.5%</b>
OVERHEAD ALLOCATION	(0)	(0)	(0)	0	0.0%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(248,288,241)</b>	<b>(263,610,305)</b>	<b>(286,037,692)</b>	<b>22,427,387</b>	<b>8.5%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>13,954,256</b>	<b>2</b>	<b>(0)</b>	<b>2</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
OPERATIONS BUDGET  
FISCAL YEAR 2023  
SECTION 2.02**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER OPERATING REVENUE	833,268	913,000	923,692	10,692	1.2%
<b>TOTAL OPERATING REVENUES</b>	<b>48,746,659</b>	<b>56,387,808</b>	<b>71,323,692</b>	<b>14,935,884</b>	<b>26.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	246,528,983	258,350,305	283,070,953	24,720,648	9.6%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	-	-	-	-	-
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	-	-	-	-	-
<b>TOTAL NON OPERATING REVENUE</b>	<b>246,528,983</b>	<b>258,350,305</b>	<b>283,070,953</b>	<b>24,720,648</b>	<b>9.6%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>295,275,642</b>	<b>314,738,113</b>	<b>354,394,645</b>	<b>39,656,532</b>	<b>12.6%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	68,880,533	73,846,414	77,381,777	3,535,363	4.8%
FRINGE EXPENSES	60,274,752	52,227,596	58,727,546	6,499,950	12.4%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>129,155,284</b>	<b>126,074,010</b>	<b>136,109,323</b>	<b>10,035,313</b>	<b>8.0%</b>
SECURITY EXPENSES	1,151,616	1,340,000	1,447,800	107,800	8.0%
REPAIR/MAINTENANCE SERVICES	6,944,282	8,743,829	10,989,124	2,245,295	25.7%
ENGINE AND TRANSMISSION REBUILD	949,938	1,024,616	1,062,076	37,460	3.7%
OTHER OUTSIDE SERVICES	5,019,156	5,346,641	6,506,927	1,160,286	21.7%
PURCHASED TRANSPORTATION	73,624,279	85,626,433	96,518,582	10,892,149	12.7%
<b>TOTAL OUTSIDE SERVICES</b>	<b>87,689,271</b>	<b>102,081,519</b>	<b>116,524,509</b>	<b>14,442,990</b>	<b>14.1%</b>
LUBRICANTS	402,993	450,700	470,700	20,000	4.4%
TIRES	1,284,331	1,290,200	1,349,620	59,420	4.6%
OTHER MATERIALS AND SUPPLIES	14,290,605	12,787,674	13,141,045	353,371	2.8%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>15,977,929</b>	<b>14,528,574</b>	<b>14,961,365</b>	<b>432,791</b>	<b>3.0%</b>
GAS/DIESEL/PROPANE	1,661,072	2,543,324	2,799,428	256,104	10.1%
CNG	10,784,556	13,734,000	14,843,000	1,109,000	8.1%
TRACTION POWER	15,160,978	19,972,328	20,740,297	767,969	3.8%
UTILITIES	3,917,340	4,748,047	4,838,170	90,123	1.9%
<b>TOTAL ENERGY</b>	<b>31,523,946</b>	<b>40,997,699</b>	<b>43,220,895</b>	<b>2,223,196</b>	<b>5.4%</b>
<b>RISK MANAGEMENT</b>	<b>3,832,044</b>	<b>6,763,306</b>	<b>7,394,109</b>	<b>630,803</b>	<b>9.3%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>885,965</b>	<b>974,263</b>	<b>1,021,350</b>	<b>47,087</b>	<b>4.8%</b>
<b>DEBT SERVICE</b>	<b>477,200</b>	<b>335,196</b>	<b>185,066</b>	<b>(150,130)</b>	<b>-44.8%</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>1,084,633</b>	<b>1,299,197</b>	<b>1,321,982</b>	<b>22,785</b>	<b>1.8%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>270,626,271</b>	<b>293,053,764</b>	<b>320,738,599</b>	<b>27,684,835</b>	<b>9.4%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(221,879,611)</b>	<b>(236,665,956)</b>	<b>(249,414,907)</b>	<b>12,748,951</b>	<b>5.4%</b>
OVERHEAD ALLOCATION	(27,339,374)	(21,684,346)	(33,656,047)	(11,971,701)	55.2%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>(249,218,985)</b>	<b>(258,350,302)</b>	<b>(283,070,953)</b>	<b>24,720,651</b>	<b>9.6%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(2,690,002)</b>	<b>3</b>	<b>-</b>	<b>3</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
ADMINISTRATIVE BUDGET  
FISCAL YEAR 2023  
SECTION 2.03**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	17,700,066	21,927,537	20,134,975	(1,792,562)	-8.2%
<b>TOTAL OPERATING REVENUES</b>	<b>17,700,066</b>	<b>21,927,537</b>	<b>20,134,975</b>	<b>(1,792,562)</b>	<b>-8.2%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	18,710,391	4,402,658	2,957,180	(1,445,478)	-32.8%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(2,500,000)	800,000	-	(800,000)	-100.0%
<b>TOTAL NON OPERATING REVENUE</b>	<b>16,210,391</b>	<b>5,202,658</b>	<b>2,957,180</b>	<b>(2,245,478)</b>	<b>-43.2%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>33,910,457</b>	<b>27,130,195</b>	<b>23,092,155</b>	<b>(4,038,040)</b>	<b>-14.9%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	16,374,145	17,590,280	18,338,120	747,840	4.3%
FRINGE EXPENSES	4,810,989	6,301,489	7,488,323	1,186,834	18.8%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>21,185,135</b>	<b>23,891,769</b>	<b>25,826,443</b>	<b>1,934,674</b>	<b>8.1%</b>
SECURITY EXPENSES	6,859,946	8,160,000	10,232,805	2,072,805	25.4%
REPAIR/MAINTENANCE SERVICES	125,458	154,000	167,000	13,000	8.4%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	9,078,715	10,315,542	13,350,106	3,034,564	29.4%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>16,064,119</b>	<b>18,629,542</b>	<b>23,749,911</b>	<b>5,120,369</b>	<b>27.5%</b>
LUBRICANTS	11	-	20	20	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	1,262	263,000	30,750	(232,250)	-88.3%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>1,273</b>	<b>263,000</b>	<b>30,770</b>	<b>(232,230)</b>	<b>-88.3%</b>
GAS/DIESEL/PROPANE	124,606	183,000	183,700	700	0.4%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	727,483	764,700	850,528	85,828	11.2%
<b>TOTAL ENERGY</b>	<b>852,089</b>	<b>947,700</b>	<b>1,034,228</b>	<b>86,528</b>	<b>9.1%</b>
<b>RISK MANAGEMENT</b>	<b>3,155,419</b>	<b>670,930</b>	<b>1,071,039</b>	<b>400,109</b>	<b>59.6%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>3,157,117</b>	<b>4,173,122</b>	<b>4,817,917</b>	<b>644,795</b>	<b>15.5%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>224,937</b>	<b>240,000</b>	<b>244,937</b>	<b>4,937</b>	<b>2.1%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>44,640,088</b>	<b>48,816,063</b>	<b>56,775,245</b>	<b>7,959,182</b>	<b>16.3%</b>
<b>NET OPERATING SUBSIDY</b>	<b>(26,940,023)</b>	<b>(26,888,526)</b>	<b>(36,640,270)</b>	<b>9,751,744</b>	<b>36.3%</b>
OVERHEAD ALLOCATION	27,373,889	21,685,867	33,683,090	11,997,223	55.3%
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>433,867</b>	<b>(5,202,659)</b>	<b>(2,957,180)</b>	<b>(2,245,479)</b>	<b>-43.2%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>16,644,258</b>	<b>(1)</b>	<b>-</b>	<b>(1)</b>	<b>-100.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**OTHER ACTIVITIES BUDGET**  
**FISCAL YEAR 2023**  
**SECTION 2.04**

	ACTUAL FY21	AMENDED BUDGET FY22	PROPOSED BUDGET FY23	\$ CHANGE BUDGET/ AMENDED	% CHANGE BUDGET/ AMENDED
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	-	-	-	-	-
OTHER OPERATING REVENUE	1,288,697	658,662	747,415	88,753	13.5%
<b>TOTAL OPERATING REVENUES</b>	<b>1,288,697</b>	<b>658,662</b>	<b>747,415</b>	<b>88,753</b>	<b>13.5%</b>
<b>NON OPERATING REVENUE</b>					
TOTAL SUBSIDY REVENUE	-	(0)	-	0	-100.0%
OTHER NON OPERATING REVENUE					
RESERVE REVENUE	(496,877)	57,344	9,558	(47,786)	-83.3%
OTHER INCOME	-	-	-	-	-
TOTAL OTHER NON OPERATING REVENUE	(496,877)	57,344	9,558	(47,786)	-83.3%
<b>TOTAL NON OPERATING REVENUE</b>	<b>(496,877)</b>	<b>57,344</b>	<b>9,558</b>	<b>(47,786)</b>	<b>-83.3%</b>
<b>TOTAL COMBINED REVENUES</b>	<b>791,819</b>	<b>716,006</b>	<b>756,973</b>	<b>40,967</b>	<b>5.7%</b>
<b>OPERATING EXPENSES</b>					
LABOR EXPENSES	371,621	287,019	297,000	9,981	3.5%
FRINGE EXPENSES	202,467	170,675	174,935	4,260	2.5%
<b>TOTAL PERSONNEL EXPENSES</b>	<b>574,088</b>	<b>457,694</b>	<b>471,935</b>	<b>14,241</b>	<b>3.1%</b>
SECURITY EXPENSES	-	-	-	-	-
REPAIR/MAINTENANCE SERVICES	4,018	4,000	4,000	-	0.0%
ENGINE AND TRANSMISSION REBUILD	-	-	-	-	-
OTHER OUTSIDE SERVICES	72,822	58,730	58,600	(130)	-0.2%
PURCHASED TRANSPORTATION	-	-	-	-	-
<b>TOTAL OUTSIDE SERVICES</b>	<b>76,840</b>	<b>62,730</b>	<b>62,600</b>	<b>(130)</b>	<b>-0.2%</b>
LUBRICANTS	-	-	-	-	-
TIRES	-	-	-	-	-
OTHER MATERIALS AND SUPPLIES	834	500	527	27	5.4%
<b>TOTAL MATERIALS AND SUPPLIES</b>	<b>834</b>	<b>500</b>	<b>527</b>	<b>27</b>	<b>5.4%</b>
GAS/DIESEL/PROPANE	6,217	7,000	7,000	-	0.0%
CNG	-	-	-	-	-
TRACTION POWER	-	-	-	-	-
UTILITIES	6,965	2,126	-	(2,126)	-100.0%
<b>TOTAL ENERGY</b>	<b>13,182</b>	<b>9,126</b>	<b>7,000</b>	<b>(2,126)</b>	<b>-23.3%</b>
<b>RISK MANAGEMENT</b>	<b>43,218</b>	<b>91,760</b>	<b>97,401</b>	<b>5,641</b>	<b>6.1%</b>
<b>GENERAL AND ADMINISTRATIVE</b>	<b>56,533</b>	<b>66,925</b>	<b>64,859</b>	<b>(2,066)</b>	<b>-3.1%</b>
<b>DEBT SERVICE</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>VEHICLE / FACILITY LEASE</b>	<b>(7,392)</b>	<b>25,750</b>	<b>25,608</b>	<b>(142)</b>	<b>-0.6%</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>757,304</b>	<b>714,485</b>	<b>729,930</b>	<b>15,445</b>	<b>2.2%</b>
<b>NET OPERATING SUBSIDY</b>	<b>531,393</b>	<b>(55,823)</b>	<b>17,485</b>	<b>(73,308)</b>	<b>-131.3%</b>
<b>OVERHEAD ALLOCATION</b>	<b>(34,516)</b>	<b>(1,521)</b>	<b>(27,043)</b>		<b>1677.8%</b>
<b>ADJUSTED NET OPERATING SUBSIDY</b>	<b>496,877</b>	<b>(57,344)</b>	<b>(9,558)</b>	<b>(47,786)</b>	<b>-83.3%</b>
<b>TOTAL REVENUES LESS TOTAL EXPENSES</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0.0%</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
REVENUE BUDGET SUMMARY  
FISCAL YEAR 2023  
SECTION 3.02**

	<b>ACTUAL FY21</b>	<b>AMENDED BUDGET FY22</b>	<b>PROPOSED BUDGET FY23</b>	<b>\$ CHANGE AMENDED/ ORIGINAL</b>	<b>% CHANGE AMENDED/ ORIGINAL</b>
<b>OPERATING REVENUE</b>					
PASSENGER REVENUE	47,913,392	55,474,808	70,400,000	14,925,192	26.9%
OTHER INCOME	19,822,031	23,499,199	21,806,082	(1,693,117)	-7.2%
TOTAL OPERATING REVENUE	67,735,422	78,974,007	92,206,082	13,232,075	16.8%
<b>NON OPERATING REVENUE</b>					
<b>SUBSIDY REVENUE</b>					
FEDERAL REVENUE	63,646,874	64,588,098	67,048,675	2,460,577	3.8%
FEDERAL REVENUE - CARES ACT	72,100,000	54,540,847	38,260,241	(16,280,606)	-29.9%
TRANSPORTATION DEVELOPMENT ACT (TDA)	71,877,995	68,804,580	97,808,064	29,003,483	42.2%
STATE TRANSIT ASSISTANCE (STA)	4,047,402	11,300,000	11,300,000	0	0.0%
STATE REVENUE - OTHER	112,157	200,000	80,000	(120,000)	-60.0%
TRANSNET	44,062,481	53,942,965	66,040,160	12,097,195	22.4%
OTHER LOCAL SUBSIDIES	9,392,465	9,376,471	5,490,994	(3,885,477)	-41.4%
TOTAL SUBSIDY REVENUE	265,239,374	262,752,961	286,028,133	23,275,172	8.9%
<b>OTHER REVENUE</b>					
OTHER FUNDS	-	-	-	0	-
RESERVES REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
TOTAL OTHER REVENUE	(2,996,877)	857,344	9,558	(847,786)	-98.9%
TOTAL NON OPERATING REVENUE	262,242,497	263,610,305	286,037,692	22,427,387	8.5%
<b>GRAND TOTAL REVENUES</b>	<b>329,977,919</b>	<b>342,584,312</b>	<b>378,243,774</b>	<b>35,659,462</b>	<b>10.4%</b>

SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
POSITION INFORMATION (SUMMARY FORMAT) Att.F, AI 30, 04/14/2022  
FISCAL YEAR 2023 PROPOSED BUDGET  
SECTION 10.03

	Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	FTE's	FTE's	FTE's	FTE's	FTE's
<b><u>MTS Administration</u></b>					
BOD ADMINISTRATION	2.0	0.0	0.0	2.0	0.0
CAPITAL PROJECTS	7.0	0.0	0.0	7.0	0.0
COMPASS CARD	10.5	0.0	0.0	10.5	0.0
EXECUTIVE	4.0	0.0	0.0	4.0	0.0
FINANCE	23.5	0.0	0.0	23.5	0.0
HUMAN RESOURCES	17.0	0.0	0.0	17.0	0.0
INFORMATION TECHNOLOGY	32.0	0.0	0.0	32.0	0.0
LEGAL	2.0	0.0	0.0	2.0	0.0
MARKETING	10.0	0.0	1.0	11.0	0.0
PLANNING	8.5	0.0	0.0	8.5	0.0
PROCUREMENT	12.0	0.0	0.0	12.0	0.0
RIGHT OF WAY	2.0	0.0	0.0	2.0	0.0
RISK	4.0	0.0	0.0	4.0	0.0
SECURITY	88.0	0.0	3.0	91.0	0.0
STORES (ADMIN)	3.0	0.0	0.0	3.0	0.0
STORES (BUS)	13.0	0.0	0.0	13.0	0.0
STORES (RAIL)	7.0	0.0	0.0	7.0	0.0
TELEPHONE INFORMATION SERVICES	17.0	0.0	0.0	17.0	0.0
TRANSIT STORES	8.0	0.0	0.0	8.0	0.0
<b>Subtotal MTS Administration</b>	<b>270.5</b>	<b>0.0</b>	<b>4.0</b>	<b>274.5</b>	<b>0.0</b>
<b><u>Bus Operations</u></b>					
CONTRACT SERVICES	8.5	0.0	0.0	8.5	0.0
EXECUTIVE (BUS)	3.0	0.0	0.0	3.0	0.0
MAINTENANCE	184.0	0.0	0.0	184.0	0.0
MAINTENANCE-FACILITY	5.0	0.0	0.0	5.0	0.0
PASSENGER SERVICES	7.0	0.0	0.0	7.0	0.0
REVENUE (BUS)	11.0	0.0	0.0	11.0	0.0
SAFETY	1.0	0.0	0.0	1.0	0.0
TRAINING	8.0	0.0	0.0	8.0	0.0
TRANSPORTATION (BUS)	609.5	0.0	0.0	609.5	0.0
<b>Subtotal Bus Operations</b>	<b>837.0</b>	<b>0.0</b>	<b>0.0</b>	<b>837.0</b>	<b>0.0</b>
<b><u>Rail Operations</u></b>					
EXECUTIVE (RAIL)	4.5	0.0	0.0	4.5	0.0
FACILITIES	81.0	-1.0	0.0	80.0	0.0
LIGHT RAIL VEHICLES	107.0	0.0	0.0	107.0	0.0
MAINTENANCE OF WAYSIDE	46.0	0.0	0.0	46.0	0.0
REVENUE (RAIL)	42.7	0.0	0.0	42.7	0.0
TRACK	22.0	0.0	0.0	22.0	0.0
TRANSPORTATION (RAIL)	253.0	0.0	0.0	253.0	0.0
<b>Subtotal Rail Operations</b>	<b>556.1</b>	<b>-1.0</b>	<b>0.0</b>	<b>555.1</b>	<b>0.0</b>
<b><u>Other MTS Operations</u></b>					
TAXICAB	6.0	0.0	0.0	6.0	0.0
<b>Subtotal Other MTS Operations</b>	<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b><u>Grand Total</u></b>	<b>1,669.6</b>	<b>-1.0</b>	<b>4.0</b>	<b>1,672.6</b>	<b>0.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>MTS Administration</u></b>						
<b><u>BOD ADMINISTRATION</u></b>						
Exec Asst GC/Asst Board Clrk	07	1.0	0.0	0.0	1.0	0.0
Internal Auditor	10	1.0	0.0	0.0	1.0	0.0
<b>BOD ADMINISTRATION TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>CAPITAL PROJECTS</u></b>						
Administrative Assistant	03	1.0	0.0	0.0	1.0	0.0
Director of Capital Projects	13	1.0	0.0	0.0	1.0	0.0
Project Manager	10	3.0	0.0	0.0	3.0	0.0
Senior Project Manager	11	1.0	0.0	0.0	1.0	0.0
Sr. Project Manager - Rail Sys	11	1.0	0.0	0.0	1.0	0.0
<b>CAPITAL PROJECTS TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>COMPASS CARD</u></b>						
Asst Sup PRONTO Support	06	1.0	0.0	0.0	1.0	0.0
Call/Service Center Rep (FT)	02	2.0	0.0	0.0	2.0	0.0
Call/Service Center Rep (PT)	02	1.5	0.0	0.0	1.5	0.0
Deputy Fare Systems Administra	08	1.0	0.0	0.0	1.0	0.0
Fare Systems Administrator	10	1.0	0.0	0.0	1.0	0.0
Mgr of PRONTO & Passenger Supp	07	1.0	0.0	0.0	1.0	0.0
Service Center Specialist (FT)	03	3.0	0.0	0.0	3.0	0.0
<b>COMPASS CARD TOTAL</b>		<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>
<b><u>EXECUTIVE</u></b>						
Chief Executive Officer	16	1.0	0.0	0.0	1.0	0.0
Exec Asst/Clerk of the Board	07	1.0	0.0	0.0	1.0	0.0
Grants Administrator	07	1.0	0.0	0.0	1.0	0.0
Manager of Government Affairs	08	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>FINANCE</u></b>						
Chief Financial Officer	15	1.0	0.0	0.0	1.0	0.0
Accounting Assistant	04	3.0	0.0	0.0	3.0	0.0
Accounting Manager	10	1.0	0.0	0.0	1.0	0.0
Controller	12	1.0	0.0	0.0	1.0	0.0
Dir Fin Planning & Analysis	12	1.0	0.0	0.0	1.0	0.0
Finance Assistant	06	1.0	0.0	0.0	1.0	0.0
Finance Intern	01	0.5	0.0	0.0	0.5	0.0
Financial Analyst	07	2.0	0.0	0.0	2.0	0.0
Operating Budget Supervisor	08	1.0	0.0	0.0	1.0	0.0
Payroll Coordinator	06	3.0	0.0	0.0	3.0	0.0
Payroll Manager	10	1.0	0.0	0.0	1.0	0.0
Payroll Supervisor	08	1.0	0.0	0.0	1.0	0.0
Senior Accountant	09	2.0	0.0	0.0	2.0	0.0
Staff Accountant I	05	2.0	0.0	0.0	2.0	0.0
Staff Accountant II	06	2.0	0.0	0.0	2.0	0.0
Transit Asset Mgmt Program Mgr	09	1.0	0.0	0.0	1.0	0.0
<b>FINANCE TOTAL</b>		<b>23.5</b>	<b>0.0</b>	<b>0.0</b>	<b>23.5</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons		
	Salary	FY 2022	Shifts	Requiring	Proposed	Frozen
	Grade	(FTE's)	(FTE's)	Funding Adjs	FY 2023	Positions
		(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>HUMAN RESOURCES</u></b>						
Admin Assistant (Copy Center)	03	1.0	0.0	0.0	1.0	0.0
Benefits & Comp Analyst	06	3.0	0.0	0.0	3.0	0.0
Chief Human Resources Officer	15	1.0	0.0	0.0	1.0	0.0
Director of Human Resources	12	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant	03	1.0	0.0	0.0	1.0	0.0
Human Resources Assistant II	05	2.0	0.0	0.0	2.0	0.0
Manager of Benefits & Comp	09	1.0	0.0	0.0	1.0	0.0
Manager of Talent Acquisition	09	1.0	0.0	0.0	1.0	0.0
Mgr of Organizational Dev.	09	1.0	0.0	0.0	1.0	0.0
Receptionist - MTS	02	1.0	0.0	0.0	1.0	0.0
Senior Human Resources Analyst	07	1.0	0.0	0.0	1.0	0.0
Talent Acquisition Specialist	07	3.0	0.0	0.0	3.0	0.0
<b>HUMAN RESOURCES TOTAL</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>INFORMATION TECHNOLOGY</u></b>						
Business Intel Developer	09	1.0	0.0	0.0	1.0	0.0
Business Systems Analyst (SAP)	11	1.0	0.0	0.0	1.0	0.0
Chief Information Officer	14	1.0	0.0	0.0	1.0	0.0
Computer Support Specialist	05	4.0	0.0	0.0	4.0	0.0
Database Administrator	10	1.0	0.0	0.0	1.0	0.0
Datacenter Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Enterprise Bus Solutions Mgr	12	1.0	0.0	0.0	1.0	0.0
Executive Assistant	06	1.0	0.0	0.0	1.0	0.0
Info Sec & Intel Mgr	12	1.0	0.0	0.0	1.0	0.0
Info Security & Intel Eng	10	2.0	0.0	0.0	2.0	0.0
IT Enterprise Architect (IoT)	11	1.0	0.0	0.0	1.0	0.0
Network Engineer I	08	2.0	0.0	0.0	2.0	0.0
Network Engineer II	09	2.0	0.0	0.0	2.0	0.0
Network Engineer III	09	1.0	0.0	0.0	1.0	0.0
Network Operations Manager	12	1.0	0.0	0.0	1.0	0.0
Senior SAP Architect	11	1.0	0.0	0.0	1.0	0.0
Senior Systems Administrator	10	3.0	0.0	0.0	3.0	0.0
Service Desk Supervisor	09	1.0	0.0	0.0	1.0	0.0
Software Developer	09	1.0	0.0	0.0	1.0	0.0
Systems Administrator	10	4.0	0.0	0.0	4.0	0.0
Technical Project Manager	11	1.0	0.0	0.0	1.0	0.0
<b>INFORMATION TECHNOLOGY TOTAL</b>		<b>32.0</b>	<b>0.0</b>	<b>0.0</b>	<b>32.0</b>	<b>0.0</b>
<b><u>LEGAL</u></b>						
General Counsel	15	1.0	0.0	0.0	1.0	0.0
Deputy General Counsel	10	1.0	0.0	0.0	1.0	0.0
<b>LEGAL TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>MARKETING</u></b>						
Dir Marketing & Communications	13	1.0	0.0	0.0	1.0	0.0
Creative Design Manager	08	1.0	0.0	0.0	1.0	0.0
Digital Content Developer	07	1.0	0.0	0.0	1.0	0.0
Graphic Designer	07	1.0	0.0	1.0	2.0	0.0
Manager of Marketing	10	1.0	0.0	0.0	1.0	0.0
Marketing Intern	01	1.0	0.0	0.0	1.0	0.0
Marketing Specialist	06	4.0	0.0	0.0	4.0	0.0
<b>MARKETING TOTAL</b>		<b>10.0</b>	<b>0.0</b>	<b>1.0</b>	<b>11.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>PLANNING</u></b>						
Dir of Planning & Scheduling	12	1.0	0.0	0.0	1.0	0.0
Manager of Scheduling	10	1.0	0.0	0.0	1.0	0.0
Planning Intern	01	0.5	0.0	0.0	0.5	0.0
Senior Scheduler	07	2.0	0.0	0.0	2.0	0.0
Senior Transportation Planner	09	3.0	0.0	0.0	3.0	0.0
Transit Services Data Analyst	07	1.0	0.0	0.0	1.0	0.0
<b>PLANNING TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>PROCUREMENT</u></b>						
Manager of Procurement	11	1.0	0.0	0.0	1.0	0.0
Buyer	07	1.0	0.0	0.0	1.0	0.0
Contract Specialist	06	1.0	0.0	0.0	1.0	0.0
Contracts Administrator	08	1.0	0.0	0.0	1.0	0.0
Director of Supply Chain & Ops	12	1.0	0.0	0.0	1.0	0.0
Principal Contract Admin	09	1.0	0.0	0.0	1.0	0.0
Procurement Specialist	08	5.0	0.0	0.0	5.0	0.0
Senior Procurement Specialist	09	1.0	0.0	0.0	1.0	0.0
<b>PROCUREMENT TOTAL</b>		<b>12.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12.0</b>	<b>0.0</b>
<b><u>RIGHT OF WAY</u></b>						
Manager of Real Estate Assets	12	1.0	0.0	0.0	1.0	0.0
Manager of Right of Way Engine	10	1.0	0.0	0.0	1.0	0.0
<b>RIGHT OF WAY TOTAL</b>		<b>2.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2.0</b>	<b>0.0</b>
<b><u>RISK</u></b>						
Liability Claims Supervisor	08	1.0	0.0	0.0	1.0	0.0
Manager of Risk and Claims	10	1.0	0.0	0.0	1.0	0.0
Risk Management Specialist	05	1.0	0.0	0.0	1.0	0.0
Senior Workers' Comp Analyst	08	1.0	0.0	0.0	1.0	0.0
<b>RISK TOTAL</b>		<b>4.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4.0</b>	<b>0.0</b>
<b><u>SECURITY</u></b>						
Asst Mgr of Field Operations	08	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry TSS	BU	4.0	0.0	0.0	4.0	0.0
Code Compl Insp-Canine Handler	BU	3.0	0.0	0.0	3.0	0.0
Code Compliance Inspector	BU	59.0	0.0	2.0	61.0	0.0
Code Compliance Supervisor	06	15.0	0.0	0.0	15.0	0.0
Deputy Dir of Transit Enf	11	1.0	0.0	0.0	1.0	0.0
Dir of Transit Security & Pass	13	1.0	0.0	0.0	1.0	0.0
Dispatch Sup - Transit Enf	06	1.0	0.0	0.0	1.0	0.0
Mgr of Operations-Transit Enf	09	1.0	0.0	0.0	1.0	0.0
Professional Standards Investigator	08	0.0	0.0	1.0	1.0	0.0
Records Manager	08	1.0	0.0	0.0	1.0	0.0
Security Systems Administrator	06	1.0	0.0	0.0	1.0	0.0
<b>SECURITY TOTAL</b>		<b>88.0</b>	<b>0.0</b>	<b>3.0</b>	<b>91.0</b>	<b>0.0</b>
<b><u>STORES (ADMIN)</u></b>						
Business Perf & Dev Analyst	08	1.0	0.0	0.0	1.0	0.0
Inventory Planning and Forecas	08	1.0	0.0	0.0	1.0	0.0
Manager of Inventory Ops	10	1.0	0.0	0.0	1.0	0.0
<b>STORES (ADMIN) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>STORES (BUS)</u></b>						
Storeroom Clerks - IAD	BU	5.0	0.0	0.0	5.0	0.0
Storeroom Clerks - KMD	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	2.0	0.0	0.0	2.0	0.0
<b>STORES (BUS) TOTAL</b>		<b>13.0</b>	<b>0.0</b>	<b>0.0</b>	<b>13.0</b>	<b>0.0</b>
<b><u>STORES (RAIL)</u></b>						
Storekeeper	BU	6.0	0.0	0.0	6.0	0.0
Supervisor of Warehouse Ops	07	1.0	0.0	0.0	1.0	0.0
<b>STORES (RAIL) TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>TELEPHONE INFORMATION SERVICES</u></b>						
Asst Supvr of Info & Trip Plan	06	1.0	0.0	0.0	1.0	0.0
Info & Trip Planning Supvr	07	1.0	0.0	0.0	1.0	0.0
Info and Trip Planning Clerk	BU	15.0	0.0	0.0	15.0	0.0
<b>TELEPHONE INFORMATION SERVICES TO</b>		<b>17.0</b>	<b>0.0</b>	<b>0.0</b>	<b>17.0</b>	<b>0.0</b>
<b><u>TRANSIT STORES</u></b>						
Transit Store Supervisor	07	1.0	0.0	0.0	1.0	0.0
Asst Transit Store Supervisor	06	1.0	0.0	0.0	1.0	0.0
Senior Transit Store Clerk	BU	1.0	0.0	0.0	1.0	0.0
Transit Store Clerk	BU	5.0	0.0	0.0	5.0	0.0
<b>TRANSIT STORES TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b>Subtotal MTS Administration</b>		<b>270.5</b>	<b>0.0</b>	<b>4.0</b>	<b>274.5</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>Bus Operations</u></b>						
<b><u>CONTRACT SERVICES</u></b>						
Director of Contract Services	12	1.0	0.0	0.0	1.0	0.0
Contract Operations Administra	05	1.0	0.0	0.0	1.0	0.0
Intern - Transit Services	01	0.5	0.0	0.0	0.5	0.0
Mgr of Paratransit & Mini Bus	10	1.0	0.0	0.0	1.0	0.0
Passenger Facilities Coord.	04	2.0	0.0	0.0	2.0	0.0
Sr Contract Operations Adminis	06	1.0	0.0	0.0	1.0	0.0
Supervisor of Para-Transit	06	1.0	0.0	0.0	1.0	0.0
Supvr of Passenger Facilities	07	1.0	0.0	0.0	1.0	0.0
<b>CONTRACT SERVICES TOTAL</b>		<b>8.5</b>	<b>0.0</b>	<b>0.0</b>	<b>8.5</b>	<b>0.0</b>
<b><u>EXECUTIVE (BUS)</u></b>						
Chief Op Officer-Transit Servs	15	1.0	0.0	0.0	1.0	0.0
Envi Health & Safety Spec	09	1.0	0.0	0.0	1.0	0.0
Executive Assistant (COO Bus)	06	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (BUS) TOTAL</b>		<b>3.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>
<b><u>MAINTENANCE</u></b>						
Admin Asst II - Maintenance	05	1.0	0.0	0.0	1.0	0.0
Administrative Assistant - Mai	04	1.0	0.0	0.0	1.0	0.0
Body Shop Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	0.0
Bus Maintenance Trainer	08	1.0	0.0	0.0	1.0	0.0
Communications Tech - IAD	BU	2.0	0.0	0.0	2.0	0.0
Dir of Fleet & Facility Maint	13	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - IAD	10	1.0	0.0	0.0	1.0	0.0
Division Manager (Maint) - KMD	10	1.0	0.0	0.0	1.0	0.0
Foreman - IAD	08	9.0	0.0	0.0	9.0	0.0
Foreman - KMD	08	7.0	0.0	0.0	7.0	0.0
Maintenance Analyst	05	1.0	0.0	0.0	1.0	0.0
Mechanic A - IAD	BU	20.0	0.0	0.0	20.0	0.0
Mechanic A - KMD	BU	28.0	0.0	0.0	28.0	0.0
Mechanic Apprentice I - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice I - KMD	BU	17.0	0.0	0.0	17.0	0.0
Mechanic Apprentice II - IAD	BU	3.0	0.0	0.0	3.0	0.0
Mechanic Apprentice II - KMD	BU	1.0	0.0	0.0	1.0	0.0
Mechanic C - IAD	BU	17.0	0.0	0.0	17.0	0.0
Mechanic C - KMD	BU	9.0	0.0	0.0	9.0	0.0
Quality Assurance Inspector	07	1.0	0.0	0.0	1.0	0.0
Quality Assurance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Servicer A - IAD	BU	30.0	0.0	0.0	30.0	0.0
Servicer A - KMD	BU	25.0	0.0	0.0	25.0	0.0
Sign Truck Operator	BU	1.0	0.0	0.0	1.0	0.0
Sup of Maintenance Training	09	1.0	0.0	0.0	1.0	0.0
ZEV and Sustainability Manager	08	1.0	0.0	0.0	1.0	0.0
<b>MAINTENANCE TOTAL</b>		<b>184.0</b>	<b>0.0</b>	<b>0.0</b>	<b>184.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>MAINTENANCE-FACILITY</u></b>						
Facilities Supervisor - Bus	08	1.0	0.0	0.0	1.0	0.0
Mechanic A - Facilities - IAD	BU	2.0	0.0	0.0	2.0	0.0
Mechanic A - Facilities - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>MAINTENANCE-FACILITY TOTAL</b>		<b>5.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>
<b><u>PASSENGER SERVICES</u></b>						
Customer Service Supervisor	06	2.0	0.0	0.0	2.0	0.0
Director of Support Services	12	1.0	0.0	0.0	1.0	0.0
Operations Asst - Ride Checker	01	1.0	0.0	0.0	1.0	0.0
Receptionist	02	1.0	0.0	0.0	1.0	0.0
Support Services Analyst	04	1.0	0.0	0.0	1.0	0.0
Support Services Coordinator	04	1.0	0.0	0.0	1.0	0.0
<b>PASSENGER SERVICES TOTAL</b>		<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.0</b>	<b>0.0</b>
<b><u>REVENUE (BUS)</u></b>						
Asst Rev Technicians - IAD	BU	2.0	0.0	0.0	2.0	0.0
Asst Rev Technicians - KMD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Processors - IAD	BU	3.0	0.0	0.0	3.0	0.0
Revenue Processors - KMD	BU	2.0	0.0	0.0	2.0	0.0
Revenue Technicians - IAD	BU	1.0	0.0	0.0	1.0	0.0
Revenue Technicians - KMD	BU	2.0	0.0	0.0	2.0	0.0
<b>REVENUE (BUS) TOTAL</b>		<b>11.0</b>	<b>0.0</b>	<b>0.0</b>	<b>11.0</b>	<b>0.0</b>
<b><u>SAFETY</u></b>						
Manager of Safety (Bus)	09	1.0	0.0	0.0	1.0	0.0
<b>SAFETY TOTAL</b>		<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>0.0</b>
<b><u>TRAINING</u></b>						
Asst Manager of Training	06	1.0	0.0	0.0	1.0	0.0
Bus Op Training Admin Asst	03	1.0	0.0	0.0	1.0	0.0
Bus Op Training Instructor	06	5.0	0.0	0.0	5.0	0.0
Manager of Training (Transp)	09	1.0	0.0	0.0	1.0	0.0
<b>TRAINING TOTAL</b>		<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (BUS)</u></b>						
Director of Transportation	13	1.0	0.0	0.0	1.0	0.0
Admin Asst II - Operations	05	1.0	0.0	0.0	1.0	0.0
Bus Operators - F/T	BU	565.0	0.0	0.0	565.0	0.0
Bus Operators - P/T	BU	0.5	0.0	0.0	0.5	0.0
Comm/Ops Supv-Dispatch IAD	08	8.0	0.0	0.0	8.0	0.0
Comm/Ops Supv-Radio	08	8.0	0.0	0.0	8.0	0.0
Dispatch Clerk	BU	4.0	0.0	0.0	4.0	0.0
Dispatch Clerk - KMD	BU	2.0	0.0	0.0	2.0	0.0
Manager of Service Operations	10	1.0	0.0	0.0	1.0	0.0
Manager of Transp Comm & Tech	10	1.0	0.0	0.0	1.0	0.0
Service Operations Supervisor	08	14.0	0.0	0.0	14.0	0.0
Trans Div Manager - IAD	10	1.0	0.0	0.0	1.0	0.0
Trans Div Manager - KMD	10	1.0	0.0	0.0	1.0	0.0
Transp Comm & Technology Supvr	08	1.0	0.0	0.0	1.0	0.0
Transp Service Quality Spec	06	1.0	0.0	0.0	1.0	0.0
<b>TRANSPORTATION (BUS) TOTAL</b>		<b>609.5</b>	<b>0.0</b>	<b>0.0</b>	<b>609.5</b>	<b>0.0</b>
<b>Subtotal Bus Operations</b>		<b>837.0</b>	<b>0.0</b>	<b>0.0</b>	<b>837.0</b>	<b>0.0</b>

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
**POSITION INFORMATION (DETAILED POSITION FORMAT) Att.G, AI 30, 04/14/2022**  
**FISCAL YEAR 2023 PROPOSED BUDGET**  
**SECTION 10.04**

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>Rail Operations</u></b>						
<b><u>EXECUTIVE (RAIL)</u></b>						
Asst System Safety Manager	09	1.0	0.0	0.0	1.0	0.0
Chief Operating Officer (Rail)	15	1.0	0.0	0.0	1.0	0.0
Engineering Intern	01	0.5	0.0	0.0	0.5	0.0
Mgr of Service Quality - Rail	10	1.0	0.0	0.0	1.0	0.0
System Safety Manager (Rail)	09	1.0	0.0	0.0	1.0	0.0
<b>EXECUTIVE (RAIL) TOTAL</b>		<b>4.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>
<b><u>FACILITIES</u></b>						
Admin Asst II - Facilities	05	1.0	0.0	0.0	1.0	0.0
Asst Manager of Facilities	07	1.0	0.0	0.0	1.0	0.0
Facilities Supervisor	06	5.0	0.0	0.0	5.0	0.0
Facilities Supervisor (MC)	06	1.0	0.0	0.0	1.0	0.0
Serviceperson	BU	60.0	-1.0	0.0	59.0	0.0
Serviceperson (MC)	BU	12.0	0.0	0.0	12.0	0.0
Superintendent of Facilities	13	1.0	0.0	0.0	1.0	0.0
<b>FACILITIES TOTAL</b>		<b>81.0</b>	<b>-1.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>
<b><u>LIGHT RAIL VEHICLES</u></b>						
Superintendent of LRV Maint	13	1.0	0.0	0.0	1.0	0.0
Assist Training Sup - LRV (MC)	09	1.0	0.0	0.0	1.0	0.0
Asst Superintendent LRV	10	1.0	0.0	0.0	1.0	0.0
Clerk Typist/Data Entry LRV	BU	2.0	0.0	0.0	2.0	0.0
LRV Asst Lineman	BU	17.0	0.0	0.0	17.0	0.0
LRV Asst Lineman (MC)	BU	13.0	0.0	0.0	13.0	0.0
LRV Electromechanic	BU	48.0	0.0	0.0	48.0	0.0
LRV Lineman	BU	8.0	0.0	0.0	8.0	0.0
LRV Lineman (MC)	BU	3.0	0.0	0.0	3.0	0.0
LRV Maint Supervisor	09	7.0	0.0	0.0	7.0	0.0
LRV Maint Supervisor (MC)	09	3.0	0.0	0.0	3.0	0.0
LRV Project Cordinator/Analyst	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (LRV)	05	1.0	0.0	0.0	1.0	0.0
Training Supervisor - LRV	09	1.0	0.0	0.0	1.0	0.0
<b>LIGHT RAIL VEHICLES TOTAL</b>		<b>107.0</b>	<b>0.0</b>	<b>0.0</b>	<b>107.0</b>	<b>0.0</b>
<b><u>MAINTENANCE OF WAYSIDE</u></b>						
Asst Superintendent Wayside	10	1.0	0.0	0.0	1.0	0.0
Asst Training Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Maintenance Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Superintendent Wayside Maint	13	1.0	0.0	0.0	1.0	0.0
Training Supervisor - MOW	09	1.0	0.0	0.0	1.0	0.0
Wayside Assistant Lineman	BU	7.0	0.0	0.0	7.0	0.0
Wayside Assistant Lineman (MC)	BU	6.0	0.0	0.0	6.0	0.0
Wayside Electromechanic	BU	15.0	0.0	0.0	15.0	0.0
Wayside Lineman	BU	8.0	0.0	0.0	8.0	0.0
Wayside Maintenance Sup (MC)	09	1.0	0.0	0.0	1.0	0.0
Wayside Maintenance Supervisor	09	4.0	0.0	0.0	4.0	0.0
<b>MAINTENANCE OF WAYSIDE TOTAL</b>		<b>46.0</b>	<b>0.0</b>	<b>0.0</b>	<b>46.0</b>	<b>0.0</b>

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**SECTION 10.04**

		Amended Budget	Position	Net Positons	Proposed	Frozen
	Salary	FY 2022	Shifts	Requiring	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	Funding Adjs	(FTE's)	(FTE's)
<b><u>REVENUE (RAIL)</u></b>						
Clerk Typist/Data Entry REV	BU	1.0	0.0	0.0	1.0	0.0
Collector / Processor	BU	8.0	0.0	0.0	8.0	0.0
Lead Revenue Maint Supervisor	09	1.0	0.0	0.0	1.0	0.0
Lead Special Events Assistant	01	0.2	0.0	0.0	0.2	0.0
Passenger Support Supervisor	06	1.0	0.0	0.0	1.0	0.0
Revenue Analyst (Rail)	05	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer I	BU	2.0	0.0	0.0	2.0	0.0
Revenue Maintainer I (MC)	BU	4.0	0.0	0.0	4.0	0.0
Revenue Maintainer II	BU	1.0	0.0	0.0	1.0	0.0
Revenue Maintainer III	BU	11.0	0.0	0.0	11.0	0.0
Revenue Maintenance Supervisor	09	1.0	0.0	0.0	1.0	0.0
Ridership Surveyor	BU	3.0	0.0	0.0	3.0	0.0
Special Events Assistant	01	7.5	0.0	0.0	7.5	0.0
Supervisor Revenue Operations	08	1.0	0.0	0.0	1.0	0.0
<b>REVENUE (RAIL) TOTAL</b>		<b>42.7</b>	<b>0.0</b>	<b>0.0</b>	<b>42.7</b>	<b>0.0</b>
<b><u>TRACK</u></b>						
Manager of Track and Structure	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor	09	1.0	0.0	0.0	1.0	0.0
Track Supervisor (MC)	09	1.0	0.0	0.0	1.0	0.0
Trackperson	BU	11.0	0.0	0.0	11.0	0.0
Trackperson (MC)	BU	3.0	0.0	0.0	3.0	0.0
Trackperson Equip Op	BU	5.0	0.0	0.0	5.0	0.0
<b>TRACK TOTAL</b>		<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>
<b><u>TRANSPORTATION (RAIL)</u></b>						
Asst Superintendent Trans	10	1.0	0.0	0.0	1.0	0.0
Assignments Supervisor	07	5.0	0.0	0.0	5.0	0.0
Central Control Info Rep	06	1.0	0.0	0.0	1.0	0.0
Central Control Supervisor	09	2.0	0.0	0.0	2.0	0.0
Construction Safety Flagperson	PT	30.0	0.0	0.0	30.0	0.0
Lead Transportation Sup	08	1.0	0.0	0.0	1.0	0.0
Superintendent Transportation	13	1.0	0.0	0.0	1.0	0.0
Train Operator	BU	99.0	0.0	0.0	99.0	0.0
Train Operator - PT	BU	51.0	0.0	0.0	51.0	0.0
Train Operator - PT (MC)	BU	6.0	0.0	0.0	6.0	0.0
Train Operator (MC)	BU	21.0	0.0	0.0	21.0	0.0
Training Sup - Trans (MC)	08	1.0	0.0	0.0	1.0	0.0
Training Supervisor - Trans	08	2.0	0.0	0.0	2.0	0.0
Transportation Controller	08	13.0	0.0	0.0	13.0	0.0
Transportation Controller (MC)	08	4.0	0.0	0.0	4.0	0.0
Transportation Supervisor	08	12.0	0.0	0.0	12.0	0.0
Transportation Supervisor (MC)	08	3.0	0.0	0.0	3.0	0.0
<b>TRANSPORTATION (RAIL) TOTAL</b>		<b>253.0</b>	<b>0.0</b>	<b>0.0</b>	<b>253.0</b>	<b>0.0</b>
<b>Subtotal Rail Operations</b>		<b>556.1</b>	<b>-1.0</b>	<b>0.0</b>	<b>555.1</b>	<b>0.0</b>



**SAN DIEGO METROPOLITAN TRANSIT SYSTEM**  
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**SECTION 10.04**

		Amended Budget	Position	Net Positons Requiring	Proposed	Frozen
	Salary	FY 2022	Shifts	Funding Adjs	FY 2023	Positions
	Grade	(FTE's)	(FTE's)	(FTE's)	(FTE's)	(FTE's)
<b><u>Other MTS Operations</u></b>						
<b><u>TAXICAB</u></b>						
For-Hire Vehicle Administratio	10	1.0	0.0	0.0	1.0	0.0
Regulatory Analyst	06	2.0	0.0	0.0	2.0	0.0
Regulatory Inspector	05	3.0	0.0	0.0	3.0	0.0
<b>TAXICAB TOTAL</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b>Subtotal Other MTS Operations</b>		<b>6.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>0.0</b>
<b>Grand Total</b>		<b>1,669.6</b>	<b>-1.0</b>	<b>4.0</b>	<b>1,672.6</b>	<b>0.0</b>



## Agenda Item No. 31

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

April 14, 2022

#### SUBJECT:

FISCAL YEAR (FY) 2023 CAPITAL IMPROVEMENT PROGRAM (CIP) (MIKE THOMPSON)

#### RECOMMENDATION:

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

- 1) Approve the FY 2023 CIP with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
- 2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2023 CIP (shown in Attachment A); and
- 3) Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2023 CIP recommendations.

#### Budget Development Committee Recommendation

At its March 24, 2022 meeting, the Budget Development Committee voted 5 to 0 (Board Members Moreno, Fletcher, Salas, Sandke, and Whitburn in favor) to recommend that the Board of Directors approve the staff recommendation.

#### Budget Impact

The total estimated funding for FY 2023 is \$171.4 million (Attachment A). After the utilization of \$59.0 million in preventative maintenance, \$4.6 million for Americans with Disabilities Act (ADA) Operation (funding the FY 2022 operating budget), and funding for SANDAG planning studies totaling \$0.2 million, \$107.6 million is available for capital projects.



## DISCUSSION:

The creation of the annual CIP and operating budgets involve a multifaceted decision-making process that impacts the agency's assets and the ability to keep these assets in a State of Good Repair (SGR). This requires a delicate balance between funding capital and operations in order to effectively, efficiently, and safely provide transit services for the region. In accordance with Board Policy 65 - Transit Asset Management (TAM) Policy, MTS maintains both a TAM plan and a 20-year CIP forecast in order to facilitate these decision-making processes. On a yearly basis, the CIP is constructed under this framework, subject to the funding that is available in the current year.

### Development of the MTS FY 2023 CIP

The CIP process began in September 2021 with the "call for projects". The recommended CIP assumes funding of \$59.0 million for preventative maintenance, \$4.6 million for ADA Operations, and \$0.2 million in SANDAG planning studies. The remaining submitted projects compete for the balance of available funding. For FY 2023, there is \$107.6 million in available federal, state, and local funding sources, which are detailed below.

### Federal Funding

On November 15, 2021, President Biden signed the Bipartisan Infrastructure Law, reauthorizing surface transportation programs through Federal FY (FFY) 2026. The legislation establishes the legal authority to commence and continue Federal Transit Administration (FTA) programs. Each reauthorization amends the Federal Transit Laws codified in 49 USC Chapter 53.

The reauthorization provides for the following funding streams MTS commonly receives:

- 5307 Urban Area Formula Grants for capital improvements and preventative maintenance
- 5311 Formula Grants for Rural Areas for capital improvements and to supplement operating costs
- 5337 State of Good Repair Funding for capital improvements and preventative maintenance
- 5339 Bus and Bus Facilities Funding for capital improvements

The FY 2023 MTS CIP (Attachments A and B) will serve as the basis for the federal formula grant applications. The FTA requires submission of grant applications to obligate annual appropriations under Sections 5307, 5337, and 5339. The funding levels for each section (as indicated in Attachment A) this year are based on the actual apportionments published for the region.

As the region's Metropolitan Planning Organization (MPO), SANDAG apportions the 5307, 5337, and 5339 formula funds between MTS and the North County Transit District (NCTD) based on service area populations. Prior to the apportionments, SANDAG deducts funds from Section 5307 for funding the region's vanpool program. MTS receives approximately 70 percent while NCTD receives approximately 30 percent of these federal formula funds.

Section 5307 Urbanized Area Formula Program is a block grant program in which each urbanized area over 50,000 in population receives financial assistance to provide public transit.

The formula for determining each metropolitan area's share of funds is based on an urbanized area's population, population density, levels of existing fixed-guideway service, and levels of existing bus service and ridership. The Section 5307 program is designed to meet routine capital needs and may not be used for operating assistance. However, the Transportation Equity Act for the 21st Century (TEA-21) expanded the definition of capital to include preventative maintenance, thereby, in effect, mitigating the relative lack of federal assistance for operations. In addition to the expanded definition of capital, the Section 5307 Urbanized Area Formula Program also allows for a maximum of 10 percent maximum of the allocation to support operations of ADA complementary paratransit service.

For FFY 2022, the estimated allocation for the MTS Section 5307 program is \$45.9 million, which will be matched with local funds of \$11.5 million. This program would provide an estimated \$57.4 million to fund MTS's FY 2023 CIP.

Section 5337 is a formula-based SGR program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). Section 5337 includes funding previously provided through section 5309 Fixed Guideway Rail Modernization Formula Program. Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Section 5337 SGR funds are allocated on a formula basis to rail systems that have been in operation for at least eight years. For FFY 2022, the Section 5337 funds MTS allocation estimate is \$28.3 million and will be matched with local funds of \$7.1 million. The program will provide an estimated \$35.4 million to fund MTS's FY 2023 CIP.

Section 5339 funding provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. For FFY 2022, the Section 5339 funds MTS allocation estimate is \$4.3 million and will be matched with local funds of \$1.1 million. The program will provide an estimated \$5.4 million to fund MTS's FY 2023 CIP.

In September of 2019, SANDAG's board has approved a total of \$72 million in federal Regional Surface Transportation Program (RSTP) funding from FY 2020 to FY 2025 for the replacement of MTS's SD100 LRV fleet to support additional/more frequent Trolley service. In MTS's FY 2023 CIP \$12.0 million is budgeted, and the remaining balance will be budgeted in the future fiscal years.

The FTA funding is structured on a reimbursement basis (after expenses are incurred). Local funding (Transportation Development Act (TDA)/ State Transit Assistance (STA) /TransNet) is scheduled at the beginning of each fiscal year and received on a monthly or quarterly basis. In many situations, local funds are received before expenses are incurred.

#### Local Match

The local match for CIP projects will come from the pooled transit finances for the MTS region. While it is likely that the actual funds used would be TDA funds, final decisions on the matching source would be made during the FY 2023 CIP implementation process in order to maximize the availability and flexibility of funding.

### STA

MTS receives STA funding from the Public Transportation Act, which derives its revenue from the state sales tax on diesel fuels. This funding was augmented by the Road Repair and Accountability Act of 2017, or Senate Bill 1 (SB1), which was signed by the Governor on April 28, 2017. For FY 2023, the estimated STA funding is \$31.0 million, of which \$19.7 million is planned in CIP with the remaining \$11.3 million planned for the operating budget.

MTS also receives a separate STA allocation for SGR program funding from SB1, which is funded from a portion of a new transportation improvement fee on vehicle registration. Receipts for FY 2022 will provide \$5.0 million to MTS's FY 2023 CIP.

### California Cap-and-Trade Revenue

Since 2014, the State of California Budget has provided \$11.0 billion to the Greenhouse Gas Reduction Fund (GHGRF) from Cap-and-Trade auction proceeds to support existing and pilot programs that will reduce Greenhouse Gas (GHG) emissions and benefit disadvantaged communities. Transit operators are eligible recipients for several of the programs which will be funded from the GHGRF, most of which are competitive programs.

The Low Carbon Transit Operations Program (LCTOP) has \$147 million in total funding that will be distributed by the same formula as STA funding. MTS's allocation for FY 2021 is \$8.1 million. Based on the current zero-emission bus (ZEB) rollout plan, the entire amount will be budgeted in MTS's FY 2024 CIP.

Over the last few years, MTS has received multiple competitive grant awards from the Transit and Intercity Rail Capital Program (TIRCP). In FY 2019, MTS was awarded a total of \$40.1 million for Blue Line Rail Corridor Transit Enhancements projects, which also included funding for the America Plaza Pedestrian Enhancement. In FY 2023 CIP, \$2.6 million is budgeted. For FY 2020, MTS was awarded a total of \$7.2 million for the El Cajon Transit Center Third Track project. In FY 2023 CIP, \$3.0 million is budgeted.

### Other Revenue

Alternative fuel credits are issued by the IRS to MTS for utilizing compressed natural gas to power its vehicles. This rebate program has expired and then reauthorized multiple times over the years, most recently being extended through calendar year 2021. MTS has included \$3.9 million in revenues for calendar year 2020 in the FY 2023 CIP.

MTS received \$750,000 of Federal Community Project funding with the passing of the Consolidated Appropriations Act, 2022. This directed funding will support the Imperial Avenue Division Zero Emission Bus Overhead Charging project.

\$12.1 million of other one-time funding has also been included in the FY 2023 CIP. This balance includes transfers from older closed capital projects, proceeds from land sales, and grants from the Affordable Housing and Sustainable Communities program.

### Project Selection

A meeting of the Capital Projects Review Committee (CPRC) was held to review the project list and to develop a CIP recommendation for FY 2023. In accordance with the Capital Projects Selection Process, the CPRC is comprised of representatives from MTS Bus, MTS Rail, MTS Administration, and SANDAG. Each CPRC member was responsible for submitting the capital requests for its division or agency. The CPRC reviewed and approved the prioritization of those capital requests.

The capital project list (Attachment B) represents the five-year, unconstrained need for the MTS operators, 100 projects in total for \$948 million. Each MTS agency submitted its capital project requests in priority order, and the lists were consolidated for review by the CPRC. The CPRC reviewed the projects in the context of their impact on operations and determined the most critical projects to fund this year. The remaining projects were deferred; however, it is recognized that the continued deferral of some projects could have negative impacts on system infrastructure in future years. The list of projects is also subject to an analysis based on social equity principles (Attachment E). This process assures that the benefits and burdens of transit investment are shared equitably throughout the MTS service area. A series of maps are used to detail the results of this analysis.

### FY 2023 CIP Funded Projects

Of the \$107.6 million available after preventative maintenance and SANDAG planning studies, \$66.3 million (or 62 percent) has been dedicated to Revenue Vehicle replacement for the ongoing upkeep of the MTS fleet of service vehicles; \$13.9 million (or 13 percent) has been dedicated to Facility & Construction projects; \$11.8 million (or 11 percent) has been dedicated to Rail Infrastructure projects; \$4.0 million (or 4 percent) has been dedicated to Other Equipment & Installations; and another \$11.5 million (or 11 percent) dedicated to Major Initiatives projects.

The table below is a summary of the CPRC recommendations, the major categories that are proposed to be funded, and the percentage of total available funding.

Capital Project Categories	Funding (\$000s)	% of Total
Bus Revenue Vehicles	\$ 35,828	33%
Rail Revenue Vehicles	30,500	28%
Facility & Construction Projects	13,921	13%
Rail Infrastructure	11,805	11%
Other Equipment & Installation	4,042	4%
Major Initiatives	11,536	11%
<b>Grand Total</b>	<b>\$ 107,632</b>	

A full listing of projects with respective funding levels is available within Attachment B, and brief descriptions are included in Attachment C. A couple of projects of note:

- SD100 Light Rail Vehicle (LRV) Replacement – Funding of \$30.5 million will be added to the \$137.4 million previously funded for the replacement of the SD100

fleet. There will be 47 LRVs that will need to be replaced by 2025, with a total estimated cost of over \$216 million.

- 40' Bus Procurement – Funding of \$35.0 million for the replacement of thirty-eight 40' CNG buses and twenty mini busses in accordance with the MTS Transit Fleet Plan.
- El Cajon Third Track - Funding of \$6.7 million will be added to the \$5.1 million previously funded for the construction phase of the project.
- Green Line IMT Double Track Station - Funding of \$4.0 million will be added to the \$9.9 million previously funded for the construction phase of the project.

#### Five-Year Capital Program Projections

Attachment D summarizes a high-level look at the five-year capital program. The federal 5307 and 5337 funding levels are projected by SANDAG to hold flat through FY 2027. Cumulative total capital needs for the five-year period exceed the available projected funding levels. Total project needs over the five-year term are projected to be \$994 million. Projected deficits from FY 2023 to FY 2027 total \$531 million. The ratio of total funding to total capital needs over the five-year term is projected at 46.6 percent, less than half of funding total system needs.

Therefore, staff recommends that the MTS Board of Directors:

- 1) Approve the FY 2023 CIP with the estimated federal and nonfederal funding levels (Attachments A and B). As the federal appropriation figures are finalized and/or other project funding sources become available, allow the Chief Executive Officer (CEO) to identify and adjust projects for the adjusted funding levels;
- 2) Recommend that the San Diego Association of Governments (SANDAG) Board of Directors approve the submittal of Federal Section 5307, 5337, and 5339 applications for the MTS FY 2023 CIP (shown in Attachment A); and
- 3) Recommend that the SANDAG Board of Directors approve amendment number 11 of the 2021 Regional Transportation Improvement Program (RTIP) in accordance with the FY 2023 CIP recommendations.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)

Attachments: A. FY 2023 Funding Sources  
B. FY 2023 Capital Improvement Projects List  
C. FY 2023 Funded Project Descriptions  
D. Funding Compared to Capital Needs for FY 2023 – 2027  
E. FY 2023 Capital Improvement Program Title VI/Environmental Justice Analysis

**San Diego Metropolitan Transit System**  
**Capital Improvement Program - Funding Sources (\$000s)**  
**Fiscal Year 2023**

<b>Funding Description</b>	<b>Total</b>
Federal FFY22 - 5307 Funding Estimate	\$ 45,930
Federal FFY22 - 5337 Funding Estimate	28,318
Federal FFY22 - 5339 Funding Estimate	4,318
Federal Regional Surface Transportation Program (RSTP)	12,000
California Transportation Development Act (TDA)	33,836
California State Transit Assistance (STA)	19,669
California State of Good Repair (SGR)	4,952
California Cap and Trade (TIRCP)	5,585
Other Funds	16,830
<b>Total Available Funding</b>	<b>\$ 171,438</b>
Preventive Maintenance - Federal 5307	\$ (30,682)
Preventive Maintenance - Federal 5337	(28,318)
ADA Operation - Federal 5307	(4,593)
SANDAG Planning Study - FFY20 Local Match	(213)
<b>Total Preventative Maintenance/SANDAG Planning</b>	<b>\$ (63,806)</b>
<b>Available Funding for Capital Program</b>	<b>\$ 107,632</b>



**San Diego Metropolitan Transit System**  
**Capital Improvement Program – Project List by Category (\$000s)**  
**Fiscal Year 2023 – 2027**

## State of Good Repair Projects

### Bus Revenue Vehicles

Annual vehicle replacement for fleet of 40-Foot, 60-Foot Articulated, ADA Minibus, Fixed Route Minibus, and Commuter Express buses. The fleet replacement plan also incorporates the Zero Emission Bus Transition plan approved by the MTS Board of Directors in September 2020.

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Bus Ops - Bus Procurement	\$ 35,028	\$ -	\$ 33,940	\$ 33,267	\$ 45,630	\$ 50,886	\$ 198,751
Bus Ops - Rapid Bus Procurement	-	22,818	16,082	-	24,373	-	63,272
Bus Ops - Iris Rapid - BEB Procurement	800	-	-	-	-	-	800
<b>Subtotal</b>	<b>\$ 35,828</b>	<b>\$ 22,818</b>	<b>\$ 50,022</b>	<b>\$ 33,267</b>	<b>\$ 70,003</b>	<b>\$ 50,886</b>	<b>\$ 262,823</b>

### Rail Revenue Vehicles

Annual vehicle replacement for fleet of light rail vehicles.

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Rail Ops - SD100 Light Rail Vehicle Replacement	\$ 30,500	\$ -	\$ 32,000	\$ 11,060	\$ -	\$ -	\$ 73,560
Rail Ops - SD7 Light Rail Vehicle Replacement	-	-	-	-	10,566	10,566	21,132
<b>Subtotal</b>	<b>\$ 30,500</b>	<b>\$ -</b>	<b>\$ 32,000</b>	<b>\$ 11,060</b>	<b>\$ 10,566</b>	<b>\$ 10,566</b>	<b>\$ 94,692</b>

## Facility & Construction Projects

Facilities refer to the structures that enclose or support maintenance, operations, and administrative functions at the Rail division in downtown San Diego and the five bus maintenance facilities throughout San Diego County. Facilities also house specialized equipment that supports the operations and maintenance of the vehicles (for example, fueling and wash facilities).

Facilities also refer to the structures that enclose or support spaces for passengers. Passenger facilities are usually focused around spaces for pedestrian movement or waiting areas. Stations provide shelter for employees and customers, and facilities provide shelter for employees, revenue vehicles, and power systems.

## Bus Operations

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Bus Ops - CPD Modular Building Replacement Planning	\$ -	\$ 122	\$ -	\$ -	\$ -	\$ -	\$ 122
Bus Ops - CPD Facility Upgrades	-	-	1,265	1,520	3,190	1,005	6,980
Bus Ops - ECD Facility Upgrades	-	-	720	1,090	8,570	6,180	16,560
Bus Ops - IAD Facility Upgrades	-	-	8,095	4,525	350	1,425	14,395
Bus Ops - KMD CNG Dispenser Replacement	-	473	-	-	-	-	473
Bus Ops - KMD CNG Compressor Replacement	1,699	-	-	-	-	-	1,699
Bus Ops - KMD Facility Upgrades	-	-	1,730	8,815	6,090	850	17,485
Bus Ops - KMD Shop Hoists	1,925	-	-	-	-	-	1,925
Bus Ops - SBMF Facility Upgrades	-	-	1,370	2,940	7,330	4,400	16,040
Bus Ops - SBMF Building Demolition	758	-	-	-	-	-	758
Bus Ops - SBMF 3620 HVAC & Roof Repairs	-	125	-	-	-	-	125
Bus Ops - SBMF CNG Dryer Replacement	-	413	-	-	-	-	413
Bus Ops - SBMF Mobile Column Lift Replacement	-	150	-	-	-	-	150
<b>Subtotal</b>	<b>\$ 4,382</b>	<b>\$ 1,283</b>	<b>\$ 13,180</b>	<b>\$ 18,890</b>	<b>\$ 25,530</b>	<b>\$ 13,860</b>	<b>\$ 77,125</b>

## Rail Operations

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Admin - Pyramid Building Repairs	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600
Rail Ops - "C" Yard Expansion	-	-	1,000	5,000	-	-	6,000
Rail Ops - Building A Roll Up Doors	-	-	-	-	-	350	350
Rail Ops - Palm Tree Removal	750	-	-	-	-	-	750
Rail Ops - Fencing Replacement	350	-	200	200	200	200	1,150
Rail Ops - S85 Retaining Wall	900	-	-	-	-	-	900
Rail Ops - SDTI Buildings Roof Replacements and Upgrades	-	-	350	-	-	350	700
<b>Subtotal</b>	<b>\$ 2,600</b>	<b>\$ -</b>	<b>\$ 1,550</b>	<b>\$ 5,200</b>	<b>\$ 200</b>	<b>\$ 900</b>	<b>\$ 10,450</b>

## Passenger Facilities

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Admin - ADA Bus Stop Improvements - FY23	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600
Admin - America Plaza Pedestrian Enhancements	3,294	-	-	-	-	-	3,294
Admin - East Village AHSC Rapid Stations	550	-	-	-	-	-	550
Admin - Grantville Station Improvements	1,995	-	-	-	-	-	1,995
Rail Ops - Transit Center Improvements	-	-	2,000	6,000	7,000	-	15,000
Rail Ops - Rio Vista Platform Design Phase II	500	-	1,500	-	-	-	2,000
Rail Ops - Station Elevators	-	2,750	350	-	-	-	3,100
Rail Ops - Station Shelter Replacement	-	1,200	-	-	-	-	1,200
<b>Subtotal</b>	<b>\$ 6,939</b>	<b>\$ 3,950</b>	<b>\$ 3,850</b>	<b>\$ 6,000</b>	<b>\$ 7,000</b>	<b>\$ -</b>	<b>\$ 27,739</b>

## Rail Infrastructure

This category refers to the structural elements that allow for the movement of MTS's LRVs. These assets are broadly categorized into track elements, guideway elements comprising the track right-of-way, grade crossings, and the electrical infrastructure.

### Track

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Rail Ops - Drainage Improvements	\$ -	\$ 100	\$ 1,600	\$ 2,900	\$ -	\$ -	\$ 4,600
Rail Ops - Grade Crossing Replacement	1,685	1,390	8,244	3,155	4,210	702	19,386
Rail Ops - Green Line Double Tracks	4,000	-	-	-	-	-	4,000
Rail Ops - Massachusetts to San Altos Drainage Improvement	-	500	5,000	500	-	-	6,000
Rail Ops - Special Trackwork Replacement	500	-	6,500	2,200	-	-	9,200
Rail Ops - Station Trackway Replacement	1,240	-	3,000	1,750	-	-	5,990
Rail Ops - Street Trackage Pavement Replacement	-	1,200	2,285	2,323	2,560	2,511	10,879
Rail Ops - Euclid Grade Separation	-	-	150	550	800	15,000	16,500
Rail Ops - Rail Replacement	-	-	250	1,100	-	-	1,350
<b>Subtotal</b>	<b>\$ 7,425</b>	<b>\$ 3,190</b>	<b>\$ 27,029</b>	<b>\$ 14,478</b>	<b>\$ 7,570</b>	<b>\$ 18,213</b>	<b>\$ 77,905</b>

## Maintenance of Wayside (MOW)

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Rail Ops - 12th Imperial & India St WSD to H&K Detection System	\$ 200	\$ -	\$ 1,900	\$ -	\$ -	\$ -	\$ 2,100
Rail Ops - ABS Between Francis St and Euclid Ave	-	400	5,000	-	-	-	5,400
Rail Ops - ABS Signaling Between Francis and 32nd St	-	1,400	-	-	-	-	1,400
Rail Ops - ARINC Integration	1,300	-	-	-	-	-	1,300
Rail Ops - Downtown Parallel Feeder Cable	350	-	3,000	2,000	-	-	5,350
Rail Ops - Grade Crossing Warning System	-	300	2,000	1,200	1,200	1,200	5,900
Rail Ops - Orange Line Grade Crossing Approach & Signal	-	1,400	-	-	-	-	1,400
Rail Ops - Overhead Catenary System	-	500	4,667	4,667	4,667	4,667	19,168
Rail Ops - Signal Upgrade for El Cajon 3rd Track - INT E26	2,050	-	-	-	-	-	2,050
Rail Ops - Substation Replacement	480	-	8,525	16,770	14,300	350	40,425
Rail Ops - Wayside Signal Replacement	-	100	1,180	1,190	2,190	1,165	5,825
Rail Ops - Double Crossover Switches - Francis ST Horton	-	-	600	4,000	-	-	4,600
Rail Ops - E8 & E10 Interlocking Upgrades	-	-	200	2,500	-	-	2,700
<b>Subtotal</b>	<b>\$ 4,380</b>	<b>\$ 4,100</b>	<b>\$ 27,072</b>	<b>\$ 32,327</b>	<b>\$ 22,357</b>	<b>\$ 7,382</b>	<b>\$ 97,618</b>

## Other Equipment & Installations

This category includes any equipment replacement, including things such as service vehicles for Bus and Rail Operations, maintenance equipment, cleaning equipment, major rehabilitation components for light rail vehicles.

This category also includes a diverse set of systems that support core operational functions and have software and hardware that need to be refreshed on a periodic basis. All of these systems are critical to transit operations, providing financial information, communications, network connectivity, revenue collection, security, customer service, and safety controls.

## Operations

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Bus Ops - Automatic Passenger Counters	\$ -	\$ -	\$ 1,200	\$ -	\$ -	\$ -	\$ 1,200
Bus Ops - Bus VMS Signs	-	-	-	-	-	110	110
Bus Ops - Bus Yard Wireless Network Replacement	-	240	250	250	250	250	1,240
Bus Ops - Imperial Ave Division Generator Replacement	430	-	-	-	-	-	430
Bus Ops - RTMS Updates	-	-	1,500	250	-	750	2,500
Bus Ops - Transit Service Trucks	-	-	345	-	665	-	1,010
Bus Ops - Trapeze IVR upgrade	-	-	-	-	-	120	120
Rail Ops - Wheel Truing Machine Replacement	-	-	3,000	-	-	-	3,000
Rail Ops - Building C Fans	250	-	-	-	-	-	250
Rail Ops - CCTV Installation and Upgrade	175	-	200	225	250	495	1,345
Rail Ops - Communication Cabinets UPS & Batteries	-	-	-	-	-	300	300
Rail Ops - CTC Technology Refresh (AIM)	-	-	-	-	-	300	300
Rail Ops - Davra System Enhancements	668	-	-	600	-	600	1,868
Rail Ops - HVAC Improvements	100	-	140	180	110	-	530
Rail Ops - On-Track Equipment Replacement	-	150	250	-	-	-	400
Rail Ops - Replace Forklift	-	-	-	-	-	-	-
Rail Ops - Station Cleaning Equipment	110	-	75	50	50	75	360
Rail Ops - System Wide UPS & Battery Upgrade	-	-	200	-	-	-	200
Rail Ops - Trolley Platform VMS Sign Upgrades	-	-	810	810	810	810	3,240
Rail Ops - Trolley Right of Way LIDAR Imagery Refresh	-	-	120	-	120	-	240
Rail Ops - Trolley Station Network Communication Equipment	-	-	-	2,000	1,000	-	3,000
Rail Ops - Trolley Station PA System Upgrades	-	-	200	-	-	-	200
<b>Subtotal</b>	<b>\$ 1,733</b>	<b>\$ 390</b>	<b>\$ 8,290</b>	<b>\$ 4,365</b>	<b>\$ 3,255</b>	<b>\$ 3,810</b>	<b>\$ 21,843</b>

## Administration

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Admin - Board Room Audio/Video Refresh	\$ -	\$ -	\$ -	\$ 300	\$ -	\$ -	\$ 300
Admin - Copier Replacement	126	-	-	-	-	-	126
Admin - Data Storage Refresh	100	-	100	125	781	100	1,206
Admin - Document Management System	-	252	-	-	-	300	552
Admin - Miscellaneous Capital	462	-	-	-	1,000	-	1,462
Admin - Network Equipment Refresh	400	-	400	400	600	400	2,200
Admin - SAP S4/HANA Migration to the Cloud	-	-	-	5,000	-	-	5,000
Admin - SAP Upgrade Warehouse Bar Code Implementation	-	700	-	-	-	-	700
Admin - Security Portable Office Space	-	-	400	-	-	-	400
Admin - Server Refresh	1,221	-	260	310	300	485	2,576
Admin - Website & Intranet Upgrade	-	-	-	-	-	300	300
<b>Subtotal</b>	<b>\$ 2,309</b>	<b>\$ 952</b>	<b>\$ 1,160</b>	<b>\$ 6,135</b>	<b>\$ 2,681</b>	<b>\$ 1,585</b>	<b>\$ 14,822</b>

## Major Initiatives

### Zero Emission Bus (ZEB) Infrastructure

This category includes the necessary infrastructure to enable the fueling of the future ZEB fleet. It includes things like overhead charging infrastructure at all existing divisions, backup generators, batteries for storage, and solar panels on the overhead gantry.

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Bus Ops - IAD ZEB Overhead Charging - Design	\$ 1,055	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,055
Bus Ops - KMD ZEB Overhead Charging - Design	500	-	-	-	-	-	500
Bus Ops - SBMF ZEB Overhead Charging - Construction	-	3,000	-	-	-	-	3,000
Bus Ops - Smart Charging Infrastructure	-	-	2,000	2,000	2,000	-	6,000
Bus Ops - ZEB Hydrogen Storage	-	-	-	-	1,120	5,095	6,215
<b>Subtotal</b>	<b>\$ 1,555</b>	<b>\$ 3,000</b>	<b>\$ 2,000</b>	<b>\$ 2,000</b>	<b>\$ 3,120</b>	<b>\$ 5,095</b>	<b>\$ 16,770</b>

### Other Major Initiatives

This category includes a variety of projects that do not relate to state of good repair needs of the existing system. It includes projects necessary to expand or enhance the services that MTS provided to the region.

Project Name	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Bus Ops - New Transit Facility	\$ -	\$ 5,000	\$ 5,000	\$ 50,000	\$ 60,000	\$ 50,000	\$ 170,000
Admin - San Ysidro Transit Center Planning & Design	331	-	2,469	15,000	15,000	-	32,800
Rail Ops - El Cajon Third Track	6,650	-	-	-	-	-	6,650
Admin - Social Equity Listening Tour	3,000	-	2,000	2,000	2,000	2,000	11,000
Rail Ops - Imperial Ave Transit Center Expansion	-	-	2,000	6,000	7,000	-	15,000
Bus Ops - Southwestern Rapid	-	-	1,000	11,000	-	-	12,000
Rail Ops - Airport Trolley	-	-	-	10,000	10,000	25,000	45,000
<b>Subtotal</b>	<b>\$ 9,981</b>	<b>\$ 5,000</b>	<b>\$ 12,469</b>	<b>\$ 94,000</b>	<b>\$ 94,000</b>	<b>\$ 77,000</b>	<b>\$ 292,450</b>

## Five-year summary

State of Good Repair Categories	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
Bus Revenue Vehicles	\$ 35,828	\$ 22,818	\$ 50,022	\$ 33,267	\$ 70,003	\$ 50,886	\$ 262,823
Rail Revenue Vehicles	30,500	-	32,000	11,060	10,566	10,566	94,692
Facility & Construction Projects - Bus	4,382	1,283	13,180	18,890	25,530	13,860	77,125
Facility & Construction Projects - Rail	2,600	-	1,550	5,200	200	900	10,450
Facility & Construction Projects - Pass.	6,939	3,950	3,850	6,000	7,000	-	27,739
Rail Infrastructure - Track	7,425	3,190	27,029	14,478	7,570	18,213	77,905
Rail Infrastructure - MOW	4,380	4,100	27,072	32,327	22,357	7,382	97,618
Other Equipment & Installation - Ops	1,733	390	8,290	4,365	3,255	3,810	21,843
Other Equipment & Installation - Admin	2,309	952	1,160	6,135	2,681	1,585	14,822
<b>Subtotal</b>	<b>\$ 96,096</b>	<b>\$ 36,683</b>	<b>\$ 164,153</b>	<b>\$ 131,722</b>	<b>\$ 149,162</b>	<b>\$ 107,202</b>	<b>\$ 685,017</b>

Major Initiatives	FY 2023 Funded	FY 2023 Unfunded	FY 2024	FY 2025	FY 2026	FY 2027	5 Year Total
ZEB Infrastructure	\$ 1,555	\$ 3,000	\$ 2,000	\$ 2,000	\$ 3,120	\$ 5,095	\$ 16,770
New Transit Facility	-	5,000	5,000	50,000	60,000	50,000	170,000
San Ysidro Transit Center Planning & Design	331	-	2,469	15,000	15,000	-	32,800
El Cajon Third Track	6,650	-	-	-	-	-	6,650
Social Equity Listening Tour	3,000	-	2,000	2,000	2,000	2,000	11,000
Imperial Ave Transit Center Expansion	-	-	2,000	6,000	7,000	-	15,000
Southwestern Rapid	-	-	1,000	11,000	-	-	12,000
Airport Trolley	-	-	-	10,000	10,000	25,000	45,000
<b>Subtotal</b>	<b>\$ 11,536</b>	<b>\$ 8,000</b>	<b>\$ 14,469</b>	<b>\$ 96,000</b>	<b>\$ 97,120</b>	<b>\$ 82,095</b>	<b>\$ 309,220</b>
<b>Grand Total</b>	<b>\$107,632</b>	<b>\$ 44,683</b>	<b>\$178,622</b>	<b>\$227,722</b>	<b>\$246,282</b>	<b>\$189,297</b>	<b>\$994,237</b>

## Glossary of Acronyms:

Acronym	Description	Acronym	Description
ABS	Automatic Block Signaling	LRV	Light Rail Vehicle or trolley
AHSC	Affordable Housing and Sustainable Communities	OH	Overhead
ARINC	Aeronautical Radio INC	OL	Orange Line
BEB	Battery Electric Bus	RAM	Revenue and Maintenance Building at IAD
CCTV	Closed Circuit Television	RTMS	Regional Transportation Management System
CNG	Compressed Natural Gas	SAP	Enterprise resource planning system used by MTS
CPC	Centralized Protection and Control	SBMF	South Bay Maintenance Facility (Chula Vista)
CPD	Copley Park Division (Kearny Mesa)	SD100	Light Rail Vehicles (2000 Series)
ECD	East County Division (El Cajon)	SD7	Light Rail Vehicles (3000 Series)
HVAC	Heating, Ventilation, and Air Conditioning	SD8	Light Rail Vehicles (4000 Series)
IAD	Imperial Avenue Division (Downtown)	SDIV	San Diego & Imperial Valley (old rail line)
IMT	Imperial Ave Transit Center	SDTI	San Diego Trolley
IVR	Interactive Voice Response	UPS	Uninterruptible Power Supply
KMD	Kearny Mesa Division	VMS	Variable Message Sign
LIDAR	Light Detection and Ranging	ZEB	Zero Emission Bus

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM****CAPITAL BUDGET - INDIVIDUAL FUNDED PROJECT DESCRIPTION FOR FISCAL YEAR 2023 (in 000's)****ATTACHMENT C**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY23 Budget	Federal	State/Local	Other
1572	<u>Rail Ops - SD100 Light Rail Vehicle Replacement</u> Replacement SD100 Light Rail Vehicle Fleet	30,500	22,654	7,846	-
1563	<u>Bus Ops - Bus Procurement - FY23</u> Procurement of 40' and Mini buses	35,028	4,318	30,710	-
1534	<u>Rail Ops - El Cajon Third Track</u> Construction of El Cajon Transit Center Third Track	6,650	-	6,650	-
1533	<u>Rail Ops - Green Line Double Tracks</u> Green Line Imperial Ave Transit Center Double Tracking	4,000	-	68	3,932
1499	<u>Admin - America Plaza Pedestrian Enhancements</u> America Plaza Pedestrian Enhancements	3,294	-	3,294	-
1517	<u>Admin - Social Equity Listening Tour</u> Social Equity Listening Tour	3,000	-	3,000	-
1541	<u>Rail Ops - Signal Upgrade for El Cajon 3rd Track - INT E26</u> Signal Upgrade for El Cajon 3rd Track	2,050	-	2,050	-
1535	<u>Admin - Grantville Station Improvements</u> Grantville Station Improvements	1,995	-	1,995	-
1511	<u>Bus Ops - KMD Shop Hoists</u> Replacement of shop hoist at Kearny Mesa Division	1,925	-	1,925	-
1502	<u>Bus Ops - KMD CNG Compressor Replacement</u> CNG Compressor Replacement at Kearny Mesa Division	1,699	-	1,699	-
1479	<u>Rail Ops - Grade Crossing Replacement - FY23</u> Replacement of grade crossing	1,685	-	1,685	-
1488	<u>Rail Ops - ARINC Integration</u> ARINC Integration	1,300	-	1,300	-
1480	<u>Rail Ops - Station Trackway Replacement</u> Station Trackway Replacement	1,240	-	1,240	-
1510	<u>Admin - Server Refresh - FY23</u> Server Refresh	1,221	-	1,221	-
1506	<u>Bus Ops - Imperial Ave Division ZEB Overhead Charging</u> ZEB Overhead Charging at Imperial Ave Division	1,055	750	305	-
1476	<u>Rail Ops - S85 Retaining Wall</u> S85 Retaining Wall	900	-	900	-
1529	<u>Bus Ops - Southbay Bus Maintenance Facility - Building Demolition</u> Building Demolition at Southbay Bus Maintenance Facility	758	-	758	-
2001	<u>Rail Ops - Palm Tree Removal</u> Removal of palm trees	750	-	750	-
1512	<u>Admin - Davra System Enhancements</u> Davra System Enhancements	668	-	668	-
1495	<u>Admin - ADA Bus Stop Improvements - FY23</u> ADA Bus Stop Improvements	600	-	600	-
1500	<u>Admin - Pyramid Building Repairs</u>	600	-	600	-

**SAN DIEGO METROPOLITAN TRANSIT SYSTEM****CAPITAL BUDGET - INDIVIDUAL FUNDED PROJECT DESCRIPTION FOR FISCAL YEAR 2023 (in 000's)****ATTACHMENT C**

The Capital Improvement Program includes improvements and replacement projects related to MTS, SDTC, and SDTI Capital Assets. The projects below are funded with Federal funds where indicated and are matched with the required amount of local funds. The projects listed are implemented by the project manager of the coinciding agency and monitored by MTS administration.

Form ID	Title	FY23 Budget	Federal	State/Local	Other
1532	Pyramid Building Repairs <u>Admin - East Village AHSC Rapid Stations</u> East Village Rapid Stations Improvements	550	-	550	-
1557	<u>Admin - Miscellaneous Capital - FY23</u> Miscellaneous Capital	462	-	462	-
1504	<u>Bus Ops - Kearny Mesa Division ZEB Overhead Charging</u> ZEB Overhead Charging at Kearny Mesa Division	500	-	500	-
1571	<u>Rail Ops - Rio Vista Platform Design Phase II</u> Rio Vista Platform Design Phase II	500	-	500	-
1481	<u>Rail Ops - Special Trackwork Replacement</u> Special Trackwork Replacement	500	-	500	-
1486	<u>Rail Ops - Substation Replacement</u> Replacement of substations	480	-	480	-
1505	<u>Bus Ops - Imperial Ave Division Generator Replacement</u> Generator Replacement at Imperial Ave Division	430	-	430	-
1508	<u>Admin - Network Equipment Refresh - FY23</u> Network Equipment Refresh	400	-	400	-
1543	<u>Rail Ops - Fencing Replacement - FY23</u> Fencing Replacement	350	-	350	-
1489	<u>Rail Ops - Downtown Parallel Feeder Cable</u> Downtown Parallel Feeder Cable	350	-	350	-
1558	<u>Admin - San Ysidro Transit Center Planning &amp; Design</u> San Ysidro Transit Center Planning & Design	331	-	-	331
1539	<u>Rail Ops - Building C Fans</u> Building C Fans	250	-	250	-
1540	<u>Rail Ops - 12th Imperial &amp; India St WSD to H&amp;K Detection System</u> Detection System at 12th Imperial & India Street	200	-	200	-
1536	<u>Admin - CCTV Installation and Upgrade - FY23</u> CCTV Installation and Upgrade	175	-	175	-
1570	<u>Bus Ops - Iris Rapid - BEB Procurement</u> Battery Electric Bus procurement for Iris Rapid	800	-	800	-
1474	<u>Admin - Copier Replacement - FY23</u> Copier Replacement	126	-	126	-
1544	<u>Rail Ops - Station Cleaning Equipment - FY23</u> Station Cleaning Equipment	110	-	110	-
1514	<u>Admin - Data Storage Refresh - FY23</u> Data Storage Refresh	100	-	100	-
1542	<u>Rail Ops - HVAC Improvements - FY23</u> HVAC replacement for Trolley Buildings	100	-	100	-
<b>Totals</b>		<b>\$ 107,632</b>	<b>\$ 27,722</b>	<b>\$ 75,647</b>	<b>\$ 4,262</b>



**San Diego Metropolitan Transit System**  
**Funding Compared to Capital Needs (\$000s)**  
**Fiscal Years 2023-2027**

	Proposed FY23	Projected FY24	Projected FY25	Projected FY26	Projected FY27	Total FY23 to FY27
<b>Total Revenues</b>						
Recurring Dedicated CIP Revenues	\$ 137,022	\$ 147,096	\$ 143,522	\$ 146,572	\$ 149,322	\$ 723,536
Other Non Recurring Revenues	34,415	29,000	5,000	-	-	68,415
Total Capital Revenues	\$ 171,437	\$ 176,096	\$ 148,522	\$ 146,572	\$ 149,322	\$ 791,951
<b>Less: "Off the Top" Expenses</b>						
SANDAG Planning Studies	\$ (213)	\$ (217)	\$ (217)	\$ (217)	\$ (217)	\$ (1,082)
ADA Operations	(4,593)	(4,593)	(4,593)	(4,593)	(4,593)	(22,965)
Preventative Maintenance	(59,000)	(60,000)	(61,000)	(62,000)	(63,000)	(305,000)
Total "Off The Top" Expenses	\$ (63,806)	\$ (64,810)	\$ (65,810)	\$ (66,810)	\$ (67,810)	\$ (329,047)
<b>Adjusted Available CIP Revenues</b>	\$ 107,631	\$ 111,286	\$ 82,712	\$ 79,762	\$ 81,512	\$ 462,904
<b>Total Project Needs</b>	152,315	178,622	227,722	246,282	189,297	994,237
<b>Total Deficit</b>	\$ (44,683)	\$ (67,335)	\$ (145,010)	\$ (166,519)	\$ (107,785)	\$ (531,333)
<b>% of Funding / Needs</b>	70.7%	62.3%	36.3%	32.4%	43.1%	46.6%
<b>Accumulated Deficit</b>	\$ (44,683)	\$ (112,019)	\$ (257,029)	\$ (423,548)	\$ (531,333)	



**Metropolitan  
Transit  
System**

## MEMORANDUM

DATE: March 9, 2022

TO: Eric Cheng, Transit Asset Management (TAM) Program Manager

FROM: Denis Desmond, Director of Planning & Scheduling

SUBJECT: FY 2023 CAPITAL IMPROVEMENT PROGRAM TITLE VI/EJ ANALYSIS

Revised FTA guidance on compliance with Title VI and Environmental Justice requirements was issued in 2012. Given the greater emphasis on analyzing projects and proposals for burdens, benefits, and disproportionate impacts for low-income and minority communities, the analysis detailed below was made of the 39 projects proposed for funding in MTS' FY 2023 Capital Improvement Program (CIP). Please keep this information for your files.

### **ANALYSIS METHODOLOGY**

MTS' Title VI analysis for an annual CIP is conducted as a whole to determine if the capital investment strategy introduces a disparate impact or disproportionate burden throughout the MTS service area relative to the average population value for the MTS service area, consistent with the methodology approved by the MTS Board of Directors for service change analyses. Population statistics are drawn from the most recent broad-based federal population survey with relevant data available, in this instance the 2019 American Community Survey (ACS) five-year sample.

A disparate impact is found when there is a difference in adverse effects between minority and non-minority populations such that: the adversely affected population is 10 percent or greater minority by percentage of total population than the total MTS service area average; or, the benefitting population is 10 percent or more non-minority (by percentage of total MTS service area population) than the total MTS service area average. For example, if the total MTS service area average is 55% minority, then a proposed capital improvement program that adversely affects a population that is 65% minority or greater would be defined as a disparate impact. If MTS chooses to implement a capital improvement program despite a finding of a disparate impact, MTS may only do so if there is a substantial justification for the program in its current form, and there are no alternatives that would have a less disparate impact and still accomplish the goals of the program.

A disproportionate burden is found when there is a difference in adverse effects between low-income and non-low-income populations such that: the adversely affected population is 10 percent or more "low-income" (by percentage of total MTS service area population) than the total MTS service area average; or, the benefitting population is 10 percent or greater "non-low-income" by percentage of total population than the total MTS service area average. For example, if the total MTS service area average is 20% "low-income," then a proposed capital improvement program that benefits a population that is 90% or greater "non-low-income" would be defined as a disproportionate burden. If MTS chooses to



implement a capital investment program despite a finding of disproportionate burden, MTS may only do so if steps are taken to avoid or minimize impacts where practicable, and MTS provides a description of alternatives available to affected low-income populations.

### **REGIONAL BENEFIT/BURDEN PROJECTS**

Of all of the projects proposed for funding, **8** were determined to have a regional impact that would not be specific to any one or few locations in our jurisdiction. These are primarily vehicle replacements or rehabilitation, vehicle equipment, system-wide amenities, and information technology projects. Since the vehicles are distributed throughout MTS' service area, and the technology projects are deployed system-wide, there was no further analysis of these projects for the purpose of this Title VI/EJ evaluation. These projects are listed in Table 1 below.

*Table 1. Regional Benefit/Burden Projects*

	<b>Division</b>	<b>Project Name</b>	<b>Location</b>	<b>FY 2023 Funded</b>
1	Admin	Server Refresh - FY23		\$1,221,000
2	Admin	Davra System Enhancements		\$667,940
3	Admin	Network Equipment Refresh - FY23		\$400,000
4	Admin	CCTV Installation and Upgrade - FY23		\$175,000
5	Admin	Data Storage Refresh - FY23		\$100,000
6	SDTC	Bus Procurement - FY23		\$35,028,143
7	Rail	SD100 Light Rail Vehicle Replacement		\$30,500,000
8	Rail	Station Cleaning Equipment - FY23		\$110,000

MTS also maintains a Miscellaneous Capital budget for emergency and unforeseen needs that may arise during the year (\$426K in FY23). In addition, MTS has a Capital fund of \$3 million; MTS intends to conduct a social equity listening tour to gather input on community priorities for how this fund should be spent. No specific projects or locations are yet identified for either expenditure, so for purposes of this FY 2023 CIP, no Title VI analysis has been undertaken. Once projects are identified, MTS will conduct any required equity analyses, including carrying out appropriate inclusive public engagement to ensure the voices of populations protected by Title VI and associated regulations are heard.

*Table 1A. Future Projects with No Specific Site Identified*

	<b>Division</b>	<b>Project Name</b>	<b>Location</b>	<b>FY 2023 Funded</b>
1	Admin	Admin - Miscellaneous Capital - FY23		\$462,040
2	Admin	Social Equity Listening Tour		\$3,000,000

The remaining projects are mostly maintenance projects and equipment for MTS facilities, infrastructure, or right-of-way. They repair or replace capital inventory that has reached the end of its useful life. They are detailed below and are included in the equity analysis.

### **REPAIR/REPLACE PROJECTS AT EXISTING MTS FACILITIES**

There are **11** projects that would occur at existing MTS bus or rail operating divisions or facilities, in areas inaccessible to the general public. Therefore, no benefits or burdens for the community or riders were identified. These projects are listed in Table 2.

*Table 2. Repair/Replace Projects at Existing MTS Facilities*

	Division	Project Name	Location	FY 2023 Funded
1	Admin	Pyramid Building Repairs	Pyramid Building	\$600,000
2	Admin	Copier Replacement - FY23	Mills Building	\$126,019
3	SDTC	KMD Shop Hoists	KMD	\$1,925,000
4	SDTC	KMD CNG Compressor Replacement	KMD	\$1,699,000
5	SDTC	Imperial Ave Division ZEB Overhead Charging	IAD	\$1,055,000
6	SDTC	South Bay Bus Maintenance Facility - Building Demolition	SBMF	\$758,000
7	SDTC	Kearny Mesa Division ZEB Overhead Charging	KMD	\$500,000
8	SDTC	Imperial Ave Division Generator Replacement	IAD	\$430,000
9	Rail	Special Trackwork Replacement	SD Trolley	\$500,000
10	Rail	Building C Fans	SD Trolley	\$250,000
11	Rail	HVAC Improvements - FY23	SD Trolley	\$100,000

**EXTERNAL REPAIR/REPLACE PROJECTS WITH NEGLIGIBLE IMPACTS**

Of the remaining projects, **8** are similarly repairs or replacements of existing infrastructure or right-of-way, but occur throughout the community beyond our operating division facilities. The completion of these projects will enhance reliability and extend the life of the capital assets, but the projects themselves will have little or no direct impact on the community or riders, other than minor, temporary construction work. These are primarily maintenance-of-way state-of-good repair projects and information technology upgrades. Therefore, they have also been identified as having no specific and substantive burden or benefit. These are listed in Table 3.

*Table 3. External Repair/Replace Projects with Negligible Impacts*

	Division	Project Name	Location	FY 2023 Funded
1	Rail	Signal Upgrade for El Cajon 3rd Track - INT E26	El Cajon Transit Center	\$425,000
2	Rail	ARINC Integration	Blue Line, Green Line	\$425,000
3	Rail	S85 Retaining Wall	Blue Line	\$65,000
4	Rail	Rio Vista Platform Design Phase II	Rio Vista Station	\$200,000
5	Rail	Substation Replacement	Blue Line, Orange Line	\$200,000
6	Rail	Fencing Replacement - FY23	Blue Line, Orange Line	\$1,100,000
7	Rail	Downtown Parallel Feeder Cable	C Street	\$1,000,000
8	Rail	12 <sup>th</sup> /Imperial & India St WSD to H&K Detection System	12 <sup>th</sup> & Imperial	\$1,785,000

**EXTERNAL REPAIR/REPLACE PROJECTS WITH NET BENEFIT**

The remaining **10** projects in the proposed FY 2023 CIP could have a noticeable impact to riders and communities. All of these are determined to be a **net benefit** to the communities in which they are located, as they improve the accessibility, condition, security, and/or aesthetics of facilities commonly used by the public. They are listed below in Table 4, and Title VI mapping and analysis was conducted for these projects.

*Table 4. External Repair/Replace Projects with a Net Benefit*

	Division	Project Name	Location	FY 2023 Funded
1	Admin	America Plaza Pedestrian Enhancements	Kettner Blvd. (Downtown)	\$3,294,000
2	Admin	Grantville Station Improvements	Grantville Station	\$1,995,000
3	Admin	ADA Bus Stop Improvements - FY23	<ul style="list-style-type: none"> <li>• 47th Trolley</li> <li>• Balboa/Olney</li> <li>• Nobel/Regents</li> <li>• Villa La Jolla/ Holiday</li> <li>• Logan/47th</li> <li>• PV/Meadowbrook</li> <li>• Market/27th</li> <li>• OV/36th</li> <li>• OV/39th</li> <li>• OV/32nd</li> <li>• Market/33rd</li> <li>• Skyline/O'Meara</li> <li>• 47th/Hartley</li> <li>• 25th/J</li> <li>• Euclid/La Paz</li> <li>• 43rd/Delta</li> <li>• Hotel Cir/ Bachman</li> <li>• Plaza/Euclid</li> <li>• Palm/Beyer Way</li> <li>• Hollister/Leon</li> <li>• Hollister/Palm</li> <li>• Woodman/Alsacia</li> <li>• Woodman/Skyline</li> <li>• Woodman/Skyline</li> </ul>	\$600,000
4	Admin	East Village AHSC Rapid Stations	14 <sup>th</sup> St. & F St./G St.	\$550,000
5	Admin	San Ysidro Transit Center Planning & Design	San Ysidro Transit Center	\$330,800
6	SDTC	Iris Rapid - BEB Procurement	Iris Rapid	\$800,000
7	Rail	El Cajon Third Track	El Cajon Transit Center	\$6,650,000
8	Rail	Green Line Double Tracks	12 <sup>th</sup> /Imperial	\$4,000,000
9	Rail	Grade Crossing Replacement	<ul style="list-style-type: none"> <li>• 5th/C</li> <li>• 29th/Comm</li> <li>• N Marshall</li> <li>• Francis</li> <li>• Island</li> <li>• Civic Center</li> <li>• 27th St</li> </ul>	\$1,685,000
10	Rail	Station Trackway Replacement, 62 <sup>nd</sup> /Encanto	62 <sup>nd</sup> /Encanto	\$1,240,000

## RESULTS

An analysis of the projects with a perceived net benefit listed in Table 4 was conducted using Geographic Information Systems (GIS) and census block group data. All projects were mapped to determine how the percentages and populations of low-income and minority communities affected by the proposed CIP projects compared to percentages and populations of low-income and minority communities in the entire MTS jurisdiction.

Data for the census block groups in which the proposed CIP projects are located was compared to data for the entire MTS jurisdiction. Comparisons were made for both the number of census block groups and the population of those census block groups. The jurisdiction-wide low-income and minority percentages were compared to the percentages in the affected census block groups. The maps and datasheets for the analyses are attached.

In all four cases (for both low-income and minority, by both number of census block groups and by population), the results showed a benefit for a larger percentage of minority and low-income populations than for the overall MTS jurisdiction. Since all projects were determined to either have no substantive locational impact or to have a net positive impact, there was no adverse impact found for low-income or minority populations, nor any disproportionate benefit for non-minority or non-low-income populations.

Please let me know if you have any questions.

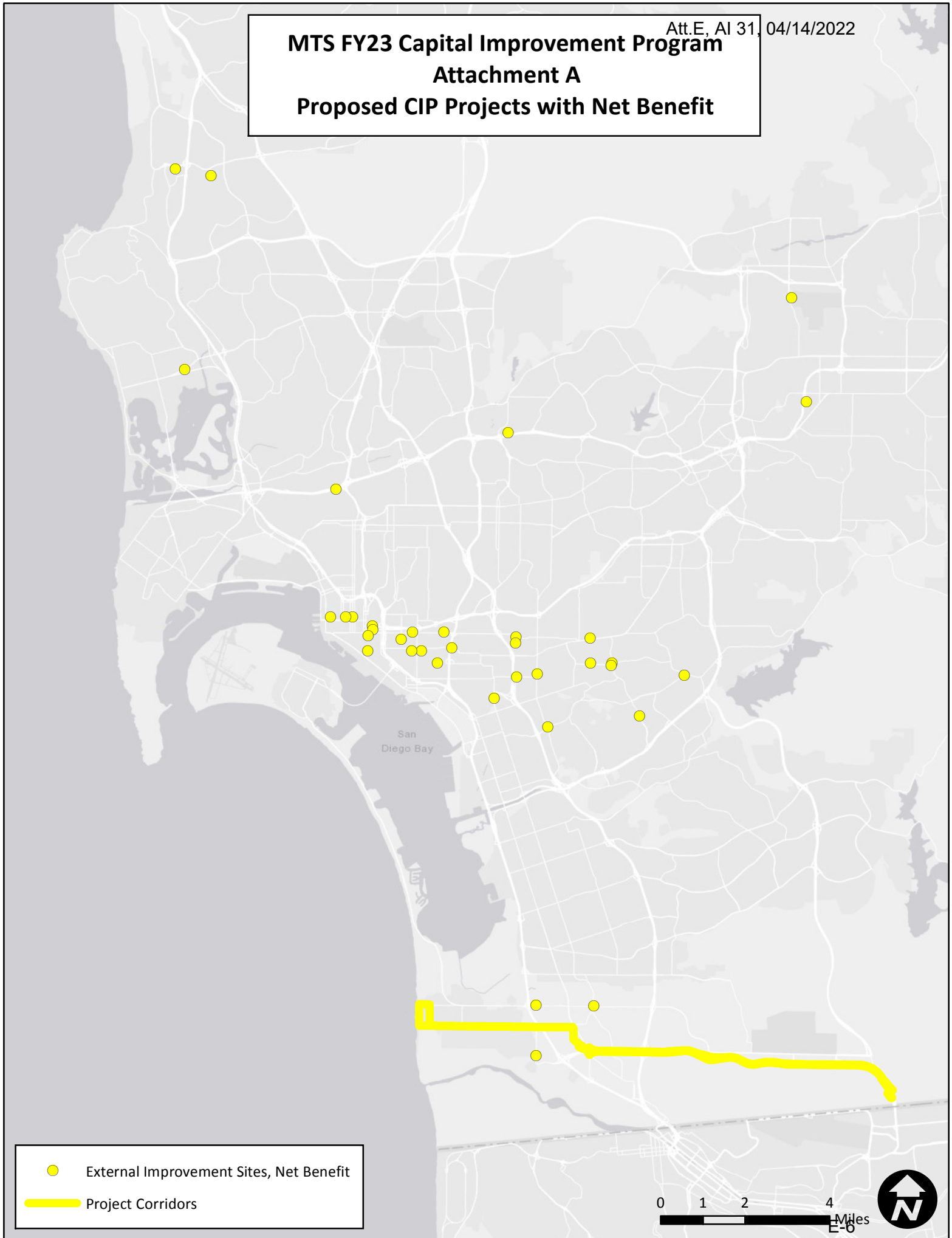
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### Attachments: Analysis of Proposed CIP Projects (10 projects) with a Community Benefit

- Attachment A: Map of Projects
- Attachment B: Map of Projects Overlaid with Minority Census Block Groups
- Attachment C: Map of Projects Overlaid with Low-Income Census Block Groups
- Attachment D: Statistical Analysis for Projects

C: Sharon Cooney, Mike Thompson

**MTS FY23 Capital Improvement Program**  
**Attachment A**  
**Proposed CIP Projects with Net Benefit**

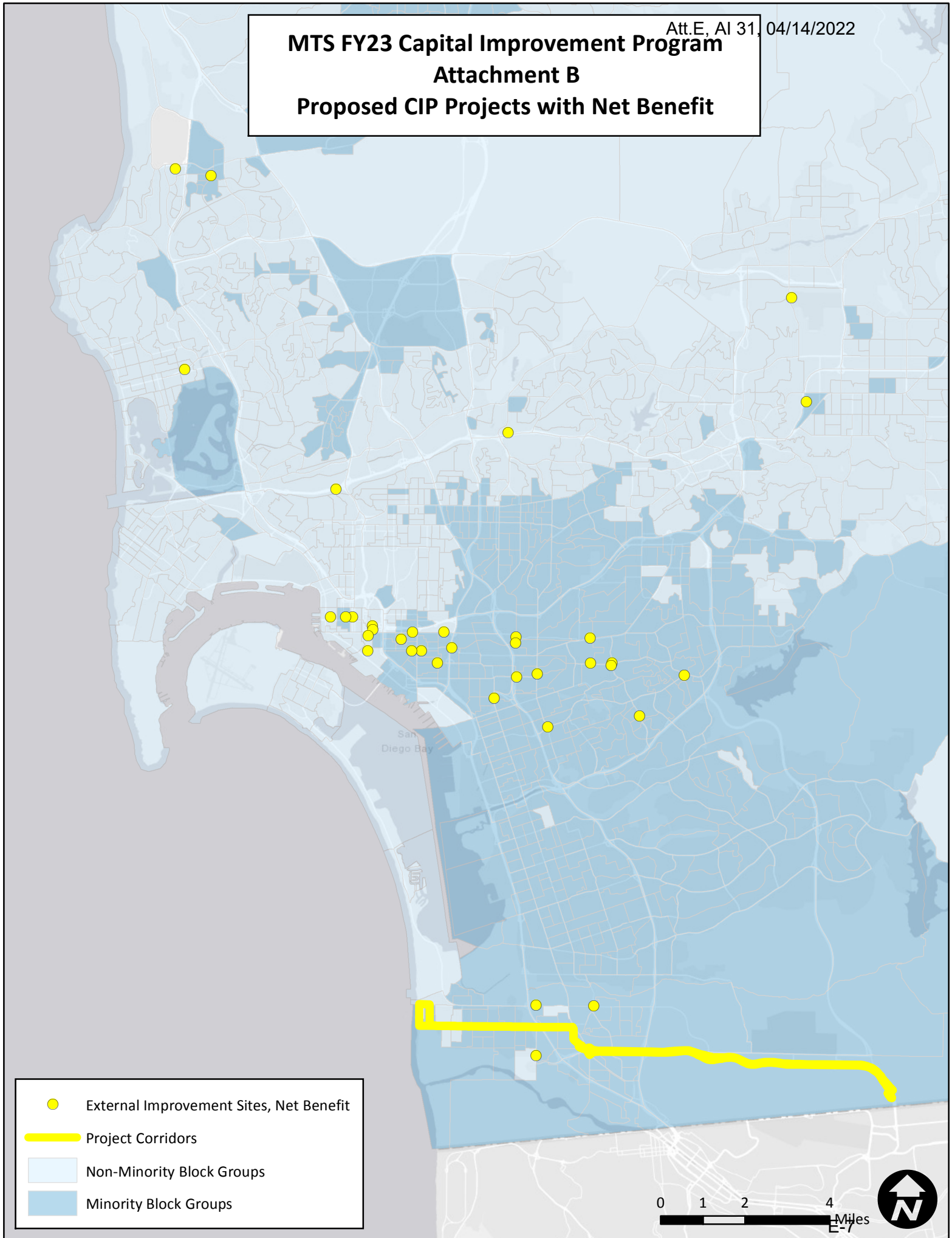
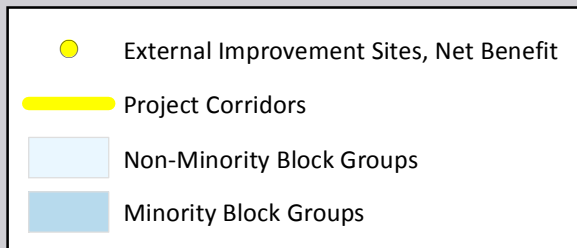


- External Improvement Sites, Net Benefit
- Project Corridors

0 1 2 4 Miles  
E-6



**MTS FY23 Capital Improvement Program**  
**Attachment B**  
**Proposed CIP Projects with Net Benefit**





MTS FY23 Capital Improvement Program  
Attachment C  
Proposed CIP Projects with Net Benefit

Att.E, AI 31, 04/14/2022

- External Improvement Sites, Net Benefit
- Project Corridors
- Non-Low-Income Block Groups
- Low-Income Block Groups

0 1 2 4 Miles  
E-8



**Attachment D: Statistical Analysis for Proposed CIP Projects with a Determined Location and Community Benefit**

Project ID	Project Description	Total Census Block Groups	Block Group Population – Income Surveys	Low-Income Population	% Low-Income	# Block Groups More Low-Income Than SAA	% Block Groups Over Low-Income SAA	Block Group Population – Race & Ethnicity Surveys	Minority Population	% Minority	# Block Groups More Minority Than SAA	% Block Groups Over Minority SAA
-	<b>MTS Service Area Average (SAA)</b>	<b>1,321</b>	<b>2,298,741</b>	<b>657,817</b>	<b>28.6%</b>	<b>358</b>	<b>27%</b>	<b>2,356,657</b>	<b>1,350,366</b>	<b>57.3%</b>	<b>465</b>	<b>35%</b>
1479	Grade Crossing Replacement - FY23	11	18,431	10,197	55.3%	9	82%	20,522	15,330	74.7%	8	73%
1480	Station Trackway Replacement	1	2,724	1,537	56.4%	1	100%	2,776	2,669	96.1%	1	100%
1495	ADA Bus Stop Improvements - FY23	22	47,309	18,826	39.8%	10	45%	47,352	38,880	82.1%	16	73%
1499	America Plaza Pedestrian Enhancements	1	2,560	441	17.2%	0	0%	2,560	828	32.3%	0	0%
1513	Iris Rapid - Charging Infrastructure	1	2,266	819	36.1%	0	0%	2,266	2,107	93.0%	1	100%
1532	East Village AHSC Rapid Stations	1	3,419	1,295	37.9%	0	0%	3,419	1,748	51.1%	0	0%
1533	Green Line Double Tracks	1	5,802	2,818	48.6%	1	100%	5,821	3,135	53.9%	0	0%
1534	El Cajon Third Track	1	719	295	41.0%	1	100%	727	477	65.6%	0	0%
1535	Grantville Station Improvements	1	1,169	281	24.0%	0	0%	1,169	525	44.9%	0	0%
1558	San Ysidro Transit Center Planning & Design	1	3,810	838	22.0%	0	0%	3,821	3,569	93.4%	1	100%
1570	Iris Rapid - BEB Procurement	33	72,307	25,780	35.7%	18	55%	72,805	60,092	82.5%	24	73%
-	<b>FY23 Program Total - Projects with Net Benefit</b>	<b>71</b>	<b>109,257</b>	<b>43,548</b>	<b>39.9%</b>	<b>28</b>	<b>39%</b>	<b>109,779</b>	<b>86,485</b>	<b>78.8%</b>	<b>38</b>	<b>54%</b>

Block Group data is sourced from 2019 American Community Survey 5-year estimates.

Low-income population represents the population within 200 percent of the federal poverty level.

Measured block group populations vary between low-income and minority surveys due to ACS survey methodology.



## Agenda Item No. 45

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM  
Board of Directors

April 14, 2022

**SUBJECT:**

ZERO EMISSION BUS (ZEB) PROGRAM AND TRANSITION PLAN UPDATE  
(MIKE WYGANT, KYLE WHATLEY, AND HEATHER FUREY)

**INFORMATIONAL ONLY**

Budget Impact

NONE.

**DISCUSSION:**

In October 2017, the Board of Directors authorized the Chief Executive Officer (CEO) to develop a Pilot Project to test the use of ZEB's in our service area to further understand the potential impacts of the proposed California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation. In 2018, CARB passed the ICT regulation, which mandated transit operators with fleets larger than 100 buses to fulfill specific ZEB purchase requirements starting in 2023. In September 2020, the Board of Directors approved the ZEB Rollout Plan for submittal to CARB, and the MTS ZEB Transition Plan.

To support the ZEB Transition Plan, MTS has procured thirteen (13), 40-foot, low-floor battery electric buses and twelve (12) depot chargers. The data collected from the ZEB Pilot Project was finalized on December 31, 2021, and is summarized in the ZEB Transition Plan Update.

MTS staff will provide the Board of Directors with an update on the ZEB Program and ZEB Transition Plan.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)





## Agenda Item No. 46

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

April 14, 2022

#### SUBJECT:

RIDERSHIP RECOVERY ACTION PLAN UPDATE (MARK OLSON)

#### INFORMATIONAL ONLY

##### Budget Impact

The funding source for Ridership Recovery marketing and communications efforts is in the approved FY 2022 Marketing & Communications Department budget and FY 2023 proposed budget.

#### DISCUSSION:

MTS staff will present an overview of the marketing initiatives recently executed and planned for the Ridership Recovery Action Plan. The report will include a briefing on the marketing and community engagement efforts around the UC San Diego Blue Line extension opening, the Youth Ride Free with PRONTO rollout, and the upcoming summertime Summer Escapes campaign. The report will also cover how the COVID-19 pandemic surge from December – February impacted ridership.

Since the last report in October, ridership recovery outreach has been focused primarily on cross-border transit riders, South Bay residents, hard-to-reach communities, healthcare/life science employers, and UC San Diego. With summer fast approaching, staff will discuss the pivot to new target audiences – San Diego families and tourists.

A high-level timeline of activities includes:

**November/December 2021:** Event celebrations, earned and paid media strategies launch, stakeholder outreach/speakers bureau, paid advertising, MTS rider outreach/tabling at transit centers, holiday rider appreciation events, free rides on New Year's Eve promotion.

**January-March 2022:** Employer outreach, Try Transit promotion, paid advertising push targeting commuters.



**April-August 2022:** Youth Opportunity Pass launch, Summer Escapes campaign for families and tourists, San Diego Padres partnership, targeted digital advertising, ongoing Try Transit promotion.

/S/ Sharon Cooney  
Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)



## Agenda Item No. 47

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

April 14, 2022

#### SUBJECT:

GRANTS ADMINISTRATION REPORT (JULIA TUER AND KENA TEON)

#### INFORMATIONAL ONLY

##### Budget Impact

None.

#### DISCUSSION:

In April 2021, the San Diego Metropolitan Transit System (MTS) created a new Grants Team, which includes the following positions: Grants Administrator, Financial Analyst, Manager of Government Affairs, and Transit Asset Management Program Manager. The Grants Team manages all federal and state programs for both formula and competitive grants.

Staff will provide a report of all grant administration activities over the past year.

/S/ Sharon Cooney

Sharon Cooney  
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, [Julia.Tuer@sdmts.com](mailto:Julia.Tuer@sdmts.com)





## Agenda Item No. 61

Chief Executive Officer's Report

April 14, 2022

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 March 2, 2022 – April 5, 2022

### CEO Travel Report (since last Board meeting)

April 9 – 11 American Public Transportation Association CEOs Seminar, Denver, CO

### Board Member Travel Report (since last Board meeting)

N/A



EXPENSE CONTRACT					
Doc #	Organization	Subject	Amount	Revenue/ Expenditure	Day
PWG269.0-19269-11.05	HERZOG	ADD ADMIN	\$31,180.04	E	3/7/2022
PWG269.0-19269-11.04	HERZOG	ADDITIONAL LABOR	\$92,758.90	E	3/7/2022
G2437.1-21	TURBO IMAGES	AMD 1	\$5,400.00	E	3/8/2022
PWG308.3-20	FIRE SERVICE CORP	AMD 3 ADD UTC LOC	\$273.00	E	3/10/2022
G0930.17-04.91.1	SANDAG	DIV 6 BUS MAINTENANCE FACILITY	\$99,000.00	E	3/15/2022
PWG275.0-19275-22.02	ABCG	VAULTS AND LIDS	\$2,535.55	E	3/17/2022
G2230.3-19	PFM FINANCIAL ADVISORS LLC	AMD 3	\$30,000.00	E	3/17/2022
G2588.0-22	AT&T	IAD BUS YARD SITE SURVEY PHASSE 1	\$9,600.00	E	3/28/2022
PWG269.0-19269.14	HERZOG	SWITCH MACHINE BOX REPAIR	\$13,091.98	E	3/28/2022
G1931.22-16	NMS MANAGEMENT	AMD 22	\$19,606.21	E	4/1/2022
PWG275.0-19275-27	ABCGC	SIGSBEEFENCE REPAIR	\$22,762.67	E	4/4/2022



REVENUE CONTRACT AND MOUS					
Doc #	Organization	Subject	Amount	Revenue/ Expenditure	Day
None Applicable.					

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400001781	3/2/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 40.33	-	-
4400001782	3/7/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 8,291.36	-	-
4400001783	3/7/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 759.49	-	-
4400001784	3/7/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 1,960.95	-	-
4400001785	3/7/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 204.54	-	-
4400001786	3/7/2022	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$ 649.34	-	-
4400001787	3/7/2022	W.W. Grainger Inc		G120-SECURITY	\$ 1,513.02	-	-
4400001788	3/7/2022	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 147.57	-	-
4400001789	3/8/2022	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 90.12	-	-
4400001790	3/9/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 538.76	-	-
4400001791	3/9/2022	Mcmaster-Carr Supply Co		G140-SHOP SUPPLIES	\$ 2,780.79	-	-
4400001792	3/9/2022	Mcmaster-Carr Supply Co		G130-SHOP TOOLS	\$ 278.32	-	-
4400001793	3/9/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 665.40	-	-
4400001794	3/10/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 67.39	-	-
4400001795	3/10/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 602.97	-	-
4400001796	3/10/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 319.28	-	-
4400001797	3/10/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 131.92	-	-
4400001798	3/10/2022	W.W. Grainger Inc		M110-SUB STATION	\$ 73.41	-	-
4400001799	3/11/2022	W.W. Grainger Inc		G270-ELECTRICAL/LIGHTING	\$ 649.34	-	-
4400001800	3/14/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 260.25	-	-
4400001801	3/14/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 56.53	-	-
4400001802	3/15/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 126.63	-	-
4400001803	3/17/2022	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$ 395.31	-	-
4400001804	3/17/2022	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 953.47	-	-
4400001805	3/17/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 135.75	-	-
4400001806	3/17/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 422.24	-	-
4400001807	3/21/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 483.99	-	-
4400001808	3/22/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 243.03	-	-
4400001809	3/22/2022	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$ 834.20	-	-
4400001810	3/22/2022	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 76.10	-	-
4400001811	3/23/2022	W.W. Grainger Inc		M180-STATION ELECTRICAL	\$ 2,973.90	-	-
4400001812	3/23/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 239.73	-	-
4400001813	3/24/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 297.80	-	-
4400001814	3/24/2022	W.W. Grainger Inc		G130-SHOP TOOLS	\$ 203.44	-	-
4400001815	3/24/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 172.10	-	-
4400001816	3/24/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 239.10	-	-
4400001817	3/24/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 287.89	-	-
4400001818	3/25/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 63.07	-	-
4400001819	3/28/2022	W.W. Grainger Inc		M110-SUB STATION	\$ 67.37	-	-
4400001820	3/29/2022	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 369.02	-	-
4400001821	3/30/2022	W.W. Grainger Inc		M110-SUB STATION	\$ 34.36	-	-
4400001822	4/1/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 161.61	-	-
4400001823	4/1/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 71.52	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4400001824	4/4/2022	Office Depot		F140-SHELVING AND RACK	\$ 78.86	-	-
4400001825	4/4/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 29.41	-	-
4400001826	4/5/2022	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$ 661.32	-	-
4400001827	4/5/2022	Office Depot		G200-OFFICE SUPPLIES	\$ 146.24	-	-
4500045525	3/2/2022	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$ 3,300.39	-	-
4500045526	3/2/2022	HD Supply Construction Supply, LTD		M180-STATION ELECTRICAL	\$ 2,923.04	-	-
4500045527	3/2/2022	Professional Contractors Supplies		G130-SHOP TOOLS	\$ 535.46	-	-
4500045528	3/2/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 493.28	-	-
4500045529	3/2/2022	OneSource Distributors, LLC		R120-RAIL/LRV CAR BODY	\$ 427.88	-	-
4500045530	3/2/2022	Brady Industries of California, LLC		G190-SAFETY/MED SUPPLIES	\$ 497.81	-	-
4500045531	3/2/2022	W.W. Grainger Inc		M110-SUB STATION	\$ 703.39	-	-
4500045532	3/2/2022	Home Depot USA Inc		F180-BUILDING MATERIALS	\$ 116.37	-	-
4500045533	3/2/2022	Sid Tool Co		G180-JANITORIAL SUPPLIES	\$ 535.57	-	-
4500045534	3/2/2022	Kaman Industrial Technologies		B250-BUS REPAIR PARTS	\$ 850.25	-	-
4500045535	3/2/2022	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$ 6,972.12	-	-
4500045536	3/2/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 150.28	-	-
4500045537	3/2/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 355.12	-	-
4500045538	3/2/2022	Harbor Diesel & Equipment		G170-LUBRICANTS	\$ 4,954.35	-	-
4500045539	3/2/2022	Mcmaster-Carr Supply Co		B250-BUS REPAIR PARTS	\$ 134.25	-	-
4500045540	3/2/2022	Muncie Transit Supply		B140-BUS CHASSIS	\$ 70.79	-	-
4500045541	3/2/2022	Sportworks Global LLC		B130-BUS BODY	\$ 217.60	-	-
4500045542	3/2/2022	Willy's Electronic Supply Co	Small Business	R160-RAIL/LRV ELECTRICAL	\$ 188.57	-	-
4500045543	3/2/2022	R.S. Hughes Co Inc		G160-PAINTS & CHEMICALS	\$ 325.41	-	-
4500045544	3/2/2022	Kaman Industrial Technologies		G190-SAFETY/MED SUPPLIES	\$ 150.54	-	-
4500045545	3/2/2022	San Diego Friction Products, Inc.		G140-SHOP SUPPLIES	\$ 126.00	-	-
4500045546	3/2/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,294.08	-	-
4500045547	3/2/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,004.97	-	-
4500045548	3/2/2022	Freeby Signs		B250-BUS REPAIR PARTS	\$ 257.91	-	-
4500045549	3/2/2022	Transit Holdings Inc		B130-BUS BODY	\$ 2,830.22	-	-
4500045550	3/2/2022	Staples Contract & Commercial Inc		B150-BUS COMM EQUIP.	\$ 344.75	-	-
4500045551	3/2/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,545.95	-	-
4500045552	3/2/2022	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 835.28	-	-
4500045553	3/2/2022	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$ 202.68	-	-
4500045554	3/2/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 288.23	-	-
4500045555	3/2/2022	Culligan of San Diego		M140-WAYSIDE SIGNALS	\$ 2,065.00	-	-
4500045556	3/2/2022	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 828.49	-	-
4500045557	3/2/2022	Chromate Industrial Corporation		G130-SHOP TOOLS	\$ 512.50	-	-
4500045558	3/2/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 255.69	-	-
4500045559	3/2/2022	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$ 25.11	-	-
4500045560	3/2/2022	Delphin Computer Supply	Small Business	G200-OFFICE SUPPLIES	\$ 363.98	-	-
4500045561	3/2/2022	Harbor Diesel & Equipment		G170-LUBRICANTS	\$ 4,954.35	-	-
4500045562	3/2/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,861.59	-	-
4500045563	3/2/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,942.21	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045564	3/2/2022	Louis Sardo Upholstery Inc		B130-BUS BODY	\$ 891.15	-	-
4500045565	3/2/2022	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$ 45.28	-	-
4500045566	3/2/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,825.78	-	-
4500045567	3/2/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 424.11	-	-
4500045568	3/2/2022	Deca Forklift, Inc.		F110-SHOP/BLDG MACHINERY	\$ 43.64	-	-
4500045569	3/2/2022	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 828.49	-	-
4500045570	3/2/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 431.97	-	-
4500045571	3/2/2022	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 176.68	-	-
4500045572	3/2/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 4,695.75	-	-
4500045573	3/2/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 204.03	-	-
4500045574	3/3/2022	CDW LLC		I110-INFORMATION TECH	\$ 18,407.52	-	-
4500045575	3/3/2022	TK Services Inc		B110-BUS HVAC SYSTEMS	\$ 60.31	-	-
4500045576	3/3/2022	Jeyco Products Inc		G130-SHOP TOOLS	\$ 15.47	-	-
4500045577	3/3/2022	Vern Rose Inc		B250-BUS REPAIR PARTS	\$ 336.18	-	-
4500045578	3/3/2022	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$ 359.49	-	-
4500045579	3/3/2022	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$ 118.44	-	-
4500045580	3/3/2022	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 6,941.34	-	-
4500045581	3/3/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 166.47	-	-
4500045582	3/3/2022	Transit Holdings Inc		G140-SHOP SUPPLIES	\$ 40.34	-	-
4500045585	3/3/2022	Transit Holdings Inc		B130-BUS BODY	\$ 5,424.17	-	-
4500045586	3/3/2022	Reid and Clark Screen Arts Co		G110-BUS/TROLLEY SIGNAGE	\$ 1,228.36	-	-
4500045587	3/3/2022	Muncie Transit Supply		B130-BUS BODY	\$ 51.51	-	-
4500045588	3/3/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 232.16	-	-
4500045589	3/3/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 174.88	-	-
4500045590	3/3/2022	Cummins Pacific LLC		P190-REV VEHICLE REPAIRS	\$ 377.75	-	-
4500045592	3/3/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 744.65	-	-
4500045593	3/3/2022	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$ 1,039.14	-	-
4500045594	3/3/2022	Harbor Diesel & Equipment		G170-LUBRICANTS	\$ 1,874.85	-	-
4500045595	3/3/2022	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 21.64	-	-
4500045596	3/3/2022	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 333.12	-	-
4500045597	3/3/2022	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$ 998.29	-	-
4500045598	3/3/2022	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$ 316.01	-	-
4500045599	3/3/2022	W.W. Grainger Inc		G170-LUBRICANTS	\$ 43.51	-	-
4500045600	3/3/2022	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 110.38	-	-
4500045601	3/3/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 293.57	-	-
4500045602	3/3/2022	JKL Cleaning Systems	Small Business	F180-BUILDING MATERIALS	\$ 586.81	-	-
4500045603	3/3/2022	Eran Hason		P120-BLDG/FACILITY REPRS	\$ 100.00	-	-
4500045604	3/3/2022	Glass & Screens Etc		F180-BUILDING MATERIALS	\$ 900.00	-	-
4500045605	3/4/2022	Sportworks Global LLC		B130-BUS BODY	\$ 98.43	-	-
4500045606	3/4/2022	Hani Toma		P130-EQUIP MAINT REPR SVC	\$ 487.65	-	-
4500045607	3/4/2022	Citywide Auto Glass Inc		R120-RAIL/LRV CAR BODY	\$ 3,524.70	-	-
4500045608	3/4/2022	Tony Jamison	DBE	G170-LUBRICANTS	\$ 1,424.37	-	-
4500045609	3/4/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 35.56	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045610	3/4/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,866.23	-	-
4500045611	3/4/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,510.66	-	-
4500045612	3/4/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 71.28	-	-
4500045613	3/4/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,645.19	-	-
4500045614	3/4/2022	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 148.70	-	-
4500045615	3/4/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 32.33	-	-
4500045616	3/4/2022	Home Depot USA Inc		G290-FARE REVENUE EQUIP	\$ 2,829.95	-	-
4500045617	3/4/2022	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 105.41	-	-
4500045618	3/4/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 5,373.03	-	-
4500045619	3/4/2022	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$ 3,690.96	-	-
4500045620	3/4/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,723.06	-	-
4500045621	3/4/2022	Mohawk Mfg & Supply Co		B110-BUS HVAC SYSTEMS	\$ 155.92	-	-
4500045622	3/4/2022	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$ 158.65	-	-
4500045623	3/4/2022	Specialty Manufacturing Inc		B130-BUS BODY	\$ 1,109.03	-	-
4500045624	3/4/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 44.72	-	-
4500045625	3/4/2022	Airgas Inc		G140-SHOP SUPPLIES	\$ 36.51	-	-
4500045626	3/5/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 3,000.00	-	-
4500045627	3/5/2022	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$ 35.40	-	-
4500045628	3/5/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 19.40	-	-
4500045630	3/6/2022	All The King's Flags		M200-YARD FACILITIES	\$ 663.31	-	-
4500045631	3/6/2022	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 925.58	-	-
4500045632	3/6/2022	Total Filtration Services Inc		F120-BUS/LRV PAINT BOOTHS	\$ 1,140.73	-	-
4500045633	3/6/2022	SC Commercial, LLC		B180-BUS DIESEL	\$ 15,095.78	-	-
4500045634	3/7/2022	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 335.67	-	-
4500045635	3/7/2022	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 364.24	-	-
4500045636	3/7/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 58.57	-	-
4500045637	3/7/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 4,691.44	-	-
4500045638	3/7/2022	Reid and Clark Screen Arts Co		G120-SECURITY	\$ 193.95	-	-
4500045639	3/7/2022	Motivational Systems, Inc.		G230-PRINTED MATERIALS	\$ 10,231.19	-	-
4500045640	3/7/2022	Fastenal Company		G140-SHOP SUPPLIES	\$ 296.72	-	-
4500045641	3/7/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 241.90	-	-
4500045642	3/7/2022	Muncie Transit Supply		B250-BUS REPAIR PARTS	\$ 13.68	-	-
4500045643	3/7/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,393.46	-	-
4500045644	3/7/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,284.72	-	-
4500045645	3/7/2022	Muncie Transit Supply		B160-BUS ELECTRICAL	\$ 2.48	-	-
4500045646	3/7/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 2,660.14	-	-
4500045647	3/7/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 404.05	-	-
4500045648	3/7/2022	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$ 672.16	-	-
4500045649	3/7/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 43.06	-	-
4500045650	3/7/2022	Airgas Inc		G140-SHOP SUPPLIES	\$ 79.71	-	-
4500045651	3/7/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 318.08	-	-
4500045652	3/7/2022	Zep Vehicle Care Inc		G180-JANITORIAL SUPPLIES	\$ 348.79	-	-
4500045653	3/7/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 17.71	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045654	3/7/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 17.82	-	-
4500045655	3/7/2022	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$ 159.97	-	-
4500045656	3/7/2022	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 16,372.19	-	-
4500045657	3/7/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 3,680.51	-	-
4500045658	3/7/2022	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 547.22	-	-
4500045659	3/7/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 124.77	-	-
4500045660	3/8/2022	Knox Kershaw, Inc.		P130-EQUIP MAINT REPR SVC	\$ 3,537.69	-	-
4500045662	3/8/2022	ACM Artistic Neon	DBE	C120-SPECIALTY CONTRACTO	\$ 232.00	-	-
4500045663	3/8/2022	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	\$ 1,958.18	-	-
4500045664	3/8/2022	Robcar Corporation	Woman Owned Business	G160-PAINTS & CHEMICALS	\$ 64.11	-	-
4500045665	3/8/2022	Access Professional Inc.	Small Business	P120-BLDG/FACILITY REPRS	\$ 200.00	-	-
4500045667	3/8/2022	Mcmaster-Carr Supply Co		F110-SHOP/BLDG MACHINERY	\$ 267.24	-	-
4500045668	3/8/2022	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$ 103.44	-	-
4500045669	3/8/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,557.14	-	-
4500045670	3/8/2022	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 2,251.71	-	-
4500045671	3/8/2022	Steven Timme		G230-PRINTED MATERIALS	\$ 399.82	-	-
4500045672	3/8/2022	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 1,621.64	-	-
4500045673	3/8/2022	Steven Timme		G230-PRINTED MATERIALS	\$ 289.38	-	-
4500045674	3/8/2022	South County Economic Developmen		P310-ADVERTISING SERVICES	\$ 385.00	-	-
4500045675	3/8/2022	W.W. Grainger Inc		G190-SAFETY/MED SUPPLIES	\$ 1,197.74	-	-
4500045676	3/8/2022	National City Chamber of Commerce		P310-ADVERTISING SERVICES	\$ 1,000.00	-	-
4500045677	3/8/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 3,935.04	-	-
4500045678	3/8/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,769.07	-	-
4500045679	3/8/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 11.63	-	-
4500045680	3/8/2022	Circle Graphics, Inc.		G230-PRINTED MATERIALS	\$ 1,359.69	-	-
4500045681	3/8/2022	Dellner Inc		R130-RAIL/LRV COUPLER	\$ 3,130.14	-	-
4500045682	3/8/2022	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$ 592.10	-	-
4500045683	3/8/2022	Mark Watts Advocacy LLC		P280-GENERAL SVC AGRMNTS	\$ 57,500.00	-	-
4500045684	3/8/2022	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$ 2,700.23	-	-
4500045685	3/8/2022	All The King's Flags		M200-YARD FACILITIES	\$ 663.31	-	-
4500045686	3/8/2022	Norman Industrial Materials		G140-SHOP SUPPLIES	\$ 125.12	-	-
4500045687	3/8/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 190.15	-	-
4500045688	3/8/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 30.22	-	-
4500045689	3/8/2022	Hitachi Rail STS USA, Inc.		M130-CROSSING MECHANISM	\$ 2,586.00	-	-
4500045690	3/8/2022	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$ 899.64	-	-
4500045691	3/9/2022	Annex Warehouse Company, Inc		G160-PAINTS & CHEMICALS	\$ 4,575.41	-	-
4500045692	3/9/2022	Mohammad Karimi		G120-SECURITY	\$ 586.07	-	-
4500045693	3/9/2022	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 259.01	-	-
4500045694	3/9/2022	RegACar Inc		F110-SHOP/BLDG MACHINERY	\$ 781.00	-	-
4500045695	3/9/2022	Inland Kenworth (US) Inc		B250-BUS REPAIR PARTS	\$ 54.59	-	-
4500045696	3/9/2022	Transit Holdings Inc		B130-BUS BODY	\$ 87.97	-	-
4500045697	3/9/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,114.06	-	-
4500045698	3/9/2022	Transit Holdings Inc		B130-BUS BODY	\$ 1,657.36	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045699	3/9/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 212.96	-	-
4500045700	3/9/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 43.10	-	-
4500045701	3/9/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 286.94	-	-
4500045702	3/9/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,198.42	-	-
4500045703	3/9/2022	Chromate Industrial Corporation		G150-FASTENERS	\$ 95.68	-	-
4500045704	3/9/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 173.71	-	-
4500045705	3/9/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 70.36	-	-
4500045706	3/9/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 274.33	-	-
4500045707	3/9/2022	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$ 1,119.07	-	-
4500045708	3/9/2022	Gillig LLC		B200-BUS PWR TRAIN EQUIP	\$ 337.74	-	-
4500045709	3/9/2022	Jeyco Products Inc		G140-SHOP SUPPLIES	\$ 74.42	-	-
4500045710	3/9/2022	Romaine Electric Corporation	Small Business	M130-CROSSING MECHANISM	\$ 2,019.43	-	-
4500045711	3/9/2022	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 1,683.06	-	-
4500045712	3/9/2022	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 63.25	-	-
4500045713	3/9/2022	W.W. Grainger Inc		G170-LUBRICANTS	\$ 43.51	-	-
4500045714	3/9/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 27.85	-	-
4500045715	3/9/2022	TK Services Inc		B250-BUS REPAIR PARTS	\$ 334.16	-	-
4500045716	3/9/2022	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 828.49	-	-
4500045717	3/9/2022	Industrial Maintenance Supply LLC	DBE	G140-SHOP SUPPLIES	\$ 58.12	-	-
4500045718	3/9/2022	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	\$ 173.54	-	-
4500045719	3/9/2022	Genuine Parts Co		B250-BUS REPAIR PARTS	\$ 96.91	-	-
4500045720	3/9/2022	Harbor Diesel & Equipment		G170-LUBRICANTS	\$ 1,874.85	-	-
4500045721	3/9/2022	M Power Truck & Diesel Repair		P130-EQUIP MAINT REPR SVC	\$ 2,237.84	-	-
4500045722	3/9/2022	A-B-CPR & First Aid Training Inc	Small Business	G120-SECURITY	\$ 3,245.00	-	-
4500045723	3/9/2022	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$ 182.40	-	-
4500045724	3/10/2022	Siemens Mobility, Inc.		R150-RAIL/LRV COMM EQUIP	\$ 1,352.27	-	-
4500045725	3/10/2022	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 168.34	-	-
4500045726	3/10/2022	Dell Marketing L.P.		I110-INFORMATION TECH	\$ 9,685.54	-	-
4500045727	3/10/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 231.43	-	-
4500045728	3/10/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 7,720.30	-	-
4500045729	3/10/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 771.74	-	-
4500045730	3/10/2022	SPX Corporation		G290-FARE REVENUE EQUIP	\$ 362.66	-	-
4500045731	3/10/2022	W.W. Grainger Inc		M140-WAYSIDE SIGNALS	\$ 802.80	-	-
4500045732	3/10/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,840.04	-	-
4500045733	3/10/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 21.50	-	-
4500045734	3/10/2022	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$ 375.12	-	-
4500045735	3/10/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,105.52	-	-
4500045736	3/10/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 152.74	-	-
4500045737	3/10/2022	Tennant Sales & Serv Co		P130-EQUIP MAINT REPR SVC	\$ 1,265.94	-	-
4500045738	3/10/2022	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 165.57	-	-
4500045739	3/10/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 242.37	-	-
4500045740	3/10/2022	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 51.17	-	-
4500045741	3/10/2022	Norman Industrial Materials		G140-SHOP SUPPLIES	\$ 320.19	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045742	3/10/2022	Transit Holdings Inc		B130-BUS BODY	\$ 1,139.19	-	-
4500045743	3/10/2022	Graceland College Ctr for Prof		P490-MANAGEMENT TRAINING	\$ 349.00	-	-
4500045744	3/10/2022	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	\$ 339.42	-	-
4500045745	3/10/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,930.96	-	-
4500045746	3/10/2022	TK Services Inc		B250-BUS REPAIR PARTS	\$ 187.18	-	-
4500045747	3/10/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 7,691.20	-	-
4500045748	3/10/2022	KLD Labs Inc		F110-SHOP/BLDG MACHINERY	\$ 6,000.00	-	-
4500045749	3/10/2022	David Glen Bond		G120-SECURITY	\$ 270.00	-	-
4500045750	3/11/2022	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 1,211.15	-	-
4500045751	3/11/2022	Culligan of San Diego		G140-SHOP SUPPLIES	\$ 2,040.00	-	-
4500045752	3/11/2022	West-Lite Supply Co Inc	Small Business	M180-STATION ELECTRICAL	\$ 804.85	-	-
4500045753	3/11/2022	Home Depot USA Inc		G140-SHOP SUPPLIES	\$ 1,148.93	-	-
4500045754	3/11/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,642.11	-	-
4500045755	3/11/2022	Transit Holdings Inc		B130-BUS BODY	\$ 805.78	-	-
4500045756	3/11/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 3,654.88	-	-
4500045757	3/11/2022	Transit Holdings Inc		B130-BUS BODY	\$ 542.32	-	-
4500045758	3/11/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 268.30	-	-
4500045759	3/11/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 62.92	-	-
4500045760	3/11/2022	W.W. Grainger Inc		P280-GENERAL SVC AGRMNTS	\$ 64.22	-	-
4500045761	3/11/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 2,315.62	-	-
4500045762	3/11/2022	W.W. Grainger Inc		B120-BUS MECHANICAL PARTS	\$ 469.36	-	-
4500045763	3/11/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 523.67	-	-
4500045764	3/11/2022	Jeyco Products Inc		G130-SHOP TOOLS	\$ 109.91	-	-
4500045765	3/11/2022	Muncie Transit Supply		B160-BUS ELECTRICAL	\$ 671.98	-	-
4500045766	3/11/2022	Fastenal Company		G190-SAFETY/MED SUPPLIES	\$ 227.68	-	-
4500045767	3/14/2022	Dimensional Silk Screen Inc		G230-PRINTED MATERIALS	\$ 1,380.28	-	-
4500045768	3/14/2022	Steven Timme		G230-PRINTED MATERIALS	\$ 90.04	-	-
4500045769	3/14/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 117.27	-	-
4500045770	3/14/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,195.84	-	-
4500045771	3/14/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,835.90	-	-
4500045772	3/14/2022	Clear Sign & Design Inc	Small Business	G230-PRINTED MATERIALS	\$ 1,542.50	-	-
4500045773	3/14/2022	HI-TEC Enterprises		R160-RAIL/LRV ELECTRICAL	\$ 312.48	-	-
4500045774	3/14/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 110.07	-	-
4500045775	3/14/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 220.89	-	-
4500045776	3/14/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,870.11	-	-
4500045777	3/14/2022	Knorr Brake Holding Corporation		R140-RAIL/LRV DOORS/RAMP	\$ 10,117.73	-	-
4500045778	3/14/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 452.55	-	-
4500045779	3/14/2022	Transit Holdings Inc		B110-BUS HVAC SYSTEMS	\$ 3,340.82	-	-
4500045780	3/14/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 1,235.03	-	-
4500045781	3/14/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 3,557.21	-	-
4500045782	3/14/2022	Cummins-Allison		P280-GENERAL SVC AGRMNTS	\$ 3,969.52	-	-
4500045783	3/14/2022	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 16,658.88	-	-
4500045784	3/14/2022	Knorr Brake Holding Corporation		R140-RAIL/LRV DOORS/RAMP	\$ 2,079.58	-	-



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045785	3/14/2022	Graybar Electric Co Inc		G140-SHOP SUPPLIES	\$ 231.83	-	-
4500045786	3/14/2022	Westair Gases & Equipment Inc	Small Business	G140-SHOP SUPPLIES	\$ 102.74	-	-
4500045787	3/14/2022	Fastenal Company		R230-RAIL/LRV MECHANICAL	\$ 2,184.46	-	-
4500045788	3/14/2022	American Power Systems, LLC		M110-SUB STATION	\$ 1,372.14	-	-
4500045789	3/14/2022	Altec Industries Inc		P210-NON-REV VEH REPAIRS	\$ 691.63	-	-
4500045790	3/14/2022	TK Services Inc		B250-BUS REPAIR PARTS	\$ 2,970.10	-	-
4500045791	3/14/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 607.08	-	-
4500045792	3/14/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 581.62	-	-
4500045793	3/14/2022	Waxie's Enterprises Inc.		G130-SHOP TOOLS	\$ 633.37	-	-
4500045794	3/14/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 919.86	-	-
4500045795	3/14/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 2,732.56	-	-
4500045796	3/14/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 528.18	-	-
4500045797	3/14/2022	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 160.74	-	-
4500045798	3/14/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 377.50	-	-
4500045799	3/14/2022	R.S. Hughes Co Inc		B130-BUS BODY	\$ 276.75	-	-
4500045800	3/14/2022	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 1,242.74	-	-
4500045801	3/15/2022	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 379.17	-	-
4500045802	3/15/2022	Chromate Industrial Corporation		G140-SHOP SUPPLIES	\$ 1,184.19	-	-
4500045803	3/15/2022	Synco Chemical Corporation		G170-LUBRICANTS	\$ 439.05	-	-
4500045804	3/15/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,977.22	-	-
4500045805	3/15/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 29.86	-	-
4500045806	3/15/2022	Transit Holdings Inc		B130-BUS BODY	\$ 2,483.46	-	-
4500045807	3/15/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 34.48	-	-
4500045808	3/15/2022	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$ 13,990.26	-	-
4500045809	3/15/2022	Transit Holdings Inc		B130-BUS BODY	\$ 1,485.44	-	-
4500045810	3/15/2022	Professional Contractors Supplies		G130-SHOP TOOLS	\$ 1,363.10	-	-
4500045811	3/15/2022	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 312.46	-	-
4500045813	3/15/2022	Fastenal Company		G140-SHOP SUPPLIES	\$ 278.09	-	-
4500045814	3/15/2022	Home Depot USA Inc		F190-LANDSCAPING MAT'LS	\$ 41.03	-	-
4500045815	3/15/2022	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$ 12,231.54	-	-
4500045816	3/15/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 553.03	-	-
4500045817	3/15/2022	Vern Rose Inc		F120-BUS/LRV PAINT BOOTHS	\$ 438.16	-	-
4500045818	3/15/2022	Gillig LLC		B160-BUS ELECTRICAL	\$ 1,361.73	-	-
4500045819	3/15/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 45.51	-	-
4500045820	3/15/2022	Jeyco Products Inc		G140-SHOP SUPPLIES	\$ 12.54	-	-
4500045821	3/15/2022	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$ 1,273.44	-	-
4500045822	3/15/2022	Central Dispatch Inc		P130-EQUIP MAINT REPR SVC	\$ 573.80	-	-
4500045823	3/16/2022	Asbury Environmental Services		B200-BUS PWR TRAIN EQUIP	\$ 2,456.70	-	-
4500045824	3/16/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 422.74	-	-
4500045825	3/16/2022	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$ 12,886.90	-	-
4500045826	3/16/2022	Southern California Shredding Inc	Small Business	G200-OFFICE SUPPLIES	\$ 140.00	-	-
4500045827	3/16/2022	Mohawk Mfg & Supply Co		B200-BUS PWR TRAIN EQUIP	\$ 47.73	-	-
4500045828	3/16/2022	Mohammad Karimi		G120-SECURITY	\$ 678.75	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045829	3/16/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 30.17	-	-
4500045830	3/16/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 54.81	-	-
4500045831	3/16/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,758.48	-	-
4500045832	3/16/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 51.72	-	-
4500045833	3/16/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 7,581.56	-	-
4500045834	3/16/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,349.35	-	-
4500045835	3/16/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 237.05	-	-
4500045836	3/16/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 879.24	-	-
4500045837	3/16/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 24.02	-	-
4500045838	3/16/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 238.40	-	-
4500045839	3/16/2022	California Commercial Asphalt, LLC		T160-TRACK, AGGREGATES	\$ 2,873.65	-	-
4500045840	3/16/2022	ARINC Incorporated		C120-SPECIALTY CONTRACTO	\$ 88,185.00	-	-
4500045841	3/16/2022	Data Hardware Depot LP		I110-INFORMATION TECH	\$ 3,452.30	-	-
4500045842	3/16/2022	TAKKT America Holding Inc		G210-OFFICE FURNITURE	\$ 2,169.12	-	-
4500045843	3/16/2022	Terra Bella Nursery, Inc		F190-LANDSCAPING MAT'LS	\$ 258.41	-	-
4500045844	3/16/2022	National Electrical Testing		M110-SUB STATION	\$ 55,970.00	-	-
4500045845	3/16/2022	Southwest Lift & Equipment Inc.	Small Business	F110-SHOP/BLDG MACHINERY	\$ 500.00	-	-
4500045846	3/16/2022	Uline		G200-OFFICE SUPPLIES	\$ 817.94	-	-
4500045847	3/16/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 407.51	-	-
4500045848	3/16/2022	B&H Photo & Electronics Corp		G220-OFFICE EQUIPMENT	\$ 156.74	-	-
4500045849	3/16/2022	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 2,108.67	-	-
4500045850	3/16/2022	Staples Contract & Commercial Inc		B150-BUS COMM EQUIP.	\$ 680.99	-	-
4500045851	3/16/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 18.94	-	-
4500045852	3/16/2022	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$ 79.22	-	-
4500045853	3/16/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 1,016.09	-	-
4500045854	3/16/2022	Transit Holdings Inc		B130-BUS BODY	\$ 2,390.12	-	-
4500045855	3/16/2022	Harbor Diesel & Equipment		B200-BUS PWR TRAIN EQUIP	\$ 10,543.64	-	-
4500045857	3/17/2022	Synco Chemical Corporation		G170-LUBRICANTS	\$ 12,071.45	-	-
4500045858	3/17/2022	Transit Holdings Inc		B130-BUS BODY	\$ 2,255.42	-	-
4500045859	3/17/2022	Fastenal Company		G180-JANITORIAL SUPPLIES	\$ 528.32	-	-
4500045860	3/17/2022	Harbor Diesel & Equipment		G170-LUBRICANTS	\$ 3,749.70	-	-
4500045861	3/17/2022	D's Kustom Sales & Services, LLC		T110-TRACK, RAIL	\$ 3,008.72	-	-
4500045862	3/17/2022	JP Morgan Chase Bank		P400-FINANCIAL & AUDIT	\$ 607.02	-	-
4500045863	3/17/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 913.30	-	-
4500045864	3/17/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 954.90	-	-
4500045865	3/17/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 414.66	-	-
4500045866	3/17/2022	Transit Holdings Inc		B130-BUS BODY	\$ 1,813.06	-	-
4500045867	3/17/2022	Rush Truck Centers of California		B200-BUS PWR TRAIN EQUIP	\$ 612.56	-	-
4500045868	3/17/2022	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$ 118.48	-	-
4500045869	3/17/2022	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 193.31	-	-
4500045870	3/17/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 1,841.13	-	-
4500045871	3/17/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 219.62	-	-
4500045872	3/17/2022	Harbor Diesel & Equipment		G170-LUBRICANTS	\$ 9,908.69	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045873	3/18/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 176.46	-	-
4500045874	3/18/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 58.96	-	-
4500045875	3/18/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 50,750.25	-	-
4500045876	3/18/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 215.73	-	-
4500045877	3/18/2022	Transit Holdings Inc		B130-BUS BODY	\$ 2,562.49	-	-
4500045878	3/18/2022	Dellner Inc		R130-RAIL/LRV COUPLER	\$ 305.47	-	-
4500045879	3/18/2022	Westair Gases & Equipment Inc	Small Business	G190-SAFETY/MED SUPPLIES	\$ 633.20	-	-
4500045880	3/18/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 3,354.58	-	-
4500045881	3/18/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 238.40	-	-
4500045882	3/18/2022	Chromate Industrial Corporation		G140-SHOP SUPPLIES	\$ 614.18	-	-
4500045883	3/18/2022	Laird Plastics, Inc		G290-FARE REVENUE EQUIP	\$ 2,133.45	-	-
4500045884	3/18/2022	Transit Products and Services		B120-BUS MECHANICAL PARTS	\$ 8,081.25	-	-
4500045885	3/18/2022	Louis Sardo Upholstery Inc		B130-BUS BODY	\$ 542.32	-	-
4500045886	3/18/2022	Home Depot USA Inc		G170-LUBRICANTS	\$ 2,897.48	-	-
4500045887	3/18/2022	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$ 177.73	-	-
4500045888	3/20/2022	Id Services Inc	Small Business	G200-OFFICE SUPPLIES	\$ 2,231.95	-	-
4500045889	3/20/2022	Bocks Awards Inc		G200-OFFICE SUPPLIES	\$ 196.85	-	-
4500045890	3/20/2022	Franklin Covey Client Sales Inc		P490-MANAGEMENT TRAINING	\$ 23,928.00	-	-
4500045891	3/21/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,338.74	-	-
4500045892	3/21/2022	Kiel NA LLC		B250-BUS REPAIR PARTS	\$ 474.10	-	-
4500045893	3/21/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 241.35	-	-
4500045894	3/21/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 310.58	-	-
4500045895	3/21/2022	Rush Truck Centers of California		B200-BUS PWR TRAIN EQUIP	\$ 15.73	-	-
4500045896	3/21/2022	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$ 399.53	-	-
4500045897	3/21/2022	W.W. Grainger Inc		B130-BUS BODY	\$ 351.83	-	-
4500045898	3/21/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 72.55	-	-
4500045899	3/21/2022	US Mobile Wireless		G120-SECURITY	\$ 565.69	-	-
4500045900	3/21/2022	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 317.25	-	-
4500045901	3/21/2022	TESSCO Technologies Incorporated		B120-BUS MECHANICAL PARTS	\$ 79.09	-	-
4500045902	3/21/2022	Gillig LLC		B130-BUS BODY	\$ 143.31	-	-
4500045903	3/21/2022	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$ 495.50	-	-
4500045904	3/21/2022	Muncie Transit Supply		B130-BUS BODY	\$ 39.65	-	-
4500045905	3/21/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,088.20	-	-
4500045906	3/21/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 1,107.17	-	-
4500045907	3/21/2022	Muncie Transit Supply		B140-BUS CHASSIS	\$ 668.34	-	-
4500045908	3/21/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 46.64	-	-
4500045909	3/21/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,691.96	-	-
4500045910	3/21/2022	Octane Forklifts Inc.		F170-MATL HANDLING EQUIP	\$ 49,433.55	-	-
4500045911	3/21/2022	Alpine Fence Inc.		F190-LANDSCAPING MAT'LS	\$ 3,047.72	-	-
4500045912	3/21/2022	Gillig LLC		B130-BUS BODY	\$ 123.24	-	-
4500045913	3/21/2022	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$ 5,124.59	-	-
4500045914	3/21/2022	Transit Holdings Inc		B130-BUS BODY	\$ 8,744.70	-	-
4500045915	3/21/2022	Tony Jamison	DBE	G170-LUBRICANTS	\$ 222.78	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045916	3/21/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 3,680.51	-	-
4500045917	3/21/2022	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 17,646.29	-	-
4500045918	3/21/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,161.82	-	-
4500045919	3/21/2022	Gillig LLC		B110-BUS HVAC SYSTEMS	\$ 567.58	-	-
4500045920	3/21/2022	Charter Industrial Supply Inc	Small Business	B250-BUS REPAIR PARTS	\$ 148.89	-	-
4500045921	3/21/2022	CDW LLC		I110-INFORMATION TECH	\$ 3,122.30	-	-
4500045922	3/21/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 17.82	-	-
4500045923	3/21/2022	Kaman Industrial Technologies		R160-RAIL/LRV ELECTRICAL	\$ 1,001.65	-	-
4500045924	3/21/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 179.86	-	-
4500045925	3/21/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,300.52	-	-
4500045926	3/21/2022	Transit Holdings Inc		B130-BUS BODY	\$ 424.17	-	-
4500045927	3/21/2022	Jeyco Products Inc		G140-SHOP SUPPLIES	\$ 425.31	-	-
4500045928	3/21/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 93.52	-	-
4500045929	3/21/2022	Airgas Inc		G140-SHOP SUPPLIES	\$ 1,584.43	-	-
4500045930	3/21/2022	Altec Industries Inc		P210-NON-REV VEH REPAIRS	\$ 8,386.96	-	-
4500045931	3/21/2022	Arizona Machinery LLC		P130-EQUIP MAINT REPR SVC	\$ 243.31	-	-
4500045932	3/22/2022	Schuko LLC		P310-ADVERTISING SERVICES	\$ 643.68	-	-
4500045933	3/22/2022	MCAS Miramar Vet		G120-SECURITY	\$ 31.50	-	-
4500045934	3/22/2022	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$ 2,198.58	-	-
4500045935	3/22/2022	BriceHouse Outdoor Inc.		G230-PRINTED MATERIALS	\$ 3,844.64	-	-
4500045936	3/22/2022	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$ 161.54	-	-
4500045937	3/22/2022	Vern Rose Inc		F120-BUS/LRV PAINT BOOTHS	\$ 894.33	-	-
4500045938	3/22/2022	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,040.87	-	-
4500045939	3/22/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 786.58	-	-
4500045940	3/22/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 22.37	-	-
4500045941	3/22/2022	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$ 1,053.80	-	-
4500045942	3/22/2022	Fastenal Company		G140-SHOP SUPPLIES	\$ 822.98	-	-
4500045943	3/22/2022	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$ 2,636.30	-	-
4500045944	3/22/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 261.80	-	-
4500045945	3/22/2022	Transit Holdings Inc		B130-BUS BODY	\$ 392.68	-	-
4500045946	3/22/2022	W.W. Grainger Inc		G120-SECURITY	\$ 181.79	-	-
4500045947	3/22/2022	Myers & Sons Hi-Way Safety Inc		M140-WAYSIDE SIGNALS	\$ 249.00	-	-
4500045948	3/22/2022	Daniels Tire Service		P130-EQUIP MAINT REPR SVC	\$ 119.46	-	-
4500045949	3/22/2022	Qualitrol Company LLC		M110-SUB STATION	\$ 928.41	-	-
4500045951	3/22/2022	The Spectrum Firm, Inc.		B150-BUS COMM EQUIP.	\$ 7,570.00	-	-
4500045952	3/23/2022	Brady Industries of California, LLC		G140-SHOP SUPPLIES	\$ 660.90	-	-
4500045953	3/23/2022	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 416.06	-	-
4500045954	3/23/2022	Fastenal Company		G130-SHOP TOOLS	\$ 412.42	-	-
4500045955	3/23/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 741.36	-	-
4500045956	3/23/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 3,950.12	-	-
4500045957	3/23/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,537.50	-	-
4500045958	3/23/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,222.58	-	-
4500045959	3/23/2022	JKL Cleaning Systems	Small Business	P280-GENERAL SVC AGRMNTS	\$ 479.92	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500045960	3/23/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 30.17	-	-
4500045961	3/23/2022	San Diego Friction Products, Inc.		B140-BUS CHASSIS	\$ 359.49	-	-
4500045962	3/23/2022	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 235.99	-	-
4500045963	3/23/2022	CASEI		F110-SHOP/BLDG MACHINERY	\$ 971.91	-	-
4500045964	3/23/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 585.09	-	-
4500045965	3/23/2022	Transit Holdings Inc		B130-BUS BODY	\$ 1,334.60	-	-
4500045966	3/23/2022	Home Depot USA Inc		F110-SHOP/BLDG MACHINERY	\$ 260.48	-	-
4500045967	3/23/2022	G & A Auto Air Conditioning		P210-NON-REV VEH REPAIRS	\$ 850.61	-	-
4500045969	3/23/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 220.31	-	-
4500045970	3/24/2022	Chromate Industrial Corporation		G150-FASTENERS	\$ 813.52	-	-
4500045971	3/24/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 531.59	-	-
4500045972	3/24/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 309.25	-	-
4500045973	3/24/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,877.82	-	-
4500045974	3/24/2022	Neyenesch Printers Inc	Small Business	G230-PRINTED MATERIALS	\$ 3,499.72	-	-
4500045975	3/24/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 257.96	-	-
4500045976	3/24/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 6,619.09	-	-
4500045977	3/24/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 15.07	-	-
4500045978	3/24/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 46.01	-	-
4500045979	3/24/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 2,659.92	-	-
4500045980	3/24/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 102.10	-	-
4500045981	3/24/2022	Interpreters Unlimited, Inc.	Small Business	P350-OTHER LEGAL	\$ 6,750.00	-	-
4500045982	3/24/2022	ERICO International Corporation		M140-WAYSIDE SIGNALS	\$ 1,982.60	-	-
4500045983	3/24/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 377.75	-	-
4500045984	3/24/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 211.98	-	-
4500045985	3/24/2022	FinishMaster Inc		F180-BUILDING MATERIALS	\$ 150.64	-	-
4500045986	3/24/2022	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	\$ 183.15	-	-
4500045987	3/24/2022	Ace Uniforms & Accessories	Small Business	G240-UNIFORM PROCUREMENT	\$ 284.33	-	-
4500045988	3/24/2022	Grah Safe & Lock Inc	Small Business	G120-SECURITY	\$ 193.95	-	-
4500045989	3/24/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,556.42	-	-
4500045990	3/24/2022	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 64.78	-	-
4500045991	3/24/2022	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 64.78	-	-
4500045992	3/24/2022	Knorr Brake Holding Corporation		R160-RAIL/LRV ELECTRICAL	\$ 31,882.41	-	-
4500045993	3/24/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 876.60	-	-
4500045994	3/24/2022	Robcar Corporation	Woman Owned Business	G160-PAINTS & CHEMICALS	\$ 523.88	-	-
4500045995	3/24/2022	GT Door Inc		F110-SHOP/BLDG MACHINERY	\$ 207.96	-	-
4500045996	3/24/2022	W.W. Grainger Inc		F110-SHOP/BLDG MACHINERY	\$ 479.62	-	-
4500045997	3/24/2022	PrideStaff Inc	DBE	P450-PERSONNEL SVCS	\$ 9,936.00	-	-
4500045998	3/24/2022	W.W. Grainger Inc		G180-JANITORIAL SUPPLIES	\$ 1,645.52	-	-
4500045999	3/24/2022	Sid Tool Co		R120-RAIL/LRV CAR BODY	\$ 1,281.24	-	-
4500046000	3/24/2022	Louis Sardo Upholstery Inc		B130-BUS BODY	\$ 165.61	-	-
4500046001	3/24/2022	Superior Printing Inc.		P400-FINANCIAL & AUDIT	\$ 607.02	-	-
4500046002	3/24/2022	Pacific Coast Lift		F110-SHOP/BLDG MACHINERY	\$ 4,832.59	-	-
4500046003	3/24/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 8,256.68	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046005	3/24/2022	Charter Industrial Supply Inc	Small Business	B250-BUS REPAIR PARTS	\$ 196.47	-	-
4500046006	3/24/2022	Uline		G130-SHOP TOOLS	\$ 220.61	-	-
4500046007	3/24/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 1,887.14	-	-
4500046008	3/24/2022	Freeby Signs		B250-BUS REPAIR PARTS	\$ 163.57	-	-
4500046009	3/24/2022	Mouser Electronics Inc		B250-BUS REPAIR PARTS	\$ 29.52	-	-
4500046010	3/24/2022	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$ 1,116.42	-	-
4500046011	3/24/2022	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 1,157.97	-	-
4500046012	3/24/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,461.94	-	-
4500046013	3/24/2022	Airgas Inc		G140-SHOP SUPPLIES	\$ 39.40	-	-
4500046014	3/24/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 56.58	-	-
4500046015	3/24/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 22.41	-	-
4500046016	3/24/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 211.94	-	-
4500046017	3/25/2022	Harbor Diesel & Equipment		B120-BUS MECHANICAL PARTS	\$ 141.33	-	-
4500046018	3/25/2022	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 141.04	-	-
4500046019	3/25/2022	Professional Contractors Supplies		G160-PAINTS & CHEMICALS	\$ 568.76	-	-
4500046020	3/25/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 2,268.03	-	-
4500046021	3/25/2022	Kaman Industrial Technologies		B130-BUS BODY	\$ 491.85	-	-
4500046023	3/25/2022	Bocks Awards Inc		G200-OFFICE SUPPLIES	\$ 765.81	-	-
4500046024	3/25/2022	Allied Electronics Inc		M110-SUB STATION	\$ 444.36	-	-
4500046025	3/25/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 208.56	-	-
4500046026	3/25/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 720.86	-	-
4500046027	3/25/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 17.56	-	-
4500046028	3/25/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,434.16	-	-
4500046029	3/25/2022	Visual Lease LLC		P400-FINANCIAL & AUDIT	\$ 37,000.00	-	-
4500046030	3/25/2022	Laird Plastics, Inc		F180-BUILDING MATERIALS	\$ 5,818.50	-	-
4500046031	3/25/2022	Home Depot USA Inc		G290-FARE REVENUE EQUIP	\$ 163.78	-	-
4500046032	3/25/2022	Cembre Inc		M170-IMPEDANCE BOND	\$ 2,702.37	-	-
4500046033	3/28/2022	Kirkland Printing & Mailing Srvcs		G200-OFFICE SUPPLIES	\$ 256.42	-	-
4500046034	3/28/2022	VCA Animal Hospitals, Inc.		G120-SECURITY	\$ 86.40	-	-
4500046035	3/28/2022	Siemens Mobility, Inc.		M130-CROSSING MECHANISM	\$ 220.89	-	-
4500046036	3/28/2022	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 274.25	-	-
4500046037	3/28/2022	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 318.25	-	-
4500046038	3/28/2022	Reid and Clark Screen Arts Co		R120-RAIL/LRV CAR BODY	\$ 2,499.80	-	-
4500046039	3/28/2022	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 996.50	-	-
4500046040	3/28/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 545.22	-	-
4500046041	3/28/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 2,372.94	-	-
4500046042	3/28/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 3,680.51	-	-
4500046043	3/28/2022	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 16,754.42	-	-
4500046044	3/28/2022	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 908.50	-	-
4500046045	3/28/2022	Madden Construction Inc		P280-GENERAL SVC AGRMNTS	\$ 914.00	-	-
4500046046	3/28/2022	Cummins Pacific LLC		B120-BUS MECHANICAL PARTS	\$ 384.68	-	-
4500046047	3/28/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 3,478.65	-	-
4500046048	3/28/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 902.61	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046049	3/28/2022	Transit Holdings Inc		B130-BUS BODY	\$ 9.82	-	-
4500046050	3/28/2022	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$ 3,608.55	-	-
4500046051	3/28/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 269.39	-	-
4500046052	3/28/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 328.78	-	-
4500046053	3/28/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 377.75	-	-
4500046054	3/28/2022	Podiums Direct Co		G210-OFFICE FURNITURE	\$ 671.30	-	-
4500046055	3/28/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 377.75	-	-
4500046056	3/28/2022	Charter Industrial Supply Inc	Small Business	B120-BUS MECHANICAL PARTS	\$ 565.63	-	-
4500046057	3/28/2022	W.W. Grainger Inc		B250-BUS REPAIR PARTS	\$ 730.41	-	-
4500046058	3/28/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 187.42	-	-
4500046059	3/28/2022	Freeby Signs		B250-BUS REPAIR PARTS	\$ 134.41	-	-
4500046060	3/28/2022	Norman Industrial Materials		G140-SHOP SUPPLIES	\$ 132.41	-	-
4500046061	3/28/2022	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 1,656.98	-	-
4500046062	3/28/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 76.30	-	-
4500046063	3/28/2022	Barry Sandler Enterprises		G180-JANITORIAL SUPPLIES	\$ 1,768.92	-	-
4500046064	3/28/2022	Valvoline Inc.		B120-BUS MECHANICAL PARTS	\$ 9,881.76	-	-
4500046066	3/28/2022	Kaman Industrial Technologies		G140-SHOP SUPPLIES	\$ 684.90	-	-
4500046067	3/28/2022	Jeyco Products Inc		G160-PAINTS & CHEMICALS	\$ 59.68	-	-
4500046068	3/28/2022	Gillig LLC		B120-BUS MECHANICAL PARTS	\$ 2,689.05	-	-
4500046069	3/28/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 1,531.24	-	-
4500046070	3/28/2022	AT&T Corp.		I110-INFORMATION TECH	\$ 9,600.00	-	-
4500046071	3/28/2022	Romaine Electric Corporation	Small Business	B160-BUS ELECTRICAL	\$ 3,608.55	-	-
4500046072	3/28/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 171.29	-	-
4500046073	3/28/2022	Inland Kenworth (US) Inc		B200-BUS PWR TRAIN EQUIP	\$ 245.35	-	-
4500046074	3/28/2022	Staples Contract & Commercial Inc		G200-OFFICE SUPPLIES	\$ 314.52	-	-
4500046075	3/28/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 604.09	-	-
4500046076	3/28/2022	SC Commercial, LLC		G170-LUBRICANTS	\$ 2,198.10	-	-
4500046077	3/28/2022	Genuine Parts Co		B250-BUS REPAIR PARTS	\$ 198.15	-	-
4500046078	3/28/2022	Mouser Electronics Inc		B250-BUS REPAIR PARTS	\$ 28.90	-	-
4500046079	3/29/2022	All The King's Flags		M200-YARD FACILITIES	\$ 442.20	-	-
4500046080	3/29/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 482.76	-	-
4500046081	3/29/2022	SiteOne Landscape Supply Holding		F190-LANDSCAPING MAT'LS	\$ 532.00	-	-
4500046082	3/29/2022	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 70.94	-	-
4500046083	3/29/2022	Cummins Pacific LLC		B160-BUS ELECTRICAL	\$ 7,686.89	-	-
4500046084	3/29/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 890.47	-	-
4500046085	3/29/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 932.88	-	-
4500046086	3/29/2022	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 4,379.65	-	-
4500046087	3/29/2022	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 29,691.93	-	-
4500046088	3/29/2022	B&H Photo & Electronics Corp		G220-OFFICE EQUIPMENT	\$ 2,385.40	-	-
4500046089	3/29/2022	Association Voting Dot Com LLC		G220-OFFICE EQUIPMENT	\$ 839.00	-	-
4500046090	3/29/2022	Mouser Electronics Inc		R160-RAIL/LRV ELECTRICAL	\$ 1,013.46	-	-
4500046091	3/29/2022	NS Corporation		C110-GENERAL CONTRACTOR	\$ 38,704.58	-	-
4500046092	3/29/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 521.08	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046093	3/29/2022	Synco Chemical Corporation		G170-LUBRICANTS	\$ 12,071.45	-	-
4500046094	3/29/2022	Annex Warehouse Company, Inc		R240-RAIL/LRV REPR PARTS	\$ 1,035.66	-	-
4500046095	3/29/2022	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 214.80	-	-
4500046097	3/30/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,730.47	-	-
4500046098	3/30/2022	Transit Holdings Inc		B160-BUS ELECTRICAL	\$ 1,134.37	-	-
4500046099	3/30/2022	Sportworks Global LLC		B130-BUS BODY	\$ 142.30	-	-
4500046100	3/30/2022	Sherwin Williams Company		B250-BUS REPAIR PARTS	\$ 495.50	-	-
4500046101	3/30/2022	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$ 364.54	-	-
4500046102	3/30/2022	Neopart Transit LLC		G190-SAFETY/MED SUPPLIES	\$ 377.13	-	-
4500046103	3/30/2022	Cummins Pacific LLC		B250-BUS REPAIR PARTS	\$ 377.75	-	-
4500046104	3/30/2022	Home Depot USA Inc		G170-LUBRICANTS	\$ 288.60	-	-
4500046105	3/30/2022	Knorr Brake Holding Corporation		R220-RAIL/LRV TRUCKS	\$ 1,643.70	-	-
4500046106	3/30/2022	Dow Jones & Company, Inc.		P400-FINANCIAL & AUDIT	\$ 3,262.00	-	-
4500046107	4/1/2022	Siemens Mobility, Inc.		R220-RAIL/LRV TRUCKS	\$ 9,014.11	-	-
4500046108	4/1/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 491.67	-	-
4500046109	4/1/2022	Siemens Mobility, Inc.		R120-RAIL/LRV CAR BODY	\$ 204.30	-	-
4500046110	4/1/2022	Willy's Electronic Supply Co	Small Business	M110-SUB STATION	\$ 403.68	-	-
4500046111	4/1/2022	Graybar Electric Co Inc		M140-WAYSIDE SIGNALS	\$ 867.88	-	-
4500046112	4/1/2022	Ninyo & Moore	Minority Owned Business	C120-SPECIALTY CONTRACTO	\$ 3,500.00	-	-
4500046113	4/1/2022	Fastenal Company		G140-SHOP SUPPLIES	\$ 2,040.87	-	-
4500046114	4/1/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 48.76	-	-
4500046115	4/1/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 909.53	-	-
4500046116	4/1/2022	SC Commercial, LLC		G170-LUBRICANTS	\$ 84.05	-	-
4500046117	4/1/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,084.71	-	-
4500046118	4/1/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 46.01	-	-
4500046119	4/1/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,825.29	-	-
4500046120	4/1/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 1,416.16	-	-
4500046121	4/1/2022	Shilpark Paint Corp.		F180-BUILDING MATERIALS	\$ 523.94	-	-
4500046122	4/1/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 601.97	-	-
4500046123	4/1/2022	Marco's Canopies Inc	Small Business	G140-SHOP SUPPLIES	\$ 2,194.50	-	-
4500046124	4/1/2022	Kenneth Place		G130-SHOP TOOLS	\$ 1,048.34	-	-
4500046125	4/1/2022	TK Services Inc		B250-BUS REPAIR PARTS	\$ 443.19	-	-
4500046126	4/1/2022	Muncie Transit Supply		B160-BUS ELECTRICAL	\$ 21.81	-	-
4500046127	4/1/2022	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 583.41	-	-
4500046128	4/1/2022	Kurt Morgan		G200-OFFICE SUPPLIES	\$ 1,909.85	-	-
4500046129	4/1/2022	Mohawk Mfg & Supply Co		B140-BUS CHASSIS	\$ 177.04	-	-
4500046130	4/1/2022	Transit Holdings Inc		B120-BUS MECHANICAL PARTS	\$ 2,244.06	-	-
4500046131	4/1/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 340.06	-	-
4500046132	4/1/2022	Freeby Signs		B250-BUS REPAIR PARTS	\$ 95.90	-	-
4500046133	4/1/2022	Louis Sardo Upholstery Inc		B130-BUS BODY	\$ 342.00	-	-
4500046134	4/1/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 286.71	-	-
4500046135	4/3/2022	Gillig LLC		B250-BUS REPAIR PARTS	\$ 1,916.03	-	-
4500046136	4/3/2022	Fastenal Company		G140-SHOP SUPPLIES	\$ 822.98	-	-



Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046137	4/3/2022	Brady Industries of California, LLC		G180-JANITORIAL SUPPLIES	\$ 210.25	-	-
4500046138	4/3/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 6,596.00	-	-
4500046139	4/3/2022	Sherwin Williams Company		F120-BUS/LRV PAINT BOOTHS	\$ 458.61	-	-
4500046140	4/3/2022	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$ 466.98	-	-
4500046141	4/3/2022	Staples Contract & Commercial Inc		B150-BUS COMM EQUIP.	\$ 344.75	-	-
4500046142	4/3/2022	Prochem Specialty Products Inc	Small Business	G180-JANITORIAL SUPPLIES	\$ 828.49	-	-
4500046143	4/3/2022	Jeyco Products Inc		G170-LUBRICANTS	\$ 356.35	-	-
4500046144	4/3/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 2,474.22	-	-
4500046145	4/3/2022	R.S. Hughes Co Inc		G140-SHOP SUPPLIES	\$ 86.11	-	-
4500046146	4/3/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 76.64	-	-
4500046147	4/3/2022	Battery Systems Inc		B160-BUS ELECTRICAL	\$ 1,971.05	-	-
4500046148	4/3/2022	Vern Rose Inc		G140-SHOP SUPPLIES	\$ 230.93	-	-
4500046149	4/3/2022	TK Services Inc		B110-BUS HVAC SYSTEMS	\$ 60.31	-	-
4500046150	4/3/2022	Siemens Mobility, Inc.		R170-RAIL/LRV HVAC	\$ 588.06	-	-
4500046152	4/4/2022	Industrial Maintenance Supply LLC	DBE	G150-FASTENERS	\$ 299.41	-	-
4500046153	4/4/2022	Siemens Mobility, Inc.		R230-RAIL/LRV MECHANICAL	\$ 5,002.88	-	-
4500046154	4/4/2022	Siemens Mobility, Inc.		R160-RAIL/LRV ELECTRICAL	\$ 34,626.54	-	-
4500046155	4/4/2022	Transit Holdings Inc		B130-BUS BODY	\$ 1,490.60	-	-
4500046156	4/4/2022	Eran Hason		P120-BLDG/FACILITY REPRS	\$ 157.37	-	-
4500046157	4/4/2022	American Power Systems, LLC		M110-SUB STATION	\$ 1,372.14	-	-
4500046158	4/4/2022	Graybar Electric Co Inc		M110-SUB STATION	\$ 133.66	-	-
4500046159	4/4/2022	JKL Cleaning Systems	Small Business	G130-SHOP TOOLS	\$ 777.36	-	-
4500046160	4/4/2022	Shilpark Paint Corp.		G160-PAINTS & CHEMICALS	\$ 179.40	-	-
4500046161	4/4/2022	A to Z Enterprises, Inc.		P300-TOWING SVCS	\$ 135.00	-	-
4500046162	4/4/2022	Gillig LLC		B160-BUS ELECTRICAL	\$ 2,868.12	-	-
4500046163	4/4/2022	West-Lite Supply Co Inc	Small Business	R160-RAIL/LRV ELECTRICAL	\$ 727.11	-	-
4500046164	4/4/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 6,896.00	-	-
4500046165	4/4/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 445.44	-	-
4500046166	4/4/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 1,515.18	-	-
4500046167	4/4/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 48.49	-	-
4500046168	4/4/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 1,060.32	-	-
4500046169	4/4/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 2,586.00	-	-
4500046170	4/4/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,401.84	-	-
4500046171	4/4/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 4.58	-	-
4500046172	4/4/2022	Muncie Transit Supply		B140-BUS CHASSIS	\$ 381.91	-	-
4500046173	4/4/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 8,666.07	-	-
4500046174	4/4/2022	Transit Holdings Inc		G140-SHOP SUPPLIES	\$ 1,997.08	-	-
4500046175	4/4/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 360.84	-	-
4500046176	4/4/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 808.10	-	-
4500046177	4/4/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 261.37	-	-
4500046178	4/4/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 1,322.04	-	-
4500046179	4/4/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 687.82	-	-
4500046180	4/4/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 555.18	-	-

Purchase Orders							
PO Number	PO Date	Name	Prime Business Certification	Material Group	PO Value	DBE Subcontracted Amount	Non DBE Subcontracted Amount
4500046181	4/4/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 214.52	-	-
4500046182	4/4/2022	JKL Cleaning Systems	Small Business	P130-EQUIP MAINT REPR SVC	\$ 1,582.19	-	-
4500046183	4/4/2022	Citywide Auto Glass Inc		P210-NON-REV VEH REPAIRS	\$ 423.18	-	-
4500046184	4/4/2022	Eran Hason		P120-BLDG/FACILITY REPRS	\$ 105.00	-	-
4500046185	4/4/2022	Allied Electronics Inc		G170-LUBRICANTS	\$ 753.66	-	-
4500046186	4/4/2022	SC Commercial, LLC		A120-AUTO/TRUCK GASOLINE	\$ 3,680.51	-	-
4500046187	4/4/2022	Supreme Oil Company		A120-AUTO/TRUCK GASOLINE	\$ 15,066.25	-	-
4500046188	4/4/2022	Airgas Inc		G190-SAFETY/MED SUPPLIES	\$ 675.41	-	-
4500046189	4/5/2022	HI-TEC Enterprises		R160-RAIL/LRV ELECTRICAL	\$ 1,623.80	-	-
4500046190	4/5/2022	Super Welding of Southern CA	Small Business	R160-RAIL/LRV ELECTRICAL	\$ 3,251.68	-	-
4500046191	4/5/2022	JKL Cleaning Systems	Small Business	G140-SHOP SUPPLIES	\$ 290.93	-	-
4500046192	4/5/2022	Siemens Mobility, Inc.		R180-RAIL/LRV LIGHTING	\$ 672.36	-	-
4500046193	4/5/2022	SC Commercial, LLC		G170-LUBRICANTS	\$ 1,336.10	-	-
4500046194	4/5/2022	Annex Warehouse Company, Inc		F120-BUS/LRV PAINT BOOTHS	\$ 2,936.76	-	-
4500046195	4/5/2022	Professional Contractors Supplies		G140-SHOP SUPPLIES	\$ 714.66	-	-
4500046196	4/5/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 197.83	-	-
4500046197	4/5/2022	Cummins Pacific LLC		B200-BUS PWR TRAIN EQUIP	\$ 1,734.78	-	-
4500046198	4/5/2022	Mohawk Mfg & Supply Co		B120-BUS MECHANICAL PARTS	\$ 3.77	-	-
4500046199	4/5/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 3,672.96	-	-
4500046200	4/5/2022	Transit Holdings Inc		B200-BUS PWR TRAIN EQUIP	\$ 156.25	-	-
4500046201	4/5/2022	Transit Holdings Inc		G140-SHOP SUPPLIES	\$ 1,123.51	-	-
4500046202	4/5/2022	Muncie Transit Supply		B200-BUS PWR TRAIN EQUIP	\$ 369.05	-	-
4500046203	4/5/2022	Transit Holdings Inc		B140-BUS CHASSIS	\$ 572.70	-	-
4500046204	4/5/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 71.12	-	-
4500046205	4/5/2022	Fastenal Company		G120-SECURITY	\$ 1,373.21	-	-
4500046206	4/5/2022	Waxie's Enterprises Inc.		G140-SHOP SUPPLIES	\$ 4,683.90	-	-
4500046207	4/5/2022	Graybar Electric Co Inc		M180-STATION ELECTRICAL	\$ 1,181.15	-	-
4500046208	4/5/2022	Waxie's Enterprises Inc.		G180-JANITORIAL SUPPLIES	\$ 3,275.15	-	-
4500046209	4/5/2022	Western-Cullen-Hayes Inc		M130-CROSSING MECHANISM	\$ 764.27	-	-
4500046210	4/5/2022	Charter Industrial Supply Inc	Small Business	F110-SHOP/BLDG MACHINERY	\$ 122.84	-	-
4500046211	4/5/2022	AED Brands LLC		G200-OFFICE SUPPLIES	\$ 1,060.13	-	-
4500046212	4/5/2022	Cummins Pacific LLC		F110-SHOP/BLDG MACHINERY	\$ 270.00	-	-
4500046213	4/5/2022	W.W. Grainger Inc		G140-SHOP SUPPLIES	\$ 412.68	-	-
4500046214	4/5/2022	Transit Holdings Inc		B250-BUS REPAIR PARTS	\$ 382.05	-	-
4500046215	4/5/2022	Jeyco Products Inc		G140-SHOP SUPPLIES	\$ 58.55	-	-